The news of the confirmation of the sale of the government interests in the Union Pacific railway, which was made in this city not enough to pay for the meals which they one week ago, was gladly received by the representatives of the Union Pacific and LAST ACT OF THE FORECLOSURE. others desirous of seeing the reorganization of the great transcontinental railway perfected. The general drift of the commen on the confirmation of the sale by Judge Walter Sanborn was that reorganization had been brought nearer by one important step. General Manager Dickinson of the Union

Pacific said he was glad to learn that the Pacific said he was glad to learn that the the brief reading of the papers in the case saie had been confirmed. Further than and the signing of the judge's name. The this he had nothing to say. The opinion expressed by those most conversant with Omaha. the foreclosure proceedings is that the confirmation of the government sale finally ends all connection that has heretofore existed between the government and the Union Pacific railway.

The confirmation of the sale of the gov-

ernment's interests by the court was somewhat more prompt than it had generally been are expected to be in attendance. A dozen supposed that it would be. While the various interests represented in the proceedings were desirous of early confirmation, and ing's trains. logs were desirous of early confirmation, and were working toward that end. Oliver W. Mink, receiver, second vice president and comptroller of the Union Pacific, was giving it out in St. Louis that the confirmation would not come along until the first of next year. If Mr. Mink was sincere when he best means of conducting their departments of the confirmation would not come along until the first of next year. If Mr. Mink was sincere when he best means of conducting their departments. As a consequence the delegates will be entertained with subjects and papers of year. If Mr. Mink was sincere when he be entertained with subjects and papers of made that prediction, the confirmation which has already been made, proves that the reorganization of the Union Pacific will be consummated before the time anticipated by sessions were formerly attended only by the ing is now known here regarding the future ley, of the "Overland Route." None of the members of the reorganization committee

are now in Omaha. JUDGE KELLY ENDORSES IT. Judge William R. Kelly, general solicitor of the Union Pacific when shown the press dispatch from St. Paul announcing that Judge Walter Sanborn had confirmed the sale of the first mortgage bonds made here on Tuesday of last week, said: "That is right. The sale of the first mortgage bonds was confirmed today at St. Paul. The sale of the government's mortgage was con-firmed by the court on Saturday. The effect of these confirmations is to allow the parties to the sale to now go shead and complete the transaction, according to the terms an-nounced in the decree of the court ordering the sale. The purchase money can now b paid over and the sale completed, as when two men have received permission to close a bargin the one says: 'Now, we've got everything arranged, you turn the property over to me,' and the other replies: 'All ristat, give me the money you promised and the roperty is yours.' That is the condition the foreclosure proceedings are now in. The sale of the Union Pacific is a pretty big transac tion and a very important one, but the legal steps involved are simple and easily ex-

plained."
"Then nothing remains but to make the

psyncats attpulated in the decree and to turn over the property?"
"That's all. The decree provides how the payments shall be made, what amounts on what dates, but another clause in the decree provides that the time fixed for these pay-ments may be anticipated and the purchasers may make the payments earlier than

'No. I do not. Neither party to the sale

thing at all until the sale had been con firmed by the court. Now that the sales have been confirmed, they can proceed to carry out their plans. As to these I have nothing to say, except that the reorganization is a great undertaking and must take

HIS IDENTITY IS STILL UNKNOWN.

Man Who Fell from the Train a

Odessa Dies Unidentified. The unknown man who was frightfully mangled on the Union Pacific near Odessa, Neb., Saturday, died yesterday. It is now be lieved that he is G. A. Quinn of 35 Franklin street. New York City, as several letters addressed to that name and place were found in the man's pockets. There were no other clues to identification discovered on his The authorities of Buffalo county, to whom the case has been turned over, as now in communication with the New York in the endeavor to inform the man's family of his condition.

His left leg was completely severed at the

His left leg was completely severed at the enkle. There were three severe scalp wounds and two fractures on the skull. He was cared for at the Woman's Christian Temperance Union hospital. Kearney. How he met with the accident is not yet known. There is a report current that he was assaulted by high-waymen and thrown on the treek but this is waymen and thrown on the track, but this i waymen and thrown on the track, but this is not substantiated by any known facts. It is believed that he fell from a train and was struck by the next train. A representative of the Union Pacific who saw him soon after he was found on Saturday said this morning that his appearance was that of a well-to-do gentleman. He was well dressed, his clothes were next and his appearance rather at-tractive. It is not thought that he was beat-ing his way, as at first reported.

KEARNEY, Neb., Nov. 8 .- (Special Telegram.)-The unknown man found injured at the Union Pacific railroad track last Saturday died last night and an inquest was held to-day. The affair is shrouded in mystery and the general opinion is that a brutal crime has been committed. The missing foot has not been committed. The missing foot has not been found, and there was no blood on the track near where the body lay. A piece of paper with the address: "G. A. Owen, New York City," was found and this, together with a photograph of the deceased, has been forwarded to the authorities there. The jury is working on several clews that have been

O. K. Road's Wage Troubles. No strike has yet appeared among the trainmen of the Quincy route, but the trouble has not been ended. The committee repre senting the engineers, firemen, conductor and brakemen is still in Quincy, Ill., en deavoring to secure an increase in wages from the officers of the road. In speaking of the difficulties existing an employe of the road, who is close to the committee and knows what is going on, said: "The demand

NO MERCURY

No potash-no mineral-no danger -in S. S. S. This means a great deal to all who know the disastrous effects of these drugs. It is the only blood remedy guaranteed

Purely Vegetable.

through the skin-does not dry up the poison to decay the bones, like mercurial mixtures do.

* I was almost a physical wreck, the result of mentiral treatment for blood poisson; S.S.S., is a real blood remedy, for it cured me permanently." He n ry Roth, 1848 South Ninth Street, St. Louis, Mo.

COMES ONE STEP NEARER

for an increase of wages is not ended with Mr. Savin's refusal to grant it. In fact, it is the only commenced. As to losing our jobs and our present wages if we strike, it would be small loss, for the freight crews cannot make a living now, and some of its would do better shoveling dirt. The wages on the passenger runs are not want they ought to be, but we are not complaining of them. It is the freight men who demand the advance and ought to have it. If we could make time on the runs it would not be so bad, but there is much doubling up hills and running for call and water, for which no extra pay is allowed, that the men cannot make living wages. I can name an its sance which happened the other day which will convince you of the justice for the request for better wages. What with doubling up and wait.

THE FIELD

THE FIELD wages. What with doubling up and waiting, a freight crew were twelve hours in going from Milan to Kirksville, a distance of less than forty miles. For that the brake-men got 44 cents and the fireman 67 cents, ate on the run.

Judge Sanbern Confirms Sale of

First Mortgage Bonds. ST. PAUL, Minn., Nov. 8.-Judge Samborn in the United States court today confirmed the sale of the first mortgage bonds on the Union Pacific which were sold last Tuesday of Omaha. The proceedings were confined to the brief reading of the papers in the case and the signing of the judge's name. The document was immediately dispatched to Omaha.

Burlington Officers' Meeting.

Superintendents and master mechanics of the Burlington system will hold a three days' Pennsylvania. enfab in this city, commencing this morning. The sessions will be held at the Commercial club. Some fifty men holding such positions on the different lines of the Burlington

the receivers. Further than the fact that the election of president and other officers by the reorganized company will take place at the New York office soon after the courts have finally disposed of the proceedings, nothmost all of the cities in the Missouri value. master mechanics, but the superintendents

Burlington's Telephone Plan. An interesting innovation will soon be noticed at the headquarters of the B. & M. railroad. There will soon be established a B. & M. central telephone exchange through which connections will be made between different offices in the headquarter and through which all outside calls for an of the B. & M. offices will be handled. Here after when two officers of the B. & M. wish to communicate the connection will be made in the central station in the headquarters. in the central station in the headquarters, Another feature of the new system will be that an outsider will not run any risk of calling the wrong office in the B. & M. headquarters. The person desiring to speak with anyone at the B. & M. will call for the central station there, and the operator at the headquarters will then make the connection with any office desired. Several of the offices that have heretofore been without the offices that have heretofore been without telephone communication are now being equipped with the necessary apparatus, and

t is expected that the new system will b

n operation within a week. To Consider Freight Rates. CHICAGO, Nov. 8 .- The western roads have determined to hold another meeting in he near future for the purpose of considering the freight rate situation. No date has been set for the meeting, but it will probably be held as soon as assurances are received that all of the interested lines can be repre sented by their executive officers. There is strongly divided colnion regarding the come of the meeting, some believing that the situation can be improved and others holding the opinion that there can be no per manent incrovement until after the re-organization of the Union Pacific and of the chasers may make the bay.

required to by the decrea."

"Do you think the prompt confirmation Union Pacific, Denver & Gulf are completed.

"This will not be until some time in the early the sale will histen the work of reorgan." struggle along with their demoralized tariffs

n the best way possible Prepare to Close the Gap.

The news that the Kansas City, Pittsburg & Gulf railway will fill in that fifty-mile gap from Quincy to Beardstown, Ill., is receiving much attention in western railway circles. B. L. Martin, vice president of the road, says that the preliminary surveys for the connec tion with the Baltimore & Ohio at Beards-town have been made and show that the line can be constructed at a nominal cost. Mr. Martin and other officers of the road give it out that the connection will be made in about one year from date. No contracts have yet been made with the Baltimore & Ohio, but it is said that very close traffic relations will exist between the two rillroads.

Railroads Slashing Rates.

NEW YORK, Nov. 8 .- Another war of rates is on between the railroads in the Trunk Line association. The war extends over the west and southwest, it is said, but is especially bitter among the lines east of Chicago. This condition is attributed chiefly to the very flerce competition among the roads between Chicago and New York. It is expected, however, that the western roads will soon follow the example set by the eastern roads and one extensive uniform system of rate cutting may be looked for.

Eastbound Freight Shipments. CHICAGO, Nov. 8 .- Eastbound freight shipments for the week ending November 4 amounted to 50,667 tons, against 58,722 the previous week, and 68,694 last year, divided among the different roads as follows: Panhandle, 9,799 Michigan Central, 3,324; Wabash, 4,651; Lake Shore, 4,899; Forty Wayne, 7,067; Baltimore & Ohio, 2,520; Grand Trunk, 4,740; Nickel Plate, 4,742; Erie, 5,972; Big Four, 3,534. The lake lines carried 141,226.

Wisconsin Central Reorganization. CHICAGO, Nov. 8 .- It is announced that the reorganization proceedings of the Wisconsin Central are well under way and that n response to the appeal of the reorganization committee over 83 per cent of the joint improvement bonds have been deposited. The total amount of the improvement bonds de-posited is \$2,035,000, out of a total of

Postpone Denver Pacific Sale. DENVER, Nov. 8 .- W. D. Cornish, masterin-chancery, appeared at the court house in this city today at 10 a. m., the hour originally set for the sale of the Denver Pacific railroad, and publicly announced the postonement of the sale until December 20.

Railway Notes and Personals. H. C. Mahanna, superintendent of the Sloux City and Pacific railroad, was in the city

yesterday. The regular monthly meeting of the local passenger association was held yesterday and routine business transac ed.

W. F. Thorn of the Puliman office is rejoic-ing over the arrival of a girl baby at his home. She weighs six and one-half pounds. J. V. Mahoney, commissioner of the traffic bureau at Sloux City, was a caller at local railroad headquarters yesterday morning. George Clayton, northwestern parsenger agent of the Wabash, has gone to California for a month's work in the interests of his

A special freight train of nineteen cars loaded with paper for the Japanese empire, shipped from Kaukauna, Wis., passed through Omaha Sunday evening over the

Union Pacific. Thomas S. Clark of the Union Pacific en-Thomas S. Clark of the Union Pacific en-gineering department left for Green River, Wyo., yesterday afternoon. He will assist in the erection of the iron work on the new bridge recently built along the line in Wyo-

ming. Seven thoroughbred Kentucky horses were forwarded west last week over the North-western. Union Pacific and Southern Pacific railways, consigned to the Mikado of Japan, which gentleman, it is understood, intends starting a stock farm.

starting a stock farm.

General Longstreet, who has been appointed railroad commissioner by President McKinley, has held office under Grant, Hayes, Garfield, Arthur and Harrison, and now starts in under McKinley. He has been Bridges.

Acting on orders received from the east, the Erie road has withdrawn all its out rates on diary products, and this disturbing element which has been a source of annoyance to the other lines for several weeks back is temporarily at least a thing of the

Robert R. Ritchle, formerly general agent of the Northwestern in this city, and now general agent for the Pacific coast, wis in the city Saturday evening enroute to Chi-cago. He was accompanied by R. W. Baxter, general agent of the Union Pacific at Portland,

The earnings of the Missouri Pacific for the fourth week of October amounted to \$487,000, an increase of \$94,000; St. Louis, Iron Mountain & Southern, \$480,000, and in-

cluded less than 500 snares.

M. C. Roach, representing the passenger department of the New York Central railway; L. D. Heusner, a representative of the passenger department of the Michigan Cearal, General Passenger Agent Francis of the Burlngton, General Passenger Agent Lomax of the Union Pacific and General Agent Phillippl of the Missouri Pacific, were in consul-tation with the executive committee of the exposition yesterday afternoon with reference to railway rates in connection with the exposition

The Rock Island road is putting on heavier locomotives on its Iowa division because of the greatly increased freight traffic. For several months past the Rock sland has been using the type of freight ingines known as "the 800 class" between ouncil Bluffs and Des Moines, and a smaller tyle of engine east of Des Moines. The new ngines will be more powerful than either of the present types and be able to haul more freight cars in one train. The average load is now twenty cars, and it is said it will be raised to nearer thirty cars,

A Clever Trick. It certainly looks like it, but there is really no trick about it. Anybody can try it who has Lame Back and Weak Kidneys, Malatia or nervous troubles. We mean he can curvimself right away by taking Electric Bit ers. This medicine tones up the whole sys tem, acts as a stimulant to the Liver and Kidneys, is a blood purifier and nerve tonic. cures Constipation, Headache, Fainting pells, Sleeplessness and Melancholy. It is urely vegetable, a mild laxative and restore he system to its natural vigor. Ty Electri Bitters and be convinced that they are niracle worker. Every bottle guaranteed Only 50c a bottle at Kuhn & Co.'s drug store

Read "Simon Dale" in The Sunday Bee

COLLAR BUTTONS FOR INSOMNIA

Kansas Man Mode a Mistake in the Medicine, but He Slept All Right. A Topeka man was recently troubled with isomnia. He thought that some young medcal student would be glad to take his case or the practice there was in it and a small ee, if any, relates the Topeka Journal. He ought out a medical student who seemed to have the proper appearance and laid his case "I think this prescription will be just what ou need," said the coming practitioner.

Three at a dose."
"Pills?" queried the invalid. "Yes, but just the kind you need."
"How often shall I take them?"
"When you feel as if you needed them?"

The patient took the prescription to a searby drug store and had it filled. The pills were placed in a small box and wrapped up. The man took them home and absentmind-edly tossed them on top of the bureau. He went to bed that night forgetting all about his ailments and the pills. He was unable to sleep and thought that perhaps the pills ould bring Morpheus to his rescue. up in the dark, groped around for the box found it, unwrapped it and was surprised to find but three pills. He took them and returned to bed and was asteep in a few

He met the young student on the street the next day and told him of the wonderful effect that his remedy had produced. The young hopeful was quite elated over his suc-cess. The man returned home that night. During the evening's conversation his wife sked if he had seen anything of a box of collar buttons that she had purchased the day before. "I put them on top of the bureau," she said, "but the box has been bureau. opened and they are gone."

The Leading Malt Extract. Malt-Nutrine is the only really great ex-tract of malt offered on the market, other

so-called extracts being nothing better than strong black beer with a large per-centage of alcohol and a very small one of extractive matter. Such extracts should not be given or recommended to convalescents or strength-seeking people, since their merits are on the label and not in the bottle. Subscribe for The Sunday Bee and read Anthony Hope's great story—"Simon Dale."

PENSIONS TO WESTERN VETERANS

survivors of the Rebellion Remembered by the General Government. WASHINGTON, Nov. 8 .- (Special.)-Pentions have been granted as follows:

Issue of October 22: Nebraska: Original-Samuel A. Graves Benedict; Henry Burcham, Omaha; Wil llam M. Huntley, Smithfield; John H. Harman, Omaha, Reisaue—James S. Cacy, Albion, Original widow, etc.—Rebecca A. Dixon, Plerce; Mary E. Marlay, Lincoln. Iowa: Original—Charles H. Gardner, Mitchellyille; Frederick Wion, Lamoni; Luther M. Adam, Ottumwa; Aaron Sorgent, Davenport; John F. Lodwick, Sawyer; Samuel E. Stadon, West Liberty; Paul Schumacher, Davenport; William J. Griffith, Mauch Chunk; Christian Kuhn, De Witt; William R. Pickering, Des Moines, Original widow, etc.—Agnes Lias, Bellevue; Barbara Drumm, McPaul; Mary M. Conrad, Iowa City. liam M. Huntley, Smithfield; John H. Har

Colorado: Original—George W. Gibson, Apex; John H. Shaw, Del Norte; Aaron Conray, Pitkin; Frederick A. Rudolph Dakota. Original-Elias Weatherly,

Biack Haws.
South Dakota. Original—Elias Weatherly.
Big Stone.
Montana: Original—Hugh S. Donnelly.
Miles City.
Issue of October 23:
Nebraska: Original—William G. Stow.
Dewesse; Carl Schmid. Omaha; Joseph S.
Culbertson., Angus. Restoration and increase—Isaac M. Kingsolver (deceased).
Grasham.

Gresham.

Iowa: Increase—John A. Bonewell, Montexuma: John Niblock, Moquoketa, Griginal widow, etc.—Sarah A. Brewer, Knoxville; Ellen Bennett, Molngona; Jane Davis, Oskaloosa; Kate M. Neff, Atlantic; Ann Berry, Livermore.

Colorado: Original—Benjamin F. Coe, Monte Vista, Original widow, etc.—Minors of Benjamin Rees, Saguache.

Montana: Original—William C. Hodge, Great Falls. Dakota: Original widow, etc.-

dary Nowell, Williston.

Issue of October 25:

Nebraska: Original—Philetus H. Wintersteen, Fremont; Charles D. Whaley, Calloway, Increase—Adoniram McLeuithan, St.

Paul. Reissue—Chauncey F. Inman, Reaver ity, Original widow, etc.—Ann B. Baugh, Invista Juniata.

Towa: Original Monroe Seymour, Marne.
Increase—Feltx Landers, Patterson; Webster M. Pixiey, Mount Pleasant; Jason Green, Newton; Samuel S Snyder, Fredonia; Albert E. Watson, Council Buffs; Jesse W. Ketr. Muscatine; William H. Stark. Maxwell; Alonzo Sturgis. Creston; William Van Horn, Conesville. Reissue and increase—Joseph Richards, Fairbank. Original widow, etc.—Susan M. Leapley, Elwood; Lucinda Nason. Steamboat Rocks. Colorado; Original — Phillip Stamm, Pueblo.

OF ELECTRICITY W zard Tesla's Latest Experiments for Hygienie Purposes.

This morning's weather report of the DR.V.NG IMPURITIES FROM THE BODY

Checking the Destruction of Water

Pipes by Electrolysis_Electric Elevator Tests_Other Elec-

trical Developments. Nikola Tesla is now in the midst of intricate electrical experiments which promise most valuable hygienic results, so some as he declares himself ready to put his recently acquired knowledge into practical operation, for the ridding of the human skin of all extraneous matter, including parasites of every

nature, whether they are viru ent disease

germs or not. These experiments have been conducted by Mr. Tesla for some time within the secret precincts of his laboratory, says the New York Herald, and all of the matters involved, from the first inception to the last experiment, have received most careful considera-M. D. Woodford, president of the Cincin- tion, and a number of times in his published nati, Hamilton & Dayton lines, has denied the report that the lines of that railroad would soon pass under the control of the and what he expected to accomplish, but only Pennsylvania. Regarding the alleged trans-fer of a large block of stock of his railroid his readers anxious to know just what it is to the Pennsylvania he said the transfer in-he expects to do and how he intends to acincidentally, and in a manner that has made

complish it.
Mr. Tesla was found in his laboratory, with head and hands full of matters electrical, as usual, and when spoken to of the interest his hints and suggestions of what he was doing had aroused he hesitated for a moment before answering.

Then, as a foundation, the electrician explained that it is a fundamental electrical law, well known, that two bodies charged with the same kind of electricity either positive or negative, repel each other; that if a body be charged with electricity from a static machine the electricity accumulates

on its surface,
"Now," continued Mr. Tesla, "if there are small bodies of the minutes; weight on that electrically charged surface, and if they are inductors capable of taking electricity, they vill a so become charged with the same kind of electricity that the surface has received. What is the result under the law of repul-sion? There is a force at work between them and the surface, which strongly tends to part the two, and the particles are thrown off, frequently with great force. In fact, this force can be increased to pressure of any de sired magnitude. Just the form of apparatus I am using, and which accomplishes this thing, I must keep secret for a time yet.

'This repulsion under the pressure I have referred to is increased the more under the law that governs it, for if a given electrical pressure is doubled the repulsion is in-creased fourfold, and even more than this, n account of another law, because electricity preferably accumulates on points, and an extremely small body is practically of point. So the normal accumulation on the surface referred to-say it is of brass-is exceeded by the accumulation on the small dies that may be butthat surface.

"I have found ways of producing all decroaches more or less to that of lightning and the repulsion exerted on the small particles—when a body is changed with such a tremerdous pressure—is so great as to actually tear assumer not only the firmly adhering small objects, but the very particles of the metal on which they rest. Now, for an illustration, if a brees ball is painted with bronze paint-which is conducting-the whole of the paint is almost thrown away when the pressure is turned.

DISSECTION OF BRONZE. "But further. You know how firmly proppe paint adhered when it has dried. It equires great force to tear it away, but inder the pressure I refer to not only is the bronze torn from the brass surface, but the hard brass itself is subjected to such pressure that its particles are torn asunder. not only to distances measured by feet, but measured by miles. Keep up the action, and finally the entire solid brass hall would e carried away but ages would be reto accomplish this result with the present apparatus, because of the smallness of the particles. Still, if the pressure was suffi-cleatly great—as in the case of a lightning stroke-the brass ball could be destroyed in an infinitesimal period of time.

"Now we will see what all of this leads up to. I know that the scientific fact of the re-sult described is accomplished; and we will consider its application to the human body in cases of skin discreters or any disorders that may arise from the skin being attacked disease germs or parasites of any sort Since small carticles on a body can be thrown from it by the means I have told you of, it is thinkable or even probable that a human body may in this way rid itself of any extraneous particles that may be on it, and as the disease germs, if any, would be among hese particles, the possibility and practi cability of such treatment naturally suggests

"I have tried experiments in line with this suggestion and have reached most remarkable and startling results, that impress me as being of great value. They will be continued and their actual value positively ascertained before the method is unqualifiedly recomiended.

"By means of my apparatus I have applied in electrical current from a static machine so as to agitate the air surrounding a huma so as to agitate the air surrounding a human subject in a most extreme and remarkable manner. The startling effect was to make the person when operated on in a darkened room appear to be clouded in a haze of minous mist.

"The electrical pressure not only violently agitated the air around the body, but the reelling force threw off all particles with such that their extremely rapid motion brough the atmosphere caused a friction that consumed them, and for the fraction of a second making them luminous, so much so ts to cause them to appear like myriada of nfinitesimal meteors shooting in all directions away from the repelling body.
"I have gone for enough with these ex-periments to suggest the possibility of com-

detely enveloping the human body in an ctual sheet of flame, without injury to either the skin or the nerves."

CHECKING ELECTROLYSIS. The question of the corroding and destruction of water mains by the heavy under-ground currents of electric railway and other systems has assumed a serious phase. In many cities the water service is being ex-tensively impaired by the electrolytic action of these currents, and the citizens are complaining that they are charged for water which has leaked through the pipes and been wasted. In a recent case the city en-gineer tested the pipes and found they were traversed by electric current enough to light a score of incandescent lamps. The time has arrived for the taking up of this matter, which must be settled by each city for itself. Newark, N. J., has set an example, which, in many respects, can be advantageously followed by larger cities. An instrument has been inverted which enables an accurate reading to be made of the amount of current parts. amount of current passing through the rail, and determines the exact electrical loss at each joint. This instrument can be adapted cach joint. This instrument can be adapted for measuring the electric current flow-ing through gas and water pipes without cutting them. In addition to this pilot wires are run from the water pipes in various parts of the city to electrical instruments placed in the headquarters of the fire department, where an operator constantly on duty keeps a close watch on the electrical condition of the pipes and gives impediate the switchboard at the railway power bouse, so that two independent observers are always on the watch for trouble. The fault having been located, the next step is to remedy it. This is done by connecting separate insulated wires from the points on the pipes that were formerly "positive"— the pipes are not injured by electrolytics so long as they are "negative" to the rails—to a separate dynamo at the nearest power-house. The pressure on this dynamo is maintained at a higher point than the dynamos connected to the rails. The attendant, by varying this pressure, can obtain the desired result and about the pressure control the the desired result, and absolutely control the electrical condition of the pipes. For two years this plan has answered so excellently

old tram rails that are worth about \$10 a ton | the past and show that nature is as busy as as scrap steel are utilized as electrical con-ductors instead of expensive copper. Rail-way men are given to making light of elec-trolysis, but it is a problem that has to be grappled with and each place presents new complications. The regulations on the sub-ject in England are most stringent, possibly amazed at the happy-go-lucky way in which many American cities ignore the issue until many parts of their underground pipe tweive miles wide, are working changes unnecessarily so, and over there they are many American cities ignore the issue until many parts of their underground pipe services are half ruined. ELECTRIC LIGHT INSECT TRAP.

The destruction of insect pests has been attempted from time to time in all sorts of ways. It is not long since Mr. Tesla confessed to having the germ of an invention whoreby fruit trees were to be swept clean of parasites by a bruse of electric current, and he may one day elaborate the system A French inventor devised a permanent evaporator, composed of a gloss bottle having a lateral aperture closed by a cork which is suspended from the branches of a tree after being filled with a peculiar insectitree after being filled with a peculiar itsecticide These bottles are to be strung all over
an orchard. In some parts of France large
open or fires are made in the evening, into
which moths and other insects fly and are
burned, the adjacent trunks of trees being
smeared with honey, molasses and other smeared with honey, molasses and other viscous aubstances to which insects coming in contact with them adhere. Besnard of Paris combined the two principles thus employed by building a lamp surrounded with a conical frame of galvanized iron wire-smeared with bird lime. It destroyed not only moths, but also all nocturnal lepidoptera and coleoptera. The most practical call devices of rus kind is that recently in vented by Dr. Rorig, in which a powerful electric lamp is inclosed in a hexagonal lantern, every side of which contains an apera-ture which is provided with a strong lens et within a broad conjust reflector, through which insects attracted by the light car enter. At its upper part the lamp is formed of a pyramidal cover, having ventilators that allow of the exit of the hot air, but prevent the escape of the insects. It is closed at the bottom by a pyramidal base that leads to a reservoir into which is put a succharine and odoriferous mixture that lures the insects. After the intruders are once within the lantern they are doomed, and soon slide into he lower receptacle, which is emptied when necessary. The lamp is placed either in a tree or in an open fleid. ELECTRIC ELEVATOR TESTS.

The recent accidents to elevators in New ork have raised a most serious issue and the cubilc as to whether some of the exist-og mechanisms for elevator traffic in high ome tests recently made would seem to inlicate that these essentials have been well on the other side, and was in a quandary as provided for in the electrical elevators, to what to do in order to counteract and meet Among other tests the control of the car as taken from the car operator by the snipulation of a switch in the basement, in order to show how both ears and machine can be inspected and tested by the engine without going near the car. Most of eccidents in elevators are caused by defe a the controlling apparatus, the sudden aring of the car caused by the sluggish avenuent of the controlling valves, or the ifficulty of restoring the valves to a stopp introlling the car acts automatically. est be actually held in the hand of th evator boy. If he relaxes his hold of it or a second the car is brought to a full stop distance that of a safety device ounds of pig iron. While the car was runvice was sprung and the car was brought a standstill within three feet. Then four nen got into the car in addition to the pig ron, representing, with the car, a weight of yer 5,000 pounds. The rope was slacked, the safeties were again sprung and the car

A NEW FUEL FOR POWER STATIONS. A novel method of adding to the resources of electric railway plants has been put into uccessful operation by a steam railway. Hitherto, the small, partly burned cinders, known as "sparks," obtained by the use of park arresters on steam locomotives, have been deemed a waste product, only to be employed as filling on the tracks. These are ow utilized as fuel in the electric power ouses of companies employing both steam and electricity for traction purposes. The but old furnaces can be differently set, and an a rule, adapted to the new fuel, which is fed in like coal, and makes a hot and very bullient fire. The product of sparks on o aliway system which has about 3,003 mil of single track and 710 locomotives is said o be enough to supply fuel to several electric power houses, in addition to four already in operation. A test made with an engine running with normal load gave a ost per horse power of 3.2 mills for soft) and 1.9 mills for sparks. lower station, running the engine with variable loads, the cost has been 4.2 mills for coal and 2.2 mills for sparks. The figures are based upon a cost at the power stations of \$3 per ton for coal and 72 cents a ton for sparks, two tons of the latter being

about equal in heat efficiency to one ton of TO PREVENT WASTE. Electric rallway companies have struck ut on a new line of economy. It has been ound that some motormen use a great deal ore current in propelling the car over given distance than others, and the aggregate oss to the company from the excess consumption has on some lines assumed quite serious proportions. The waste was more often caused by the carelessness of the operator than by his want of skill. A current recorder has been invented for registering the amount of current wasted by motormen charge of cars or motor carriages. It ensists of an oblong wooden box thirty-five iches long by two and one-half inches by two and three-quarter inches. In which a thin strip of alloy seventeen inches long is placed vertically on a groove and is supported by a short piece of German silver wire of such ross-section as to be heated by the current which flows through it to operate the car. The strip of alloy is held against the wire by a clamped weight. The amount of the alloy melted is the measure of the excess of current used. The recorder supplied with new strip of alloy is locked and given to he motorman at the beginning of each run, and is placed by him in the case fixed to the

car. At the end of the run he returns the record to the office. Unless the recorder is in place the circuit is open and the car can not be started. The record kept in the office for each man is the number of miles run and the number of inches of metal melted. At the end of the month a bulletin is posted showing the performance of each man. Careful tests of this device are said to show a saving in power of 9 per cent after the recorders had been in service about two nonths. WATER-COOLING SYSTEM A new water-cooling system.

ecially intended for the artificial cooling of ndensing, is applicable to water for rerigerating plants, or for any other purpose and is frequently placed in combination with a surface condenser, the whole being in the same closed circuit. In this system there is a tower which may be placed on the roof or in any other convenient place. It is preferably constructed of steel plate, and filled with a series of steel wire mats galvanized after weaving. Water percolates downward through the mesh of the wires, receiving a constant change of surface, and escapes into condition of the pipes and gives immediate a chamber at the base of the tower. An notice of any signs of possible injury to them. Similar instruments are placed on the switchboard of the collection of the pipes and gives injury to the manufacture of the pipes are placed on the switchboard of the collection of the pipes are placed on the switchboard of the collection of the pipes and escapes into the pipes and gives in the pipes are placed on the pipes are placed on the pipes are pipes are placed on the pipes are pipes ar ing water, and producing the maximum cooling effect.

We often wonder at the miracles of nature and sometimes doubt if all the things that geologists tell can possibly be true. But the changes that are taking place every day, says the Baltimore American, meet the marvels of

HAVE YOU A SKIN DISEASE! Tetter, Salt Rheum, Scald Head, Ringworm, Eczema, Itch, Barber's Itch, Ulcers, Blotches, Chronic Erysipelas, Liver Spots, Prurigo, Psonasis, or other eruptions of the skin-what Dr. Agnew's Cintment has done for years this plan has answered so excellently that a modification somewhat more comprehensive is about to be installed by the city. One feature of this installation is that

she ever was in any age or period Not many years ago the chain of islands n the eastern side of the Chesapeake bay were large and valuable been getting smaller all the time. Sharps Island, once quite a settlement, is now a comparatively small spot in the busy waters Every year the Chesapeake bay is different In New York hundreds of thousands of

dollars were spent upon a great hotel near the water's edge. Now the water is running under its foundations and there is a probabillty that the house will be a total. The water of the Hudson undermined of man's strengest works and a train pitched into the river. At Atlantic City the tides have robbed some property owners and have

made others rich.

But the most striking incident of all in recent history is the obliteration of Cobb's Island, just off the coast of eastern Virginia church is gone. The houses are gone. The shooting boxes are gone. The waters have driven man rway, the life-raying crew escap ing with their lives. And yet only four years ago an offer of \$75,000 was made for the island and a company of capitalists was prepared to erect upon it a handsome hotel. ONE CONTENTED MAN.

Ex-Congressman Lind of Minnesota is a Philosopher. The Minneapolis Times makes public a

pleasant little story regarding ex-Congress-man John Lind, which is unique in its char-acter. It runs as follows: When Mr. Lind was serving his last term in congress the bill providing for making foreign steamship companies responsion for flour in transit was pending in the Benaue having been referred to the committee ou commerce. The northwestern millers were very anxious to secure the passage of the bill, as they had suffered enormous losses through as they had suffered charmons losses through the refusal of the steamship companies to make good the damage which had occurred to flour while being transported to Furoje. A very prominent Northwestern milice was sent to Washington to advocate the enactment of the bill into a law, and to see thu t got a fair show at every stage of the game tere is much uneasiness on the part of A good sized sum of money was raised to pay the necessary expenses. The steamship con-panies were represented by some of the uillings are not radically faulty in regard ablest lawyers from New York and Philadel the vital elements of control and safety. Phia. The miller in charge of the bill wa phia. The miller in charge of the bill was somewhat discouraged at the array of talen to what to do in order to counteract and mee it. Happening to mention his dilemma to Minnesota newspaper man, that gentleman

"Why don't you get John Lind to make speech for the bill?"
"I don't think Mr. Lind knows much about the question involved. His attention has never been especially called to it." The newspaper man was persistent, how

ever, and remarked: "Evidently you do not know Mr. Land. He is informed on a great many questions which you do not suspect him of knowing any-

thing about." Nothing more was said at the time, but the remarks of the newspaper man bad made such a strong impression on the mind of the miller that he finally went to Mr. Lind rom any cause descends at a speed above the and asked him to appear before the com-committee, which he did. Mr. Lind made a dening of adjustment by means of which, if the most able and exhaustive argument, and at ar should attain anything over normal speed, its conclusion was warmly congratulated by sovernors fly out and strike a trigger those present. The bill was favorably rehich releases a spring. This draws out the ported, and finally passed the house and sensitives and sets the clamping or safety ate. Shortly afterward the miller called upon Mr. Lind, and, after thanking him for with a grip representing between twenty his work in behalf of the measure, tendered twenty-five tons. A sencetional test was him a check, the amount of which it took iven when the car was foaded with 3,200 live figures to express. Mr. Lind promptly ounds of pig iron. While the car was runing half way down the shaft the safety "During all the years in which I have had the honor to represent the Second Minnesota district in congress I have made it a rule not to accept a cent for anything that I do n that body outside of my regular salary.
The miller then replied:

"Mr. Lind, while I am sorry that you can-not see your way clear to take this check I feel bound to say that I think you have adopted the correct policy. Now, if you will come to Minnesota and open a law office we will give you all the law business you can ittend to." Mr. Lind closed the interview by saying:

"While I feel complimented by your offe cannot accept it. I am comfortably sithere, in which I have taken much pride. It is surrounded with flowers and trees of my wn planting. I am attached to it. I know ilmost everybody in New Ulm-men, women and children. I know even the dogs. I have many friends there who have stood by and nelped me over rough places. I am not lying twake nights to devise schemes for getting rich. I prefer to enjoy life as I go along, and leave the mad pursuit of wealth to those who feel the need of it. I cannot think it could add to my happiness or that of my family if I were to go to Minneapolis to

An Ancedote by Mark Twain. Mark Twain in the Century: "Years ago, as I have been told, a widowed descendant of the Audubon family, in desperate need, sold a perfect copy of Audubon's "Birds" to a commercially minded scholar in America for \$100. The book was worth a thousand in the market. The scholar complimented himself upon his shrewd stroke of business. That was not Hammond Trumbull's style. he war a woman in the far south wrote him that among the wreckage of her better days the had a book which some one had told her was worth \$100, and had advised her to offer t to him; she added that she was very poor, an that if he would buy it at that price it would be a great favor to her. It was Ellot's Indian bible. Trumbull answered that if it was a perfect copy II had an established market value, like a gold coin, and was worth \$1,000; that if she would send it to him he yould examine it, and if it proved to be perfect he would sell it to the British museum and forward the money to her. It did prove delay and intact.



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