THE FIELD OF ELECTRICITY

Trial of the Third Rail Electric System on a Steam Railroad.

RESULTS OF A THIRTEEN-MILE RUN

Speed, Comfort and Economy Marked Features of the Trial_Ningara Falls Power_Other Electrical Developments.

An official test of the third rall electric system on a steam railroad was made on the 10th inst. on the New Haven road between results are regarded as foreshadowing a revolution in railroad motive power.

The third rail system is not a new thing, having been in successful operation on Chiengo elevated roads for several years. Its Haven trial was a trial of speed and traction power. A run of thirteen miles was made in thirteen and one-half minutes. One spurt of jar than is experienced in an ordinary railroad passenger car.

The experiments were begun three years ago on the Nantasket Beach road which was selected because it was not believed that electricity was practicable on any surface of any great length, owing to the waste of the current in transmission, which would neces-sitate power houses every few miles. But after many experiments the New York, New Haven & Hartford electricians discovered that by a heavy rail, that looks like a capi-tal "A" flattened down, and laid on blocks of wood, the electrical current could be trans-mitted without any appreciable loss of power, and at one-fifth the cost of a trolley line.
It was this discovery that caused the New Haven road to spend so much money on the third rail system from Berlin to Hartford, thirdeen miles long. Monday's test was wit-nessed by electrical experts from all parts of the country and by professors from Yale

The third rails are laid between the running rails, and are banded together and conning rails, and are banded together and con-nected by copper wires. They are not fas-tened to the ties, but are laid on blocks of wood. The running rails are used to carry back the return current. The trolley block consists of a flat cast iron shoe, 12x4 inches, and weighing twenty pounds. This shoe is run along in the flat top of the third rail, just as a trolley pole follows an overhead wire. Inside of this iron shoe a copper wire carries the power to the motor, which is in the truck of the car.

The current used is of 600 volts, 100 more than in the overhead trolley system, and, although the third rail, which carries the current, is exposed, a shock cannot be gotten from it without touching the third rail and one of the running rails at the same time. Even then it would not be fatal. The com pany has fenced in all the stations and posted danger notices along the track to warn pedestrians and workmen. The road will be in full operation within one month.

President Clark of the New Haven sys

tem, who participated in the trial, remarked at its conclusion: "You may tell everybody who is engaged in investing their own or anybody else's money in lines competitive with steam roads that they cannot prosper when the day comes to tay down third rails in this country. There is neither malice in this statement nor a desire to injure any Our locomotives may go into the scrap heap, as the old stage coaches had to

THE EQUIPMENT.

The electric power machinery is contained in a spacious power house, which has been erected at Berlin, a few yards from the main line running from New Haven to Hartford. It is of two stories and is divided in the middle by a brick wall. One side contains the boiler equipment, which consists of ten 300-horse power boilers in two batteries. The second story of the next room is the engine and dynamo room. The engines are of the most economical type built; they are known as Greene-Corliss compound condensing en ies, each capable of furnishing 2,000 avail able horse power. The shaft of the engine carries a massive fly wheel weighing about fifty-two tons and armature weighing about Ifty, making a total moving weight of over

Around the armature and resting upon its own foundation is what is known as the field of the generator, a great circle of iron carrying ten electro-magnets, projecting in-ward. It is the rotation of the armature within these that produces the electrical current. The armature turns at a speed of 100 revolutions a minute and the power of the dynamo is 850 kilowatts, which is, mechanically speaking, about 1,200-horse power. This is its ordinary work, under emergencies it can furnish about 2,000-horse power for a

ien the current is generated it goes underneath the floor over cables of solid copper, well insulated, to the switchboard. This carries the instruments which allow the electrician to connect or disconnect the cur rent from the third rail, the meters which tell him how much electricity is being consumed in driving the cars and other instru-ments which protect the dynamos from any accident or short circuit on the line short circuit produces a sudden rush of cur-rent and if this sudden rush had to pass through the dynamos the electricity would probably greatly damage it. So that when a short circuit occurs on the line the rush of current trips a little latch, a switch is opened by a spring and the circuit is broken.

From behind the switchboard four copper cables, each about one inch in diameter, run underground and are connected to the third rail in front of the power house. This is the only connection between the third rail and the dynamos. There are no feeders. This third rail is shaped like a capital "A" flattened at the top. It is rolled in the same length as the ordinary rail and weighs ninety-three pounds to the yard. It naturally has to be insulated from the ground and raised so high above it that the water shall fall off it and not allow the electricity to escape. Creosoted wood is a good insulator and is moreover very cheap. The third rail rests, therefore, upon conical blocks of creosoted wood set on wooden pins let into the ties The rail is simply laid on these blocks and is held there by its own weight.

The third rail has to be continuous in order that the electricity shall have a con-tinuous passage; if it had not there would be no circuit, and if there is no circuit there is no electricity. Every length of rail must therefore, be joined to every other. is done by putting two copper plates under the eave of the rall at each joint and bolting them there. This gives a perfectly unbroken path for the current. The electricity also get back to the dynamo and it is the aim of every electrical engineer who lays down an electrical railroad to get as much of the current back as possible. The path for this return circuit as it is now are the rails upon which the cars run. It is neceseary, therefore, to bond these also, and this is done by putting a heavy strip of copper beneath the foot of the track rails at each Colonel Heft has paid especial attention to this question of return, well knowing that any electricity which does not get back to the dynamo will have to come back by the

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ground, and when electricity comes back by the ground it comes along over water and gas pipes. When electricity returns by way of the pipes the natural result is the damage suit for electrolysis. On this point most of the trolley roads in this country have had considerable experience.

Following the path of the current, the electricity goes from the third rail into the motor and from the motor back to the track rails and thence home to the dynamo.

rails and thence home to the dynamo. THE CARS TO BE USED. The motor cars which will be used on this

line are open cars, 50 feet long, each equipped with two motors hung on one side of the trucks. Each motor is of 125-horse power Each car has a seating capacity of about 100 people. The current is taken from the third rail by a flat piece of cast iron known as the shoe, hung by two links immediately beneath the kingpin of each truck; it weighs about twenty pounds and is twelve inches long and four inches wide.

From the shoe the current goes to a con Hartford and New Britain, Conn., and the troller in appearance similar to those used on trolley cars, only very much larger. There is one on each platform. A very pretty principle of electricity is applied in these con-trollers in a device invented by Prof. When an electric is broken there is always an arc. If the arc practicability was not in question. The New were allowed to continue it would quickly burn off the metal contacts. It must, therefore, be extinguished. This is done by mesus of an electro magnet. At the same moment at which the arc is formed the curspeed registered a mile a minute, with less rent passes around a horse-shoe shaped piece the magnetic rays issuing from the poles of this magnet have the effect of immediately blowing out the arc. From the controllers the current goes to the motors where it does

The motors have also to be protected from sudden rushes of current and protective de-vices are being placed in the hoods of the car. These devices or circuit breakers are similar to those on the switchboard, but are of course, smaller. The remainder of the equipment of the car consists of two big gongs, a whistle and the necessary air brakes. The air for the brakes and the whis-tle is supplied from an air pump placed on one of the platforms. WHAT WAS DEMONSTRATED.

The facts demonstrated on this trial were hat electricity can be sent over a third rail and without appreciable loss at least thirteen miles each way from a power house, that a high rate of speed can be obtained, that there is less jar and consequently less wear on the rails and on the machinery, that this system can be operated in connection with the regular steam locomotive service and so permit the gradual introduction of electricity, and that there is an absence of the dust and cinders which accompanies the use of coal. The additional fact, and the most important one yet to be demonstrated, is the relative cost of steam and electricity. In this connection an estimate made last year as to the saving which would result from substituting electricity for steam on the Pennsylvania railroad system is in

The calculation appeared in a series o articles written by Mr. William Baxter, jr., for the Electrical Engineer, and is given in the following table. The first column of figures represents the cost of the several items under the present system of operation the second column the percentage of this sum that would be saved by using elsctricity and the third column the money value of this percentage:

Items, cost.
cepatrs of roadway. 32 844 125
cenewals of ties. 866,661
cepatrs of bridges, etc. 389,597
cepatrs of lecomotives. 2.896,735
cepatrs of shop ma-149,167 ges of engineers and 264.840 100 £0.85 1,017,118 5 Vages of operators

It will be interesting to watch the result of the trial now being made in Connecticu and see whether so large a saving as this is possible. Mr. Baxter claims that deducting \$865,099 from the total saving for repair nen and telegrap ators that might be necessary under electricity as well as under steam, there would still remain a saving of \$6,741,343.

NIAGARA FALLS POWER. The Buffalo street car companies are no ecciving 5,000 horse-power daily of electricity from Niagara Falls, and it is said to work beautifully at a cost of \$36 per horse power a year. The company at Niagara Falls is doubling its plant, and by the 1st of October next will be ready to supply 30,000 horse-power in addition to its present ca-pacity. The wires are already being strung for the purpose of transmitting this power to Buffalo for commercial purposes, and the ompany is already making contracts to supply manufactories, printing offices, hotels and other patrons with both power and light. While the price is not yet permanently fixed It is expected that the cost will be horse-power a year in large quantities and \$60 in small quantities. This is claimed to be about two-thirds of the cost of ordinary steam with coal fuel, and only about onehalf as much as it costs to generate electricity from an ordinary plant.

TURNING BLACK PEOPLE WHITE. Even those who have the greatest faith is he illimitable possibilities of have never dreamed of an application which Prof. Blake of Kansas University now pro poses for it. Prof. Blake says that electro-chemistry has reached such a stage, espe-cially in its electrolytic branches, that the dusky maiden of Ethiopia may permanently change the color of her skin without using cosmetic, and as the dermatologist can now make radical changes in the conformation o the lips, nose and other facial features, will be possible by means of dermatological devices and electrolytic methods for elimi nating dark pigment to actually transform a colored to a white person in appearance The color of the negro is due to a carbon pigment underlying the epidermis. It is by the decomposition of the molecules of carbon that the fairness of complexion is to be attained. Prof. Blake holds that the process already possible, and that it only remains to find a practicable method of applying th electricity to be bale to wipe out the color line for all time. He has no doubt that making black people white will soon be a regular industry. Possibly the most feasible process may be found to consist in immersing the candidate for bleaching in a water bath and then running through the bath an electrical current of sufficient intensity to decompose the carbon pigment. Whether this can be done without decomposing something more than the pigment has not yet been

practically determined. VACUUM TUBE LIGHTING. Electricians are not the only persons who have varying opinions as to the merits of have varying opinions a society woman, who is renowned for the artistic light grading number of mounted men in an attractive uniform would add greatly to the general effect. impromising to the complexion to become compromising to the considers of, for social favor is completely demonstrated by the unctions. She considers the glare of the large number and excellent character of the functions. She consider that the constraint of t that this new with the daylight. In our own homes we can use having the matter in charge has met with lamps and keep soft shades on them, so that the little wrinkles and the mean places in the little wrinkles and the little wrinkles and the little wrinkles and the little wrinkles are the little wrinkles are the little wrinkles and the little wrinkles are ne's skin are softened and toned down. But othing will ever get away from this garish new light and you might as well receive a caller out in the yard at midday as in a room lighted by it. It shall certainly never come into my house." It is hardly strange that such a misconception as this should have arisen, but the fact is that the vacuum tube light will be used as a superable to control. light will be just as amenable to control and modification as the incandescent, with the added advantage that its diffusion and

its artistic possibilities will be much greater Steamship Tickets.

I am agent for all first-class transatianti I sell tickets to and from all points rope. No one can furnish you with tickets cheaper than I can. People who bu from me are ticketed by the fastest train; and finest steamships there are. Call of write. J. B. REYNOLDS,

G. P. A., Burlington Route, 1502 Farnam. A Onlek Move Between Omaha and Chicago on the flying trains of the Northwestern Line at 4:45 p. and 6:30 p. m. dally. Each arriving at Chi cago fifteen hours afterward. Ala carte diners. Exceptional sleeping cars, parlor chair cars. Check your baggage at your

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house.

ARCHITECTS IN CONFERENCE

Preliminary Plans Harmonize So Well that Few Changes Will Be Required.

SKETCHES OF EXPOSITION BUILDINGS

of Structures Along Rennissance Lines, Comparing Favorably with Buildings at

Other Expositions.

The first conference of the architects of the main buildings of the Transmississippi Exposition, which was held Thursday, was a most pleasing surprise to those concerned It had been anticipated that when the preliminary sketches of the buildings on the main court were presented many changes would be required in order to produce a harmonious result, as none of the architects had any opportunity to learn what the others would produce, but when the sketches were shown it was found that scarcely any changes would be necessary. The general designs of all of the buildings were found to be entirely harmonious and congratulations were freely exchanged. This condition was most gratifying to all of the architects and the supervising architects were especially pleased, as the work was expedited very much thereby. If many changes had been necessary two or three weeks would have been required to make them and the completion of the work would have been delayed just that much longer.

The eketches in question were not expected to be complète in the details of orna-mentation, etc., but were simply intended to be suggestive. By a curious coincidence, all of the buildings were designed along the renaissance style. This style will allow of the greatest latitude in the way of ornamentation and the treatment of columns, capitals etc., will be broad and pleasing. The etc., will be broad and pleasing. The architecture will be strictly classic, but along lines which will comprehend the best effects. ome of the buildings will have flat domes but the majority will have pinnacles. The treatment of the domes and pinnacles, as well as of the general details of ornamentation, is a matter for future consideration at the hands of each architect. As soon as the finished drawings of the buildings are received by the supervising architects, they

PLEASED WITH THE OUTLOOK. All of the architects were greatly pleased with the outlook for an attractive architec-tural effect, and the opinion was freely ex-pressed that the Transmississippi Exposition would compare most favorably, from an architectural standpoint, with any former exposition. One of the points emphasized was that none of the buildings would sugexposition. gest in any way any of the buildings at the World's fair.

will be given the widest publicity

All of the architects except Cass Gilbert of St. Paul, who did not arrive until yes-terday, were entertained at dinner at the Millard hotel Thursday by the four mem-bers of the executive committee who were in the city, Messrs, Kirkendall, Bruce, Reed end Babcock, and President Wattles and General Superintendent Geraldine. The sketches of the buildings brought by the architects were placed around the room in the relative position the buildings them selves will occupy on the exposition grounds. The exposition officials were greatly pleased with the effect. It was the unanimou opinion that these buildings, heightened by the connecting link formed by the colonnades will form a picture of classic architecture which will be most pleasing to the eye. Cass Gilbert of St. Paul, architect of the Agricultures building, arrived in the city yeserday, having been detained by business He visited the exposition grounds in com-pany with the supervising architects and Messrs, Perkins and Humphreys, architects of the Electricity and Mines buildings respectively. Like the others, Mr. Gilbert was nost favorably impressed by the arrange ment of the grounds and his sketch required es little alteration as those of the other

All of the architects will at once begin work on the drawings for the main buildings and it is expected that the completed drawings will be in the hands of the supervising architects within the next three weeks WORK ON GOVERNMENT BUILDING.

H. A. Fuller, superintendent of government buildings west of the Mississippi river, has been instructed by the State department to assume charge of the preliminary work on the government building on the exposition grounds. Mr. Fuller is at present in Denver He has also been instructed to take charge of the work or the postoffice building i Chicago. He is expected in Omaha shortly to confer with the authorities on exposition

the Administration building will be asked for The drawings are almos completed and bids for its construction will oe asked as soon as possible, as the building will be used as headquarters on the ground;

soon as it is completed. Manager Reed of the Department of Conessions says he will soon be ready to let contracts for concessions. There are a large number of applicants for some of the oncessions and some very satisfactory terms ave been offered by bidders. For the Chinese concession there are four applicants two of whom have been very active in pushing their claims. H. Sling, who had charge of the Chirese concession at the World's fair, has been in the city for several days in consultation with Mr. Reed and is very anxious to close the bargain. One of th other applicants for this concession has been in the city recently, urging that he be given the concession, and the competition in eral of the lines has developed considerable

The artesian well contractor has remove his derrick and machinery a few feet south of the first hole and started another descent into the earth.

TROOPERS FOR THE EXPOSITION Brigade Organization is to Be Com pleted This Evening

A meeting of the Transmississippi Trooper will be held at the Commercial club rooms at 8 o'clock this evening to complete the organization of the brigade. There has been considerable interest manifested in this movement among the horsemen about town and the indications for the organization of a crack cavalry brigade are regarded as most

The purpose of the originators of this movement was the organization of a mounted command to act as escort for the distinguished visitors to the city during exposition year, and also to take part in parades and That the movement has met with general free from gaudiness or tinsel.

ers will be armed with light cavalry sabers Among the members of the organization are many men with experience in military matters, and it is expected that the appearance of the entire brigade, from a militar standpoint, will be most pleasing and ef-

All men in the city who are interested the organization are invited to attend the meeting tonight.

INFORMATION FOR WOMAN'S BOARD

It is Furnished Instruction on On Line of Its Proposed Work. The executive committee of the Transmir sissippi Exposition held its regular weekly meeting at the Commercial club rooms yes terday afternoon. Little business was trans acted and that of a purely routine character. There was but a bare quorum present Messre, Rosewater, Hitchcock and Lindsey

Manager Kirkendall announced the appointment of Harry Weatherwax of Chicago as chief draughtsman in the Department of Buildings and Grounds. The appointment

Mr. Kirkendali also announced the appoint ment of Andrew Rosewater as sanitary en-

gineer of the exposition grounds at a salary of \$350 covering themestire period of the

Manager Kirkendallians informed the com-Manager Kirkendalisase informed the com-mittee that John Mack, a colored man living on Twentieth street gust below the north tract of the exposition grounds, had torn down the fence erected in front of his house by the exposition people. Mr. Kirkendall said efforts had been made to make an amic-able arrangement with the man, but they had been unsuccessful. Suggestions were made by other members of the committee and another attempt will be made to adjust

The duties and powers of the Women's Board of Managers were brought up by a letter from the secretary, Mrs. F. M. Ford. who asked definite instructions regarding what is expected of the board and how far it had authority to carry out plans it might formulate regarding the organization of congresses on educational subjects, eccuring conventions bearing upon that subject, etc. A general discussion was had on the sub-ject matter of this communication and action was taken which will enable the women to take definite steps to secure the convenlons of such organizations as have direct

pearing upon the subjects coming under the jurisdiction of the women's board. The Department of Promotion was authorized to make provision for furnishing a hall for the meeting of conventions, etc., during he exposition

Manager Reed announced that David Henlerson of Chicago, one of the most prominent exponents of the spectacular in stage produc-tions, will be in the city today for the purose of negotiating for a theatrical privilege

Prevent sickness and save doctors' bills at this season by keeping your blood rich and pure with Hood's Sargaparilla.

A Cape Jasmine with every glass of soda vater at Balduff's today. Today an "American Beauty" or "La France' rose will be given free to each purchaser of "Red Roses" or Violet perfume by Kuhn & Co., Fifteenth and Douglas, mak-

he ladies with soda. CONFER WITH BREWERS TODAY.

era of "Frozen Phosphates." Roses also for

An Attempt to Adjust Differences

with Employes. The regular meeting of the Central Labor inion was held last evening, but the proceedngs were devoid of anything of special in-

The committee appointed to adjust the differences among brewers reported that it had arranged a meeting to be held today with the Brewers' association, at which it was hoped that each side would be willing to make some little concessions to enable an agreement to be reached between the brewrs and their employes.

The committee on organization was in-structed to assist the lathers and bookbinders in perfecting a union in this city.

The matter of letting the convict labor out on contract was brought to the atten-tion of the union through advertisements now being published by Warden Leidigh.
The law committee was instructed to look
up the legal status of the case and report
at the next meeting.
The president and secretary were in-

structed to draw up a set of resolutions to be sent to the board of regents of the State university, and to the board of public lands and buildings, requesting that in all con-tracts for state work a provision should be nserted in the contracts calling for an eightnour day, and a minimum wage of \$2 a day Other matters of less importance were dis cussed informally, after which the union adjourned.

The retail dealer who advertises "We alvays give just what you ask for," and lives up to his promise, is certain of a good trade.

Our Opening Day. Today occurs the grand opening of the Iconomical Drug company's new store, at 20-22 South 16th street, when lovers of the nost delicious soda water ever drawn from fountain will be served. The store has sen refitted and refurnished, and will be handsomely decorated for the occasion. Messrs, Lightner & Co. will also have on display a beautiful line of their elegant per There will be music in the after oon and evening-and each lady will be presented with a beautiful rose and a carna ion to the gentlamen attending. The genial manager, Mr. John S. Clark, will welcome

Wanted-Men to solicit members for the Business Men's Fraternity in Iowa and Ne-oraska. Good field for workers. Apply braska. ooms 411 and 413 Bee building.

all who may call today.

Rock Island Route. City ticket and freight offices. 1323 Farnam street.

PERSONAL PARAGRAPHS.

C. H. Smith. Chicago, is at the State. M. Haskell, Cleveland, is at the Millard George Spangle, Holdrege, is at the Mercer. J. F. Smith, Fremont, is registered at the

G. Wallison, St. Louis, is stopping at the G. H. Miller and wife, Grand Island, are in Omaha.

W. H. Peacock and wife. Superior, are it J. I. Day and wife, Lincoln, are visiting J. W. Brown, New York, is registered at

he Millard. C. E. Wilkins, Philadelphia, is registered it the Barker. C. J. Sloan and L. Streff, Oakland, Cal. are at the Mercer

Ernest Barnett, Deadwood, S. D., is stoping at the Mercer. P. J. Clark and daughter, Herman, Ia. are at the Millard.

Charles E. Chase, postmaster at Atlantic a., is at the Millard. R. E. Ewing, a hotel man from Creston a., is at the Millard.

D. A. Campbell, Lincoln, clerk of the su preme court, is at the Millard. S. J. Nack, Sioux City, and F. B. Pell Perry, are Iowans at the State. Cass Gilbert, St. Paul, one of the exposiion architects, is at the Millard.

W. A. Paxton, sr., left last night on visit to his stock farm near North Platte. S. F. Martin, Carroll, and F. Ruther, Blair are state arrivals registered at the Barker. E. H. Sprigue left last evening for a week's business trip to New York and Bos-

George W. Skinner, G. R. Young, E. Wide er, Chicago traveling men, are at the Mil-

T. L. Randall, Ira E. Doyle and B. G. Spencer are Kansas City arrivals registered at the Barker. E. R. Brown, East Saginaw, Mich., who been visiting in Omaha for a short pe-

riod, left for home last night.

of Niagara Falls, was in the city yesterday while on his way to St. Paul, Minn. Con Hessier, Union Pacific yardmuster at Grand Island, who has been in the city or several days, left for home last night. Charles Mason Talcott, assistant superin endent of the Pullman company, returned some last evening from a business trip to

A. H. Reese, a well known railroad man

Chicago. J. B. Dipsmore, Sutton; L. A. Walters Harvard; William Steufer, West Point; G. E. Barber and F. W. Beecher, Lincoln, are Nebraskans at the Millard.

Rev. Frank Crane, former pastor of the First Methodist church of this city, now living in Chicago, passed through Omaha essterday while on his way to Denver. General Passenger Agent A. S. Hansen of he Boston & Albany road, with headquar ers at Boston, passed through Omaha yeserday while en route from the coast to his

Nebraskans at the hotels: John W. Tem in, St. Paul; C. B. Nicodemus, Fremont; F. Valentine, Aurora; W. H. McDonald E. Valentine, Aurora; W. H. McDonald,
North Platte; A. G. Fisher, Chadron; Thomas
Bryne, Greeley; W. J. Miller, Hastings; J.
N. Paul, St. Paul; S. G. Hutchinson, Nebraska City; R. J. Kilpatrick, Beatrice; E.
Coggshall and J. E. Flint, St. Paul; F. M.
Knight, Alliance; J. L. Miner, North Platte;
J. W. Stetter, Valentine; C. A. Newberry,
Alliance; W. McCool, Salem; S. Draper, Ninbrace, F. H. Chese, Clearwater; J. O. Walker, rara; P. H. Chase, Clearwater; J. O. Walker, Ong; S. S. Stone, Coleridge,

Ladies' \$5, \$6, \$7 Turns and Welts \$2.50.

OUR OWN MAKE \$2.50 A PAIR

Choice of Ladies' Fine Shoes, Whether \$5, \$6 or \$7, Any Style \$2.50_Cheapest Shoe We Make Sells for 85 Everywhere.

At this world-beating shoe sale thousands pairs of medium priced shoes have been irtually given away. Today we will give you all, or any, of the ladies' finest turns and welts for \$2.50, not a pair but sells everywhere in this country for \$5, \$6 and \$7, because we make no

cheaper grades.
It's a lifetime chance.
Laird, Schober & Co's own make ladies' shoes button or lace, any style toe you want, for \$2.50 a pair.

This beats any savings bank in the world as an investment. You double your money in a minute. The east window shows them and dozens

of other shoe bargains which you never dreamed of buying so cheap. NINETY-EIGHT CENTS. 98 cents has shod more feet at this sale than it ever will be again, but today such a radical cut being made in the finest shoes, we had to treat the under studies the same, so hundreds of pairs have been added to these 98c tables. Then they jump to \$1.50 without a stop.

98 CTS., \$1.50 AND \$2.50. Will do the business today in fine Hundreds of pairs of girls' school shoes

Girls' slippers and low shoes for 48c. Children's shoes in hundred pair lots, 48 Men's tans and blacks, 98c, \$1.48 and \$2.50. Every pair of boys' and youth's shoes have the price divided as near the middle as a mathematician can figure it. Days may come and days may go, but this sale can't last forever. So get in while it lasts.

Ladies' bicycle leggins and overgaiters for quarter, Small boys' lace shoes, made with books, just like their fathers', will go for 50c today. Children's spring heel shoes and oxfords ny slze, 48c. You can't pay over \$2.50 for a pair of ladies' fine shoes if you wanted to ever so

LAIRD-SCHOBER & CO., Quitting Retail—1515 Douglas St. P. S.—While we feel under great obliga-tions to those who have given us their patronage, we would urgently request that hose having accounts here will settle at once, as we do not care to leave any bills in

A THE ROLL IN THE PARTY OF THE PARTY. AMUSEMENTS. OMPRESENT CONTRACTOR OF THE PROPERTY OF THE PR

The last engagement of the regular season at the Creighton theater will be the return of Otis Skinner next Friday, Saturday and Sunday, with a matince on Saturday. Mr. Skinner will present a change of bill at every performance and will open the engagement with a play which has not yet bee seen in this city. The play is called, "His Grace de Grammont," and was written by Clyde Fitch. At the matinee on Saturday Mr. Skinner will present "The Lady of Lyons"; in the evening, "Romeo and Juliet and on Sunday evening his own successful romantic play, "A Soldler of Fortune." Mr. Skinner is returning from a most successful tour of the Pacific coast.

During her engagement here next week Miss Cayvan will present Monday and Tuesday evenings "Squire Kate" and "Mary Pennington, Spinster" at the two perform ances Wednesday, both of which will be produced with all of the original New York scenery and appointments, so that the proluctions will in no way differ from the original New York presentation.

will open for eight nights at Boyd's, they have decided upon "Shadows of Life" as the bill. The leading members of the company are well known and popular, and their re-turn will probably result in a cordial receplon. George Paige, Harry English and Lillian Paige are east in most of the player Their repertory has the addition of four new plays since the organization appeared in maha, and has been carefully selected t fill the requirement of the company manager has made a special effort to strengthen the vaudeville portion of the pro-gram, and now has specialties by two teams and three individuals which he thinks wil be a strong feature. Moving pictures pro ected by Edison's vitascope will be shown

Lovers of good music should listen to the lewel song from "Faust" as sung by Miss Emma Moeller, at Germania hall this even Four prominent societies will take par the soldiers' chorus from "Faust." lections from "Daughter of the Regiment' and "Martha," in contumes, are on the pro gram. The Porter song from "Martha," as ndered by the basso, C. A. Jacobson, b ore his departure as Omaha delegate to the New York festival of the American Swedish Singers, cannot be surpassed by local talent.

GOING AFTER A BIG CONVENTION

Planning to Secure the National Edu entional Association Next Year. The meeting called for considering the question of securing the 1898 convention of the National Educational association was held in the Board of Trade rooms last night and about thirty persons were present. John Steel acted as chairman and Mrs. F. F. Ford as secretary. Superintendent Pearse explained the scope and objects of the Na-tional Educational association and what had seen done for it at previous conventions Informal speeches were made by John C Wharton, A. P. Tukey, John E. Utt, John A Wakefield, Victor Rosewater, Miss Foos and Mrs. Ford, all emphasizing the desirability of securing the convention and indicating what support might be expected.

A committee, composed of Superintenden Pearse as chairman, John E. Utt. Victor Rosewater, Mrs. Ford and Mrs. W. W. Key or, was appointed to canvass the situatio and formulate a definite plan of campaign.
The meeting adjourned subject to the cal of the committee, when it shall be ready t make its report.

For morbid conditions take Beecham's Pills Into the Heart of New York.

Passengers via Pennsylvania short line may enter that city at three convenient points in the heart of the great metropolis The New York stations of this route are lo cated at Cortland: street, Desbrosses street and Twenty-third street, the latter having been opened May 16. Six trains from Chi-cago every day over this route. For details apply to H. R. Dering, assistant general pas Chicago, Ill.

BURLINGTON ROUTE.

\$22.50. Omaha to San Francisco. une 29, 30 and July 1, 2 and 3. Stop overs courist cars through to San Francisco. Coolst. most comfortable, most picturesque route rve berths now B Reynolds, G. P. A., Burlington Route 1502 Farnam.

Tourists Sleepers Leave Omaha daily for Ogden, San Fran-cisco, Portland, Ore., and other western via the UNION PACIFIC. This is an economical and comfortable was City Ticket Office, 1302 Farnam street.

Notice to the Public. On and after May I the city ticket an freight offices of the Rock Island Route will be located at 1323 Farnam street, southeast corner of Fourteenth street.

LAIRD-SCHOBER'S GALA DAY About those Shirts

Which we put on sale Saturday morning in two lots at 50 cents and 75 cents each:-

They are not old chestnuts revived.

They are perfect in every way.

They are not damaged by fire, water or smoke.

We will sell only three to each buyer and your money is returnable on demand.

For the rest look in our corner show windowwhere some of the shirts are displayed. A sale like this has never occurred in Omaha before and in all likelihood never will again. Sale commences Saturday

Nebraska Clothing Co

ONE CITIZEN WITH A KICK COMING.

Says Omaha's Street Car Service is Behind the Times. OMAHA, May 21.—To the Editor of The Bee: We, the dear people and citizens of Omaha, living within the city limits, north of Ames avenue to the Florence line, fee Any misses' or youth's rubbers, 15c a pair.

It isn't so much what the price WAS as what the price IS that will enable us to get rid of the shoes for something more place. We had built up hopes of having than nothing, because we are positively permanent improvements that would have permanent in provements that would have permanent per

for some time to come.

The writer is a commercial missionary traveling from the Atlantic to the Pacific twice a year, and quite observing as he goes along He feels like expressing through your paper, if consistent and agree Our street car system, in his opinion. city of about 150,000, is not up to the imes. For instance, on the Twenty-fourth treet line our company give transfers

assengers to Ames avenue, compelling them to walk three long blocks, carrying bundles, packages and babies, in order to make connection at Ames avenue. It is a hard matter for the residents to understand why the cars stop three blocks away while they have all the poles set to take the wires,
As to the system of transfers, passengers oing south on the Sherman avenue line cannot transfer to Harney or Farnam. north the same rule applies; but in order o get transfers you must get off on Twenty fourth and Ames avenue and walk three long blocks to the Twenty-fourth street line the union depot you must take a certain lin to get transfers. Seems funny to strangers as well as to home people, when they know t is one company that owns all the lines. Such things do not occur in any of the cities that we claim to compete with; for instance, Kansas City, Denver, Salt Lake, Minneapolis and St. Paul. In fact, we are behind all of these cities on the question of street car service and system of transfers

all of which can be shown by personal visits to places named. As to the lighting north of Ames avenue our last council took an economical streak by taking away about two dozen lights from that section and leaving about double that number burning nearly and under electric lights, on railroad and street crossings, that were not needed. However, the residents have not failed to notice that our councilmen for that district succeeded in get ting electric lights in plenty around and

near their own houses away south of Ames Now had the exposition stayed at Miller park all these good things would have come to us, and as it now stands, we being city limits and paying city taxes, feel that we ought to have some of the benefits; and ask you to give us a helping hand through the columns of your paper. All north of Ames avenue ask this.

Summer Excursions VIA WABASH RY. Half Rates South Tuesday, May 18. Reduced Rates to Nashville, Tenn., ever

uesday. Reduced Rates to Chattanooga, Tenn., in Reduced Rates to Toronto, Ont., in July. Reduced Rates to Buffalo, N. Y., in Au Tickets to and from all points in Europe via all lines. For rates, sailing lists or a copy of "To the Lake Resorts and Beyond," call at Wabash Office, 1415 Farnam street, or

G. N. CLAYTON, Agent. Europe-Europe. A personally conducted party of teachers and friends this summer. Low rates. Exclusive. Northwestern Line, 1401 Farnam St.

Thieves at Work. Mrs. M. B. Dow reported to the police hat sneak thieves entered her residence a 1608 Hurt street last night and stole a satche containing two purses, one of which held \$3 in cash.

LOCAL BREVITIES.

The exhibition of drawings by pupils of

the Omaha public schools will close at noon Judge Scott yesterday signed an order for the public sale of all the assets of the Midland State bank, which is in the hands of J. W. Thomas as receiver.

Rev. W. W. Everts of Beth-Eden Baptis church will address the Sunday school teachers this afternoon at 4 o'clock in the Young Men's Christian association rooms. It was reported to the police yesterday that a valuable set of double harness was stolen from the barn of the Pearl Ice company at Florence some time Thursday night.

Milton Montgomery is dangerously iii at the home of his son, C. S. Montgomery, 502 South Thirty-sixth street. Mr. Montgomery is 73 years of age. He has been a residen of this city some five years. Dr. Peter von Lakum has dismissed biait against the Omaha Street Railway company for \$5,000 for injuries to his foot, al-leged to have been received August 17, 1895

when alighting from a street car at Twen tieth and Lake streets. Judge Scott announces that he will hand down a decision Monday morning in the in unction case brought by Kingman & Co. against the B. & M. Railroad company to restrain the grading of the alley north of the

Kingman building for a rallway yard. Thursday a valuable horse and a quantity of harness was stolen from a barn on the premises of Dan Callahan, 2820 North Thirty-third street. The thieves bored a hole nto the barn door and reaching in through this, succeeded in unfastening the door. Charles Davis, the leader of the so-called "Dayis gang," has recovered from his sud-den attack of "insanity" and converses in-telligently with callers. He says he has been subject to "spells" for several years. He announces his readiness to be tried as

soon as possible. The suit of Fannie L. Farmer against the ity has been dismissed. Mrs. Farmer was he owner of two lots in Riverview addition which were taken by the city for Riverview park. She was awarded \$300 by the appraisers appointed to assess the damages to the owners of property taken for park purposes and appealed to the courts. The case was never tried.

A company has purchaser a farm in Hilinois, which sell for from 10 to 15 cents each. Maltese and black cats will be reared, and the "cattlish" collection is expected to number 19,000 in one year, and 100,000 in two years.

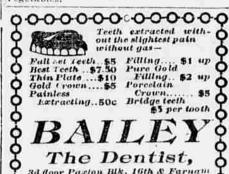
Millinery Saturday

\$4.00 Hats \$1.48 \$20.00 Hats\$6.98 Immense stock. Must go less than

BLISS. 1512 Douglas St.







Thirteen Years Experience ტიიიიიიიიი **₹The Treatment**

That Cures Catarrh and all ailments that O break down the health of men O o and women. Electricity in all forms-Consultation free at office or by letter. SHEPARD MEDICAL INSTITUTE, 311, 312 and 313 N. Y. Life Bldg.

DUFFY'S PURE MALT WHISKEY All Druggists.

OMAHA.

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The Drink That QuenchesThirst

5R. HAINES GOLDEN SPECIFIC

Goats, Gome, Cows, and Cats. There are 4,530,000 goats in Spain. It is estimated that since he came to the

throne Emperor William has killed 25,372 head of game. head of game. Last year 14,094,918 head of cattle were de-livered at the Chicago stock yards. The average product for cows in Helland is eighty pounds of butter and 180 pounds of beese per annum.

Devonshire cattle were first imported into this country in 1817. A company has purchaser a farm in Illi-

They are no job lots.

They are straight, regular goods.

They are the very latest styles.

They are cut full length and full size.

We will exchange them if they don't suit.

morning at eight o'clock.