## THE FIELD OF ELECTRICITY

Surremacy of the United States in the Development of Water Power.

THE FACT ACKNOWLEDGED ABROAD

An Industrial Revolution with Electricity as the Motor-Another Third Rall System\_Other Electrical Developments.

The industrial supremacy of the United States is a fact which, though speered at in some quarters, compels acknowledgment in Europe. That it is grudgingly admitted serves to emphasize it. When the mills of this country can compete and outbid the mills of the old world and market steel rails in Ireland, England, France, Russia, Japan and India, build locomotives for the world, and have its rolling stock considered the model of convenience, receiving everywhere the flattery of imitation, the sneers of would-be rivals may be set down as the dyspeptic twitchings of defeat.

The development of the industries of this country and the corresponding mechanical progress is a source of amazement to foreigners. Hitherto all nations were on an equality with respect to power, but the older nations have had the advantage in lower wages. This advantage, however, has been offset by the superior mechanical skill of Americans and the greater development of mechanical appliances—labor saving machin-ery. Even admitting equality in meaufac-tures, the fact that the United States has overcome foreign prejudice and embargoes of taxation, and opened up profitable markets abroad, is ample evidence of industrial

Now comes another factor in the manufacturing progress of this country-a factor that commands serious consideration That factor is the harnessing of various water power, by which electrical power is generated, and that in turn being applied to countless wheels hereto-fore operated by steam. The London Spectator concedes that the development of water power in the United States presages an industrial revolution that bodes no good for the manufacturers of Europe. The article presents many interesting facts and some conclusions from the European viewpoint to justify its publication entire. The Spectator

The closing years of the nineteenth century-a century which has been so full of change and marked by progress in so many directions—are ushering in a change perhaps more important in its significance for our owil country than any that has preceded it, even in this century of progress. This change is foreshadowed by the striking developments of water power for industrial purposes that have been witnessed in both Europe and America during the last six years-developments which would appear to point to the substitution of water power for steam power in industry at some future date, and to the transfer of the chief manufacturing in-dustries from those countries rich in the possession of coal to those rich in the pos-session of this modern rival of coal, namely The recent development has been due to the progress of electrical science; and the successful application of water power on a large scale to industrial purposes adds to the large number of triumphs with which the electrical engineers of the present age must be credited.

FROM WATER WHEEL TO TURBINE. "The water wheel has been replaced by the turbine, which can be adapted to any head of water, and by means of which water powers of the greatest magnitude may be successfully developed for industrial pur-poses. The head of water under which the old mill wheels were worked rarely exceeded twenty feet, and was generally much below that limit; today heads of water of 140 feet and 210 feet are being used at the two power plants at Niagara Falls, and at Fresno, in there is a water power plant working under a head of 1,400 feet! When it is remembered that the height or head of water is one of the factors which determine the amount of energy developed, the significance of these figures is apparent. As regards the amount of power developed under the old system, 100 horse power might be regarded as a maximum; today there are at Niagara single turbines which produce 5,000 horse power, and there is no proof that even these enormous wheels represent the limit in size which may not be safely exceeded.

Even more important then the results which have come from the substitution of the turbine for the older water wheel are those which have been produced by the introduction of electric transmission. In the older system the machinery in the mill had to be coupled directly to the water wheel by shafting and gearing, and hence these old mills were necessarily built upon the banks of the rivers and streams which provided them with power. In the modern sys-tem of transmission by alternating electric currents, the mechanical energy developed by the turbine is converted on electrical energy by means of the dynamo and this electrical energy is then carried by air lines to the locality where it is to be used. Thus the modern factory or mill driven by water power need not necessarily be situated in mountain-locked valleys, miles from the nearest railway and remote from the industrial centers of the district. It may be built wherever the natural and economic conditions are most favorable to the manufacture, and the electrical energy developed miles away can be delivered at the factory by an air cable as easily as water may be delivered through pipes from a dis-tant reservoir in the hills. The greatest activity in the application of these modern methods for the utilization of water power is now being displayed in both Europe and America, and the following figures, which represent the aggregate horse power already developed, or in course of development, will give some idea of the wonderfully vapid adance that has occurred in recent years in

this branch of engineering science.
"In America the total of the larger installations is 72,000 horse power, with the prospect of this total being increased to 150,000 when the Niagara scheme is completed. In addition to this, there are a very large num-ber of smaller plants in operation in the mindistricts of Colorado and Nevada, Switzerland occupies the second place with 32, 000 horse power. This will be increased to 000 horse power. This will be increased to 48,000 when the second water power plant on the Rhone, near Geneva, is completed. France follows with 18,000 horse power, which will be increased to 30,000 by the pletion of the power plant near Lyons. Ger-many has only one water power of any many has only one water power of any magnitude, that at Rheinfelden. This will yield 16,000 horse power when completed.

Italy has 18,000 horse power; Sweden and
Norway between 10,000 and 20,000 horse
power each, with almost limitless possibilities of further development, while England

and Scotland come at the end of the list with only 4,000 horse power. VARIED USES OF THE POWER.
"The purposes for which this power is be

Awarded Highest Honors-World's Fair, Gold Medal, Midwinter Fair.



A Pure Grape Cream of Turtar Powder. 40 YEARS THE STANDARD.

mechanical energy by means of the electric motor, it is used for working tramway s, s-tems and for driving machinery of all kinds at the mines or in engineering and other workshops. The significance of this new step forward in the application of water power to industrial purposes is startling. On the one hand it signifies that man has at last learned how to effectually master and utilize ne of the mightiest natural forces of the earth. Coal is an exhaustive possession, and the day must come when the coal fields of the earth will be worked out. Our rivers and falls offer, on the other hand, an inexhaustible supply of energy; for so long as the heat of the sun evaporates the water of the sea and causes it to fall again as rain upon the hills, or as snow upon the mountains, this source will be available for the supply of man's wants, and the arrival of the time when the earth's coal fields will be exhausted need no longer be awaited with misgivings. There is another aspect of this development which is less cheerful for contemplation by three of the nations of Europe. position which England, Germany and Belgium occupy today as the leading manufacturing countries of Europe has resulted chiefly from their possession of extensive coal fields capable of cheap development, coal having been in the past the chief factor in determining the industrial progress of any country. The progress of electrical science has, however, apparently changed the conditions of industrial supremacy, and it appears as though the possession, not of coal fields. but of water power, will be the determining factor in the future. Whether the check to the natural growth and expansion of industry in the older manufacturing countries of Europe, that may already be observed as one result of the increased use of water power in countries hitherto of little or no account in the industrial struggle, will be followed by the gradual migration of the staple industries to the cheaper centers of power, remains for the future to disclore; but it is a question of tremendous signifi-cance for the prosperity of the countries concerned. It would involve a rearrangement of the relative position of the nations of Europe, and however pleasant the period of transition and change might be for the nations which would thereby rise into in-dustrial importance, it would most certainly ing. be very much the reverse for the peoples of those three countries of Europe which today stand foremost in the extent and number of their manufacturing industries."

ANOTHER THIRD RAIL SYSTEM. The first successful underground trolley electric railway to go into operation in the United States was laid along U street in Washington several years ago. This system is still in operation. Warhington was also the first city in the United States to operate a modification of the underground electric system known as the Buda-Pesth system. This latter has been pronounced by electrical and railroad experts to be the best conted electrical railway of which they have any knowledge. It now appears probable that Washington will be the first city in the country to construct and operate what is known as the Safety Third-all Electric rail-road. This system is the Invention of Cap-tain J. M. Murphy of Connecticut. The patents for this system have only been re-cently granted, and the company which condead," except in the part directly under the car when in motion. The part of the rail in 'doad," the exposed rail is absolutely harmess. This result is secured by a system of nonarking switches placed at in-tervals along the line. Cars operated by this system can be reversed under full headway, even on grades and curves, or they may be stopped within one-half of their length. It is entirely feasible under this system to attain a speed of a mile a minute or sixty miles an hour. The cars in this system carry beneath the seats a series of small storage batteries supplied from the feed current. The cars are heated and lighted from the electricity thus stored. Another advantage of these storage batter ies is the fact that in the event the current from the powerhouse should be interrupted or cut off, each car is supplied with sufficient electricity to run it for upwards of an hour, so that the car could reach its des-tination and the passengers avoid the inconvenience of delay en route. The safety third-rail system can be applied, it is claimed, to any railway line now in us without deranging the service of the road for an instant. The only excavations neceswary are to the depth of theties. When any vailway now in use is equipped with the safety third-rail system the last car of the old system can be followed by the first car of the new without interfering with the other. This applies as well to cable and horse cars as to overhead and underground trolley systems. A local suburban railway, now using horse power, has contracted for the new safety third-rail system, thus keep-ing the national capital in the forefront of electrical railway development. Washington is one of the few cities within whose limits

thing of the past. MONSTER DYNAMOS. The largest dynamo in the world, in point of mere size, is soon to be installed in the new station of the Brooklyn Edison Illumnating company. It will stand sixty feet in height from the crown to the base, says the New York Herald, and will produce electricity at a higher pressure, or voltage, that

the overhead trolley is forbidden by law

It is expected that within two or three years

even the overhead trolley for suburban rail-

coads in the District of Columbia will be a

any other generator now in existence. The new dynamo, which is now almos completed at the works of the General Eleccompany, at Schenectady, is only the first of several of similar size which are to be constructed. Its capacity may be judged from the fact that its output of current would be sufficient to keep 18,000 incandescent lamps burning at the same time. The pressure of the electricity as it leaves the dynamos will be 6,600 volts, or three times that of the great generators at Niagara

Nearly every one is now aware that dynamo consists of two essential parts—the armature and the field magnets. The armature is made up of the coils of iron surrounded by other coils of insulated copper wire. When a loop of copper wire is moved near a magnet, an electrical current is set up in it. When a current of electricity is magnet for the time being. In ordinary dynamos the armature is revolved on spindle, while the field magnets are fixed Sometimes the armature is ring shaped, and made to revolve around the field magnets in the center. But as the essential thing is that the field magnets and the armature should be constantly changing their posi-tions with respect to one another, it is possible to make the armature fixed and cause the field magnets to revolve.

This is what has been done in the case of the Brooklyn dynamo. On the rim of a big fly wheel, fifty feet in diameter, are placed forty magnetic poles, each pole being rec-tangular in shape and wound with insulated opper wire like a bobbin. Of course these coles are firmly bolted to the rim of the fly Or the inner surface of the big which completely surrounds the rim of this fly wheel, is placed the armature in forty triple segments, and these are all also firmly bolted to their frame. To make the iron masses in the poles magnetic it is necessary that they should have some of the current derived from the armature con-stantly passing through their coils. This is furnished by copper conductors, which touch copper rings on the axel of the moving fly wheel, whence the current is distributed by

insulated wires to each of the forty poles.

ELECTRICITY IN RAISING OIL. The raising of oil is another industry in which electricity will probably take the place of steam, judging by the satisfactory outcome of an experiment in an extensive oil field in Canada. The wells at Petrolia are bored in all directions about the town many of them in the back yards of the owners' houses, so that the visitor on approaching the town sees a forest of derricks, like the stumps of trees left after a fire has passed through a green forest. Under each derrick is a well, and it has been the custom to pump a group or "batch" of these wells den-from one engine, rods and scantling being gou-

ing utilized are exceedingly varied. It is connected from the engines to the "kickers" used directly as electrical energy for lighting purposes and for chemical and metallurgical operations. Transformed again invamechanical energy by means of the electric
motor, it is used for working tramway s.sboiler setting was required. The machine was placed on a frame consisting of two pieces of 10x10-inch timber on each side, one on top of the other, so as to give clearance from the ground for the driving gear. simple apparatus was attached to sixteen heavy wells known as "water wells," running at much higher than the usual speed. All the work on these wells ever since has been done by electricity. No boy or man is needed for firing, and the machine requires no attention after it is started each day. One or two wells have before been equipped with dynamos in Ohio and Penn sylvania, a separate machine being used for each well, but the Canadian venture is believed to be the first case on record where a 'batch" of wells has been electrically operated

SAFETY IN AN ELECTRIC STATION. Fatal accidents in electrical generating stations are generally owing to contact being made by the victim with the conductors when charged to a high pressure. The contact need not be either perfect or direct. If two parts of the body are made to touch conducting materials which differ in pressure by 1,000 volts or more, or even by much less in the contact with the flesh is very good, a dangerous and possibly fatal shock will re-sult. The ground, especially if damp, is sufficent for one of the contacts. Damp leather should be standing upon a dry rubber mat, which is an excellent non-conductor, he can touch any number of charged bodies of the e electrical pressure with impunity. But ne should simultaneously touch, even through his clothes, two bodies which differ from one another in pressure by, say, 1,000 volts, the danger of the contact depending on its thoroughness, a fatal shock may follow. The same result may be experienced if while safely touching high-charged metal he should touch or pass by hand any conducting article to some one else who is not also insulated. The only safe rule for a visitor to an electric station is to see everything, but touch noth-

### South Omaha News.

No papers have as yet been served by the United States marshal on the officers and members of the South Omaha Live Stock exchange in the injunction proceedings ordered commenced by United States Attorney General McKenna. It is thought, by interested parties, that the papers will be served either oday or Monday. Until it is known positively what the documents contain no neeting of the exchange will be held to take action. President Murphy of the exchange said

yesterday afternoon: "I do not know just what will be done, but I am satisfied that the exchange will put up a strong fight. I have talked with a number of members and the general feeling appears to be that the case ently granted, and the company which care is not yet three weeks old. An exhibition of this system was given in Wash-lington list week, at which the inventor was is working under the present rules and regularity and the company which is working under the present rules and regularity and the company which is working under the present rules and regularity and the company which is working under the present rules and regularity and the company which is working under the present rules and regularity and the company which is the compa should be fought in the courts. So far as 1 am concerned I do not think that the exfeet in length, surmounted by a car twentytwo inches in length, being on a scale of an
inch to the foot. One of the chief points of
merit claimed for this system is that the
third rail, from which the current that operates the car is taken, is whelly free from
electricity, or, as the electricians put it.

Will be held not later than Monday, at which
time the matter will be discussed and some
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The rules of the
plan of action mapped out. The Rock Island sent special trains both east
and west, and most of the other roads had
at least one special train out after the passates the car is taken, is whelly free from
electricity, or, as the electricians put it.

Will have to follow. I do not think that will have to follow. I do not think that any law relating to trusts can be applied to the South Omaha Live Stock exchange, as the rules, as I interpret them, are decidedly lib-The attorney of the exchange is now engaged in looking into the matter and will most likely be present at the meeting of the board of directors, when plans for commenc-ing the legal battle are made. "According to the rules of the exchange a

commission of 50 cents per head, or not to exceed \$12 a car, iso harged for the sale of cattle. Single deck cars of hogs are sold for \$6 and double decks for \$10. A charge of \$10 is made for selling a double deck car of sheep and \$6 for a single deck car. Mixed car lots 50 cents per head for cattle, 25 cents for calves, hogs and sheeep 10 cents. The commissions shall not exceed \$12 on a whole car and no car to be less than \$6. Inspection of hogs costs 15 cents per car."

In explaining that the exchange is not trust the members take the position that any shipper can come into the yards and sell his own stock. In cases of this kind the shipper runs his own risk and has to stand his losses if any. The exchange, it is said, was organized for the purpose of protecting the shipper and preventing unscrupulous men from engaging in the business. As it is now, so say the commission men, the shipper is protected at every point and cannot lose on transaction, as only responsible persons are admitted to membership.

Magie City News and Gossin. Fred Green of Atlantic, Ia., is the guest of A. J. Caughey.

A. W. Hart of Wilsonville was a visitor n the city yesterday. Mrs. A. A. Somers has returned from ar

extended eastern trip. Will Smith of Atlantic Ia., is spending few days with Henry Mies. Sheriff Bartlett of Dawes county is here spending a day or two with friends. Colonel W. R. Sapp, a well known mer

chant of Wilcox was a visitor here yester-Miss Jennie Graham left last night for Chicago, where she will visit friends for a

F. M. Broome, receiver of the United states land office at Alliance, is in the city visiting friends. J. C. Brennan, superintendent of the Girls

industrial Home at Milford, is in the city visiting friends, Miss Fannie Lewis of Loveland, Ia visiting Mrs. Denna Albert, Twenty-

fifth and J streets. Mrs. F. H. Howell of Red Oak, Ia., is the guest of W. D. Godfrey and wife, Twenty

hird and N streets. Colonel J. H. Pratt was here yesterday poking after a large shipment of cattle from Gillette, Wyo. A. Peterson, an employe of Swift and Company, cut his left hand quite badly yester

day afternoon while working in the hog killng department. Chapter M. P. E. O. will hold its first meeting after the summer vacation at the home of Mrs. James Phillips, Twenty-fourth and C streets, this afternoon.

There will be a meeting of the Republican ity Central Committee at Washington hall Saturday, September 25th, at 4 p. m. E. J. CORNISH Chairman.

## PERSONAL PARAGRAPHS.

E. J. Short left last evening for Denver. W. Sims left yesterday for Galesburg, A. Smith is visiting here from Mc

Mrs. C. E. Chaney, Sloux City, is visiting

W. B. Marshall and J. A. Cline departed for Chicago yesterday. Dr. Galbraith left yesterday for the west on a short hunting trip

M. V. Olds and W. Collins of this city went to Plattsmouth yesterday. H. A. Keefe and wife of Ravenna are here on their way to Chicago. Senator W. V. Allen departed yesterday for the western part of the state.

Mrs. Wiser, Oakland, Cal., is in the city, the guest of Mrs. R. A. McEacheron. R. H. Doud of Boone, Ia., is stopping in the city on his way to the Klondike region.

E. W. Renken, editor of the Hooper Sentinel, is spending a week in the city on his H. C. Wright and sister of Schuyler have been spending a few days in the city with

friends.

Archbishop Reardon, Catholic bishop of California, was in the city a short time yes terday on his way east. Among the prominent merchants of the state who came down for the fair and returned yesterday were the following: C. S Samuelson, Hildreth; Z. U. Buck, Napanee A. J. Hayes, Guide Rock; Theodore Hol-worth, Greeley Center; George Merrill, Min-den; J. B. Watkins and W. J. Mundy, Edi-son.

Lines Leading Into Omaha Do a Big Business.

STATE FAIR TRADE PROVES A BONANZA

Much Travel Comes from Points that Have Heretofore Sent but Few People to the Metropolis of Nebraska.

Now that the thirty-first annual State festivities have closed, the railroad officials are calculating their gain. The passenger representatives of all the lines leading into the city are well pleased with the amount of travel attracted by the grand double bill presented in Omaha this week. So far as can be learned there has been a noticeable increase in the travel on every

mated all the way from 20 to 40 per cent.

A significant feature in the travel to crowds of visitors were attracted from association. At this meeting it will be depoints that heretofore contributed but little cided whether or not the lines between Chishoes afford no protection, so that any one standing on the ground or on metallic or damp wood flooring, must not on any account touch a single object which may be charged with high-pressure current. If, however, he lows. The reduced rates of one fare for especially true of points in western lows. The reduced rates of one fare for the round trip were extended by the rail-roads to points in lowa within 100 miles of Omaha, and they were very numerously taken advantage of. The Northwestern, the Burlington, the Rock Island and the Mil-waukee railroads all brought in greater crowds from Iowa points than they ever have before. This movement is explained by the fact that from many of the points in western lows the people can get to Omaha more cheaply and in quicker time than they can travel to the lowa State fair at Des Moines. The Burlington estimates its travel from western Iowa points to Omaha on Thursday alone at 1,300 persons, and the other coads did nearly as heavy a business. The smaller towns in western Iowa were nearly depopulated by the movement toward Omaha. Towns the size of Red Oak and Malvern sent from 300 to 400 people in nere Thursday, while smaller places the size of Sidney sent in 200. Another new feature of the travel this year was a considerable ovement to Omeha from points in South Dakota. This was the first year that the cheap rates had ever been extended that far

> NEBRASKA PEOPLE TURN OUT. As was to have been expected, the greatest the central parts of the commonwealth that cial trains to points in Nebraska Thursday night after the Pageant of Quivera had passed through the streets, and none of the trains had to be run anywhere near empty. The Eikhorn sent out four trains in quick succession. The Union Pacific sent 100 crowded cars westward after the grand parade. The Missouri Pacific ran ange's trains southward

and the railroad men regard the experiment

into Omaha over that of State fair week last year. One railroad man said vesterday that he thought on all roads it would run es high as 50 per cent increase over last year, General Passenger Agent Francis of the B. & M., who is probably one of the few men competent to judge of the increase, estimates it at 30 per cent, and other well posted passenger men agree that that estinate is not unreasonably high. Assistant Division Freight and Passenger Agent Davenport of the Burlington, who is tioned at Council Bluffs, estimates the crease in travel from points in western Iowa to Omaha at 50 per cent at least.

Another fact that helped to swell the rewas that the blanket rate (the outside limit for a round trip ticket in Nebraska) was \$6 this year, whereas it had heretofore been And still another source that contributed to the increase in passenger carnngs during this week lay in the fact that housands of State fair coupons attached to the railroad tickets were never used. For these coupons the railroad companies ceived 50 cents, but they have to pay the State fair management only for the coupons

ctually taken up at the gate. It is a fact that thousands of people came into Omaha on account of the cheap rates. spent the day in shopping at the local stores and in the evening found great pleasure in the pageants of the Knights of Ak-Sar-Ben. without ever going near the fair grounds. This fact is substantiated by a half dozen reliable railroad men who helped to handle the crowds at the depots during the week. they are talking about. As admission cou-pons for the fair were attached to all the cheap rate tickets sold by the railroad companies, the latter are ahead 50 cents for A committee, consisting of S. Morten, sr., every unused admission ccupon, and there F. W. Rothery and W. F. Hendricks, was must have been tens of thousands of them.

DOES NOT APPLY ON UNION PACIFIC. Overland Route Drops the Oregon Railway Lines. The following supplement to the Nebraska

rate sheet was issued yesterday by J. E. Buckingham and Louis A. Storek, compilers: "Effective September 23, 1897, the through one-way rates quoted in Nebraska rate sheet No. 129 to points on and via the Oregon Railway and Navigation company will not apply via the Union Pacific system. On and after date named any through one-way rates via any portion of the Union Pacific system points on and via the Oregon Railway and Navigation company should be made by the addition of rates to Huntington, Ore., to the

of like class from Huntington. Effective October 1, 1897, the one-way rates quoted in Nebraska rate sheet No. 129 to points on and via the Oregon Short Line railroad will not apply via the Union Pacific system. On and after date named any through one-way rates via any portion of the Union Pacific system to point on and via the Oregon Short Line should be made by the addition of rates to Granger, Wyo., or Ogden, Utah (according to route of ticket), to the rates of like class from Granger or Ogden.

Hold Union Pacific Responsible. CHICAGO, Sept. 24 .- The feeling is general among the western roads that the general meeting of all roads in the territory of the Western Passenger association called for next week will not result in any great amount of good to the rate situation. Rightly or wrongly, several of the large western roads hold that the Union Pacific is in a measure responsible for the trouble in the western roads and they believe that no good can come of any meeting unless the Union Pacific becomes at least a tacit member of the association agreement. They contend that the energies of the high officials of the Union Pacific are for the most part directed toward the problem of reorganization, and until that is out of the way they will have very little time for the less important mat-Without the Union Pacific it is said that the agreement to maintain rates cannot have any great effect. On the other hand, however, it is said that the reorganization the road will be followed almost immediately by the settlement of the vexed question now troubling the situation.

Iowa Central Finances. NEW YORK, Sept. 24 .- W. G. Purdy has been elected president of the Keokuk & Des Moines railroad and also a director to succeed Benjamin Brewister, deceased. H. H. Hollister was elected director in W. G. Fisher, deceased. George T. Boggs has been appointed treasurer, secretary and transfer agent. The annual report of the Iowa Central shows: Gross, \$1,571,991, a decrease of \$282,052; operating expenses, \$1,160,160, a decrease of \$59,292; net, \$471,831, a decrease of \$222,760; surplus after charges, \$33,555, a decrease of \$224,987.

B. & O. Gross Earnings. CHICAGO, Sept. 24.-Notwithstanding the fact that the coal mines on the Pittsburg and Wheeling divisions and the Baltimore & Ohio lines west of the river were closed during Virtuosos, at Ed Maurer's tonight,

RAILROADS REAP A HARVEST the month of August on account of the strike, the approximate gross earnings of the Baltimore & Ohio were \$2,195,503, a decrease of

Chosen Friends Go to Baltimore. LOUISVILLE, Ky., Sept. 24.—The supreme lected Baltimore as the next place of meeting and fixed the date for the third Tuesday in September, the committee having reported favorably on the amendment to have the cen-teunial meeting. The session will adjourn tomorrow.

Epidemic of Railway Enterprises. PHOENIX, Ariz., Sept. 24.-Within th last two weeks notices of Intention to con struct 3,000 miles of new railroads have been filed with the territorial secretary of Now that the thirty-first annual State Arizona. There are thirty-one separate flifair of Nebraska and the Ak-Sar-Ben ings, of almost as many separate lines of road.

Railway Notes and Personals. There will be a meeting of the local par senger association on Monday to hear charg been engaged in dealing with brokers. W. J. Black, general passenger agent of the Santa Fe, has just issued a very clever circular announcing reduced rates to the Priests of Pallas and Kansas City Karnival The increase over last year is esti-

Krewe next month. General Passenger Agent Buchanan of the A significant feature in the travel to Elkhorn railroad is in Chicago attendomaha during this week has been that ing a meeting of the Western Passenger cago and the Missouri river shall issue inter changeable mileage books.

## Remarkable Cure of Chronic

Diarrhoen. Mr. Elam Kelly, an oil operator of this place, was away on business when he took severe diarrhoea which developed into a chronic case. He was compelled to give up his position and come home for treatmer He grew rapidly worse, however, until last I induced him to try Chamberlain's Col Cholera and Diarrhoea Remedy. After using one little bottle of it he was able to it around again and continuing the use of cured him permanently.-C. V. Everly, cured him permanently.-C. V. Everly, of the firm of Everly & Everly, Davistown, Pa.

EDW. E. NICKERSON, cornet soloist, at Ed Maurer's at 9:30 tonight. Don't fall to

Union Pacific. "The Overland Limited."
The most SUPERBLY EQUIPPED rain west of Missouri River.

to Pacific Coast

Call at Ticket Office. ,1202 Farnom St. FOUR ALLEGED HOUSE BREAKERS.

Twelve hours quicker than any other train

Arrested with Stolen Property in Their Possession. A capture of a quartet of professional housebreakers was made yesterday afterwas giving the show. The paironage of Ne-braskans was fully up to the standard of pre-sons. The men, whose names are given as vious years, and was especially accentuated on Thursday. All the railroads ran spears and Sam Carroll, were found in a lower Harcial trains to points in Nebraska Thursday ney street beer garden. When scarched at

Opinicos differ as to the increase in travel taken their time and secured numerous nto Omaha over that of State fair week last other articles besides those recovered.

The evidence against the men is said to ee so complete as to make conviction cer-ain. Two of their companions managed to clude the officers and escaped through a oack passageway.

## Is Your Brain Tired?

Take Horsfords' Acid Phosphate It supplies the needed food for the brain and nerves, and makes exertion easy.

Come and hear LEVY'S ONLY RIVAL EDW. E. NICKERSON, at Ed Maurer's to

night. COLLECTORS IN

Nebraska Philatelic Society Holds Its Sixth Annual Convention. The sixth annual convention of the Ne braska Philatelic society was held last night in room 312 of the New York Life building The meeting was well attended, members from nearly every portion of the state being present. The society is shown at the present meeting to be one of the largest state organizations in existence. There are about eventy-five members residing in this city The officers elected for the ensuing year were: S. W. Hacker of Auburn, president Rev. H. Wendt, Sterling, vice president; L. T. Brodstone, Superior, secretary-treasurer R. L. Shepard, Omaha, auction manager; F. W. Rothery, Omaha, purchasing agent; S. P. Hughes, Howe, executive superintendent; I the crowds at the depots during the week. W. Fitt, Plattsmouth, counterfeit detector and are therefore in a position to know what H. A. Cheney, Creighton, attorney; F. T Shepard, Lincoln, librarian; and trustees consisting of Messrs. Kloeckner, Schroeder, and

Holbrook, Syracuse. appointed to confer with the board of di rectors of the Transmississippi Exposition in regard to securing a space for a stamp ex-hibition. The national societies were all invited to hold their meetings in Omaha dur ing the exposition. They were informed that a large entertainment fund has been subscribed and that all members would be well cared for. It is probable that 10,000 stam; collectors will avail themselves of the invita tion and will be present in 1898.

The next annual meeting of the Nebraska society will be held in Omaha in connection with the national meeting, which will take

place during the exposition year. No man or women can enjoy life or acfrom a torpid liver. DeWitt's Little Early Risers, the pills that cleanse that organ, quickly.

E. NICKERSON, AMERICA'S GREAT CORNET VIRTUOSO, has been especially engaged by Ed Maurer for tonight only.

HURRYING TO GET TO THE BALL

Hackman's Excuse for Running Over

a Man on the Street. A case of reckless driving last evening resulted in a painful accident to William Snyder, the carriage manufacturer at Four teenth and Harney streets. Mr. Snyder had just returned from the fair, and was driving along Sixteenth street, near Dodge Hearing the noise of a hack rapidly approach ing from behind, he pulled over close to the ing from behind, he pulled over close to the track to give it plenty of room to pass. The hack failed to clear his phaeton, however, and caught the wheel, tipping the vehicle entirely over. Mr. Snyder was caught underneath and was dragged for a considerable distance. There are severe bruises upon his body and a bad contusion under his eye. The hack driver. A. E. Savage, was arrested, charged with reckless driving. He said he was on his way to the Ak-Sar-Ben said he was on his way to the Ak-Sar-Ben ball, and gave that as an excuse for driving in such a reckless manner.

If you have ever seen a little child in paroxyem of whooping cough, or if you have been annoyed by a constant tickling in the throat, you can appreciate the value of One Minute Cough Cure, which gives quick relief. EDW. E. NICKERSON, who is acknowledged by both public and press to be Levy's only rival, is especially engaged by Ed Maurer for tonight.

Change of Time. CHICAGO, MILWAUKEE & ST. PAUL RY On Sunday, September 12, the Chicago Milwaukee & St. Paul Ry. will make the following changes in the train time between Omsha and Chicago: Train No. 4, "Chicago L'mited," now

leaving Omaha at 6:35 p. m. and arriving at Chicago at 9:25 a. m., will leave Omaha at 5:45 p. m. and arrive at Chicago at 8:15 Daily train No. 3, "Omaha-Chicago press," now leaving Chicago at 10:25 p. m. and arriving at Omaha at 2:25 p. m. will leave Chicago at 10:00 p. m. and arrive at

F. A. NASH, Gen'l Western Agent.

# **Special Removal Sale**

WE have decided to hold a Removal Sale after all. We knew you were waiting for it, but the man who writes our advertisements didn't get his dictionary from the East until today. Today, therefore, we begin. Today we open up the floodgates of the English language, and Webster, Worcester and Lindley Murray will wish they were alive and able to write ads. Know then by these presents, that this Removal Sale is not only the greatest, but the most unparalleled and unprecedented abbreviation of prices and curtailment of our regular emoluments that the world has ever known. All night long our full force of four hundred clerks were kept busy marking prices down, Cost cuts no figure. Profits were flung to the winds. Former prices were shattered like a plague of grasshoppers getting away with waving fields of corn. Salesmen wept, managers cried. Wholesale houses telegraphed us to stop the dreadful work, but the proprietors were as inexorable as the stars and the ad. man clapped his hands in glee, Behold the result. Every boy's suit in our house is yours for taking away. All of the elegant twelve, fifteen and twenty dollar suits that we bought not two whole weeks ago are now six sixty-six, and the remainder of the entire stock you can take away for 4-11-44. The sale commences at 10 o'clock in the evening and continues all night, or until all are sold. We would advise everybody to come. If you can't come we will take 'em around to your house. We've got to get rid of 'em somehow, you know, before we

Later-Two lines of children's long pant suits today at our regular reliable prices-four dollars and five fifty-five-

# Nebraska Clothing Co



THE PENINSULAR STOVE COMPANY ····· DETROIT ······ CHICAGO ····· BUFFALO ····

'USE THE MEANS AND HEAVEN WILL GIVE YOU THE BLESSING." NEVER NEGLECT A USEFUL ARTICLE LIKE

# SAPOLIO

DUFFY'S PURE MALT WHISKEY

All Druggists.

## Drug Cuts.

A great deal of time can be saved by coming direct to us for rare drugs and chemicals. "Ye cannot gather figs of thistles." and it is waste of time to inquire for anything out of the ordinary in stores where such things are unknown MONEY can also be saved by buying of us-

Dr. Ballentine's Remedies.

1.60 Paine's Celery Compound we sell.

1.00 Hood's Sarsaparilla we sell...

1.00 Stern's Wine Cod Liver Oil we sell...

1.00 Scern's Wine Cod Liver Oil we sell...

1.00 Pincham's Vexetable Compound we sell.

1.00 Pincham's Vexetable Compound we sell.

1.00 Pincham's Vexetable Compound we sell.

1.00 Kilmer's Swamp Root we sell. II

1.00 Kilmer's Swamp Root we sell.

25c Rose Perfumed Talcum Powder we sell.

25c Pago's Consumption Cure we sell.

50c Woodbury's Facial Soap we sell.

25c Packer's Tar Soap we sell.

25c Cuticura Salve we sell.

25c Cuticura Salve we sell. Dr. Ballentine's Remedies ..... 140

oc Infant Foods (all kinds) we seil. SHERMAN & M'CONNELL DRUG CO., 1513 Dodge St., Omaha.-Middle of Block

GOES AWAY AND TAKES THE BANK.

Jackson Trusts His Cash to Anothe and Loses It. J. Jackson, a colored railroad employe. was robbed of his savings to the amount of

\$32 Thursday evening. Jackson lives at 1017 Davenport street and felt uneasy about leaving the money alone in the house while he viewed the sights on the streets. Acne viewed the sights on the effects, accordingly he took the sum, which was contained in a small savings bank, to the home of a woman friend in whom he had confidence and placed it in her charge. The attractions of the parade, however, proved too strong for the woman and she turned her trust over to the wife of Lee Travis. Yesterday morning Jackson found that Travis, who has been employed at one of the hotels, had thrown up his job and gone on a prolonged visit to Denver, taking along

Running sores, indolent uteers and similar troubles, even though of many years' stand-ing, may be cured by using DeWitt's Witch Hazel Salve. It soothes, strengthens and heals. It is the great pile cure.

the savings bank.

Don't fail to hear the GREAT CORNET VIRTUOSO, Edw. E. Nickerson, at Ed Maurer's tonight.

WM. C. GOSS-COAL. Tel. 1307. Office and yards 11th & Nicholas After Fair and Ak-Sur-Hen Festivities

THEN HOT SPRINGS, SOUTH DAKOTA.

CHEAP RATE EXCURSION
Tuesday, September 23th, half rate vis
Fremont, Eikhorn & Missouri Valley R. R.
Limit, 30 days. Tickets on sale at all Ne
braska stations on the "Northwestern Line"
J. R. BUCHANAN, General Passenger Agent, Omaha, Neb.

Visitors— ...In the city this week should not forget that the Shepard Medical Institute offers special facilities for patients.

Out of Town-Dr. Shepard's Home Treatment for Catarrh, Nervous and Blood Diseases is now in use by hundreds of people throughout the west Also Piles, Rap-ture and Deafness. Consultation free. SHEPARD MEDICAL INSTITUTE

AMUSEMENTS.

211-312-313 N. Y. Life Bidg, Tel. 1128.

The Creighton Parton & Burgess Managers. Telephone 153L Today-2:30 Tonight-8:15 HOYT'S GREAT BIG HIT A MILK WHITE FLAG.

Prices\_25c, 50c, 75c, \$1.00. Matinee-lower floor, 50 ; balcony, 25c

Boyd's Theatre | PAXION & BURGESS Managers. ...Telephone 1919..... Last Performance. Matince Today-2:30.

McSORLEY'S TWINS Matinee-lower floor, 50c; balcony, 25c, The Creighton Managers. [el. 153.

SUNDAY MATINEE Sept. 26th HERRMANN, THE CREAT CO ABELAND HERRMANN.

THE CREIGHTON Burgess. TELEPHONE 1831.

ONE WEEK COMMENCING MONDAY, SEPT. 2711 BLEI'S SCHILLER VAUDEVILLES Prices-25c, 50c, 75c, \$1.00 MATINEE'S WEDNESDAY and SATURDAY. Matinee Prices-lower floor, 50c; balcony, 25c

\_\_\_\_ BOTELS. The Millard Bouglas Street, Owill

C NTRALLY LOCATED.

American plan, \$2.50 per day up.

European plan, \$1.00 per day up.

J. E. MARKEL & SON, Props.

BARKER HOTEL. THIRTEENTH AND JONES STREETS, oms baths, steam heat and all modern ences. Rutes, 11.50 and 17.00 per day onexcelled. Special low rates to regular DICK SMITH. Manager.

WOODBURY BIRTHMARKS WARTS