Without Overhead Wires.

Cost of Construction and Advantages _Trial of a Storage Battery Motor at Chiengo_Trolley in a Sewer.

company has been in operation one year. During that short time it has attracted the attention of street railroad men in every

Mr. G. B. Coleman, secretary and general pany, which is its leading competitor. The Capital Traction company has observed carefully the success of the rival line and will substitute electricity for the cable line hitherto operated on Pennsylvania avenue. Republic correspondent:

the advantages of the underground system are obvious to anyone. The circuit is of saving many dollars, entirely metallic, and it is impossible to cause electrolysis. The first cause electrolysis. The first cost of con-struction is about three times as great as ground system, as compared with that of the trolley, because the advantages of the former are so great. In our experience no repair has been made to the roadbed. The inventors do not claim for the next so remarkable that that also must be considered as a relative reduction of expense. Witnessed the successful test of the Patton motor on the Belt cassperating things that the engineering department of the city has to contend with in respect to sewer connections. Under the partment of the city has to contend with in respect to sewer connections. Under the present regulations there are a number of insurance with the Odd Fellows of the pattern motor on the Belt to the morgue.

Coroner Burket held an inquest last even that the rate war will continue and will become fiercer as it progresses. The fact that the racks in Chicago to the devision of the building and later removed to the morgue.

Coroner Burket held an inquest last even that the fright official death. The body will be sent to Elmo, Mo., for interment. Decessed carried a small amount of insurance with the Odd Fellows and another company.

At present there is not a great deal of the pattern motor on the Belt to the morgue.

Coroner Burket held an inquest last even that the rate war will continue and to the morgue.

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Coroner Burket

makes the insulation perfect. This is the the cheapest car mile of any of the various first road of its kind constructed in the systems now in use is a fraction less than world, and yet we have had engineers from 7 cente. every prominent capital-London, Paris, Brussels, Liverpool, Edinburgh-even from Brussels, Liverpool, Edinburgh—even from China and Japan. These cities have heard of the merits of our system and have sent delegations of engineers and electrical experts to inspect our lines. Messrs. Simons and Halskey, the leading electrical experts.

The application of the "Storage Battery to Electric Traction" was one of the most attractive subjects discussed at the meeting of the American Street Railway association at Niagara Fal's. This paper was contributed

under all conditions. The cost of \$35,000 per mile did not inmains, or where a great deal of blasting must

be done to construct the conduit as any steam car, are easily started and easily stop ed. They are operated in trains consisting of two cars, a motor and a trailer. The police regulations here allow us to run twelve miles an hour to the city and fifteen miles outs'de of the city limits. The system is praised by the entire community of Wash ington, and, as I have stated the increase in travel has far exceeded the greatest exectation of its management. The American Car company of St. Louis has the contract also, to furnish many cars for the Capital Traction company, for use on Pennsylvania avenue. They will be identical with our cars. or as nearly so as they can be made for use on a system changed from cable to underground electric.

THE WORKINGS DESCRIBED.

"The reasons for changing from the cable to the underground electric on Pennsylvania avenue were cheaper operation, emoother running of the cars and easier starting and etopping of them. By our system the curreat is taken back to the generating station through an entire metallic circuit. In many of the trolley systems the current is returned to the generating station through the earth, while with the metallic circuit there is none of the "leak" that results from the over-

"It is a common belief, but an error, that we have an underground trolley. We have no wire whatever underground. The system is wonderfully simple. In the conduit, under the open slot seen in the track, is suspended a pair of steel rails, each about four inches wide and half an inch thick, and being about six luches from the other. They are sus-pended with the wide surface up and down. Traveling between these two rails is a block, held in contact against the side of each rail by springs. Attached to this block is what is called the 'plow.' This is a strip of iron about a foot wide and three or four feet about a foot wide and three or four feet long, that extends down from the motor car through the slot and travels along, connected with the movable contact-block, which is attached to springs. One rail is the positive pole and the other is the negative pole of the generating station. There is no friction worth calculation and the springs allow the point of

Contact to move easily about the curves."

The claim of superiority, and almost perfection, made by the officials of this new electric system seem ruther extravagant; yet whoever has had the pleasure of riding on the cars of the F street line in Washingt will admit that there is practically no fault to be found with the system. In winter the cars are well heated and the heat is odorless. At night the cars are so well lighted that reading of fine print can be done without effort, and the movement of the cars is free from jerking, jolting or grinding when round-

distances, particularly in inaccessible places. An instance of this is found in the building Solving the Problem of Motive Power of a sewer at Worcester, Masa, where electricity-driven scows deliver the materials to the workmen electric lights supply the neces sary illumination, electric ventilating fans make work possible and electric pumps aid UNDERGROUND SYSTEM AT WASHINGTON a large sewer eighteen feet wide and thirteen feet high, in which both storm water and sowage are carried away, but is it is desirable to separate the two a smaller sewer six feet wide is being built inside the larger one, utilizing the bottom and one side of it for the walls. A cofferdam is constructed to enable the other wall to be built, and in order to deliver the materials to the workmen electric scows were rigged up, which work to perfection. About midway between the ends of the new sewer a small wharf has Washington by the Metropolitan Railroad been constructed, and the materials are de-

necessary, one for the return circuit. The improvised towboat is a catamaran twenty-seven feet long and five feet wide. paddlo wheel, boxed in to prevent splash-ing, and driven through the intermediary of Aside from this the idea the trolley wires. The whole plant has been devised out of second-hand machines and is

Railroad and stret car men, electrical enthe first cost of constructing the overhead gincers and others interested in the copli-trolley; but this statement does not give a cation of the electric motor to railroad and

new insulator is of porceloin, incased in an its estimated that the cost per car mile, were iron cup, and the bolt that runs through such a road to be in full operation could be iron cup, and the bolt that runs through such a road to be in full operation could be this porceian is held by pure cement, which reduced to less than 3 cents, whereas makes the insulation correct. This is the

TRACTION BY BATTERIES.

of London, assured us that the stride made by Charles Hewitt of Philadelphia. He dim the operation of our system was the vided such application into three classes. of London, assured us that the stride made by Charles Hewitt of Philadelphia. He distributed by the control of the charles from the progress of street railities. We have found absolutely no defect the use of batteries to maintain the voltage in it. It is not affected by any season of on long lines of trolley and the applicathe year. It runs as well in winter as in tion in the power house. The first class, summer; in wet weather as well as in dry. apparently will not, under existing methods Our cars are moved, heated and lighted by of generating and storing current, ever come the same current of electricity, and we will late extended practical use, owing to the example allow any passenger, however critical, to consider weight of the battery, its high flust may how well they run, how smoothly they cost and lack of durability. Its present use ride and how warm and bright they are in this way is confined to a few European roads in the densely-built-up sections cities, where overhead wires are prohibited, clude cars and stations, and the cost would and is usually employed in conjunction with vary somewhat in a city where frequent and trolley lines. The trolley lines run up to the unusual obstructions are found in water limits of the proscribed area and then the power is obtained from the batteries carried the car, which receive their charge from

company of St. Louis, and they are models on the outlying portions of the line.

of comfort and beauty. They run as smoothly One of the most characteristic applications falling under the second division of classificaion is the auxiliary battery plant Union Traction company of Philadelphia. na ntained on the Germantown road, in order to maintain the requisite voltage on the long Thestnut Hill line, running to Wheel Pump it was found that the cost of additional copper for feeders in order to keep the voltage high enough to accommodate the heavy traffic of this line would be prohibitive and further calculations showed that of the other two alternatives that of erect-ing a substation and running an independent smaller plant, the latter was by far the cheaper, both in first cost and maintenance. Subsequent experience has demonstrated this of he actually the case. The applications of his character are of limited number and heir suitability depends entirely upon local conditions.

Application of storage battery power to the power house is rapidly being recognized

in this country as requisite to economical and satisfactory operation. The wide fluctuations in load in railway power houses is now well known. The average daily load varies from 50 per cent of the maximum in small stations to 70 per cent of the maximum in the largest stations. From a very large number of observations in all parts of the country it is found that in the majority of stations the average load is very lose to two-thirds of the maximum load. Now it is also a well known fact that the maximum economy of the steam engine exists for a very small range of load and that on each side of the point of maximum economy the efficiency falls off-rapidly on the verload, somewhat less rapidly on the underioad. The result is apparent. In most stations the engines, at the best, have an average load of only two-thirds their most load and as a consequence consume over 4.5 pounds of coal per kilowatt hour. With badly regulated engines, and especially with water power plants, the changes in load are accompanied by variations in speed and consequently in voltage. These troubles may be entirely corrected by in-

stalling a battery. The battery in this case becomes distinctly a load regulator. For load regulation the battery should have a capacky equal to one-third the maximum output of the station. The average load of the station may then be made the maximum load of the engines, the battery taking care of the fluctuations. As the battery is stationary, there are no physical limitations to be placed on the size of the plates to be used, and the charge and discharge may be kept well within the normal rates. Under such conditions the efficiency of the battery is high, 85 to 90 per cent, and the deterioration very low. In most cases no additional labor will be received.

The last two case of trees ordered by the Board of Park Commissioners from Br wn-tion very low. In most cases no additional labor will be received.

THE FIELD OF ELECTRICITY larity to the versatility of its applications STUHT'S SCHEME CAN WAIT

Auditorium and Jail Combination to Have Time to Crystalliss,

Chairman Lobeck of the Council Committee Thinks the Advisory Board's Committee Has the Rightof-Way at Present.

Chairman Lobeck of the city council committee on public property and buildings has livered to it, by an incline through a hole not called a meeting of the committee to made in the top of one wall. The incline and consider Stuht's city jall and auditorium sowers are lighted by incandescent lamps, all resolution, and it is not likely that any-the power being supplied by a nearby electric thing will be done in this direction until country in the world. It supersedes a house lighting station. A double trolley system is car line and covers about twenty-two miles.

The cost of construction was about \$35,000 brackets in the arch in such a way that a trolley can be run on each, two wires being the special committee appointed by the special committee appointed b Advisory Board has the jail matter in

lighting and ventilating the sewer electricity is employed to pump out the cofferdam. A cpecial scow is used for this purpose. It is fitted with a motor, rheastat and centrifugal pump and takes the recessary current from pump and takes the recessary current from the position in position in different conventions and other. One of the boils stuck slightly as it was been no corresponding to being driven, and Morrow struck an unduction in eastbound shipments. It is apparent that the railroad managers are figurating on their profits from the eastbound was demolished and one of the horses killed. The take taken had run away from the driver and the pump and takes the recessary current from the cofferdam. A being driven, and Morrow struck an unduction in eastbound shipments. It is apparent that the railroad managers are figurating on their profits from the eastbound was demolished and one of the horses killed. The taken had run away from the driver and the pump and taken to pump and taken the pump and taken the pump and taken to pump and taken the pump and taken to pump and taken the pump and taken the

report has been made to the roadbed. The increased patronage over our line has been more so remarkable that that also must be considered as a relative reduction of expense because our income has increased rapidly urder the new system.

"In regard to changing from an overhead trolley to an underground system, the construction of the latter is so different that would amount, in my judgment, protectically to reconstructing the line, repositing the line, repositing the cars, motors and equipments. The considered as made to the construction of the latter is so different that would amount, in my judgment, protectically to reconstructing the line, repositing the line, repositing the line, repositing the line, repositing of changing from a cubic total point of the cost of the construction of the latter is so different that would amount, in my judgment, protectically to reconstructing the line, repositing the line, reposition of the line, reposition of the line, reposition of the line, reposition of the line with the cost of such other lines and the line of his death and has been a reposition of the line of his death and has been at reposition that the cost of such of work by defining a proposition of the line more than the line of his death and has been a reposition of the line of his death and has been a reposition of the line of his death and has been a reposition of the line of his death and has be

Capital Tractica company will make no change in the conduit; they will insert the concein rails and insulators, using the old manholes along the line. The could use the car-bodies of the cable cars, but would have to have new trucks and motors.

"Our system is known as the General Electric system, but it has been modified in many details by Mr. Samuel L. Phillips, the president of our company, who really devised many of the best features in use, and in particular the form of our insulators. These insulators are perfect. The galvingment of a road using the connector shows practically no escape. The new insulator is of porcelain, incased in an incased in an incase of a porcelain, incased in an incased in an incase of a porcelain, incased in an incase of a porcelain, incased in an incase of the dem nds of the throttle.

It is claimed for the Patton motor that that, when an unlicensed drainlayer makes a capnetic story to the storage batteries have a capacity each of from fity to 100 hore-power for five hours. The saturation of our company, who really devised many of the best features in use, and in case of a stoppage he may be compelled to dig up the whole yard before the first it. Such power is wasted. Such power as a connection, it is done by stealth and no record appears in the city engineer's office. If the property changes hands the new owner does not know the exact course of the drain, and in case of a stoppage he may be compelled to dig up the whole yard before the first it. When the connection is made a perfect. The galvin- on the president of our company, who really devised many of the best features in use, and in case of the Patton motor.

It is claimed for the Patton motor that that, when an unlicensed drainlayer makes a connection, it is done by stealth and no record appears in the city engineer's office. If the property changes hands the new owner does not know the exact course of the drain, and in case of a stoppage he may be compelled to dig up the whole yard before the first it. When the connection

CURBSTONE SIGNS MUST VANISH

Mayor Moores Proposes that Sidewalks Shall Be Free for Traffic. It has been pretty definitely decided by Mayor Moores and other city officials that has been unable to seeure steady business district must go. These signs are give special permits for their construction when they were not carticularly unsightly, on the theory that as long as the signs that had been previously erected were allowed to remain it was unfair to refuse a similar privi

Mayor Moores says that while no action may be taken this year, he has positively decided that the ordinance will be rigidly enforced before the exposition opens. conceded that the signs amount to a dis-figurement of the down town streets and the onion prevails that the only way to enforce ordinance is to begin at the beginning and compel the removal of every sign that

The fact that the legal department will who have at various times declared their been deprived of work in the same manner willingness to vote for any measure that as the plaintiff. ould afford a satisfactory regulation of the epartment store question, but so far no one as been able to suggest an ordinance that is satisfactory. The construction of an ordi-nance that will levy an occupation tax that will be legal and at the same time satisfy stores is a matter of difficulty and it is considered doubtful whether one can be drafted that will effect the desired results without measure.

Board of Review Business

The Board of Review is still waiting for the tax commissioner to complete the tabu-lations of the real property assessment before Fond du Lac, Wis., and later denied it was them up this morning. So far only three protests have been filed on account of the entire assessment of both real and per-sonal property. The fact that no protect has been filed will not prevent the board

ard street, from Thirty-sixth to Thirty-eighth street, and for repaying Dodge street, from Sixteenth to Seventeenth street. The petition for repaying Capitol avenue from Six-teenth to Twentieth street still hangs fire. Some of the large property owners on the street seem determined not to invest a dollar in improvements on the theory that the Board of Public Works will eventually fix up the street with cinders, so it will answer for a year or two, and at no expense to the adjoining property. It is given out, how-ever, that they will get fooled on that proposition and that the street will remain ex-oceanic comp actly as it is until the property owners ac-in the report.

cherry and hackberry,

In No Hurry About Their Pay. Secretary Gillan of the Board of Education is paying off the judges and clerks who were employed by the board at the recent OTHER JAIL PLANS HAVE PRECEDENCE half a dozen men applied for their warrants yesterday, when on the same occasion a year ago they were waiting in line forty election. It is a significant fact that scarcely long when the secretary arrived at his office in the morning. The same men who were so hard up a year ago that fivey could not get their warrants quick ebough now seem to be indifferent whether they get their pay in a day or a week.

FALL BREAKS MORROW'S NECK Drop from the Scaffold Brings Death

to a Workman. The first fatal accident in connection with the building of the Transmississippi Exposi-tion occurred early yesterday morning, Wil-been superseded by any new issuance, but called to Toronto by the death of his mother. neck.

by Contractor C. R. Cushman. He has Wednesday, but there is a whole day before berlain, chief electrician, have charge of the operation of this system. They state that its faultless. The beauty chief electrician and a time present time and as it is contracts at train, as well-search time and as it is contracts at train, as being and five feet wide. Coded that the whole matter belongs to that operation of this system. They state that its contracts are to go into effect and the present time and as it is contracts at train, as a freman on a time present time and as it is contracts at contracts are to go into effect and the worked on the Administration building, but there is a disposition to work in paddle wheel boxes in the present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts at train, as a freman on a time present time and as it is contracts. some of the men, so Morrow, with several that time, It is faultiess. The best proof that it is satisfactory is that the Capital Traction company, operating the street lines on Pennsyl-vania avenue. Seventh rireet and Fourteenth is fired in company, operating in a system identical with the formation company, operating the street lines on Pennsyl-vania avenue. Seventh company, operating the street lines on Pennsyl-vania avenue, seventh rireet and Fourteenth is reaction company, operating the street lines on Pennsyl-vania avenue. Seventh rireet and Fourteenth sireet, is putting in a system identical with the fourteenth sireet, is putting in a system identical with the fourteenth sireet, is putting in a system identical with that of the Metropolitan company, operating the street car lines of sand daily. From these quantities it opin a building that would be adapted to be turned into a first place on Fenn-ylvania avenue. Seventh street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company, operating the street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company operating the street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company operating the street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company operating the street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company operating the street car lines of sand daily. From these quantities it opin a system identical with that of the Metropolitan company operating the street car lines of the men, so Morrow, with several to the Mincs and a chain by an electric work is not relieve to redict the work should freight official that time.

There is but one of the men, so Morrow, with several to the Mincs and can manipulate both. There are six of these concerns of cordinary operating the street of or ordinary form, so that one of

western company has been on trial for nearly three weeks, and has been of great interest tale. If the railroads are granting this favor tale. to men employed in the railroad business.

During the great strike of the American foxy to admit it. The freight men, of course, lock, J. J. O'Connor, C. L. Chaffee, A. G. Railway union Ketcham was employed as a He joined the strikers, and the evidence showed he attended some of the meetings in the interest of the American Railway union. Since the strike Ketcham asserts he the curbstone signs which now disfigure the blacklisted. He obtained several positions business district must go. These signs are with other roads, but after working a short prohibited by ordinance, but there has been time was discharged, he alleged, without a disposition on the part of the council to cause. Not long ago Ketcham secured employment with the Michigan Central Ele-vator company at Kensington and moved his family to that suburb. He worked a short

time there and was discharged. The trial throughout was a hotly contested one on both sides, and several interesting incidents occurred. Once during the trial Judge Clifford was asked to issue bench warrants for the arrest of T. B. Lawrence, superintendent of the Wisconsin division of the Northwestern road, and E. E. Osborn, at-torney for the company. It was re-resented to the court by the plaintiff's attorney that Lawrence and Osborn, and possibly other officials of the road, had attempted to induce Andrew Stader, who had been subpostaged for the plaintiff, to leave the city for the purpose of keeping away from court, and the matter is still pending, as his honor said have its hands full with the Bolln case for he would begin an investigation after the "Our cars were built by the American Car the trolley wire while the car is running some time to come will probably prevent any case had gone to the jury. Many witnesses merany of St. Louis, and they are models on the outlying portions of the line. relative to department stores for some weeks, and at each session of court the room was if at all. There are a number of councilmen crowded with men who asserted they had

The case will probably be appealed.

JURY'S VERDICT UNSATISFACTORY.

Man Who Had Been Acquitted Asszulted and Shot by a Mob. KANSAS CITY, Nov. 18 .- A special to the ill the various lines of retailers who are KANSAS CITY, Nov. 18.—A special to the making the fight against the department Star from Liberty, Mo., says: At midnight last night a large party of men broke into his former associates here. the house of Silaa D. Fargo, on Happy Holsecting opposition from the very individuals low, near here, shot him in the left lung who are most prominent in demanding the when he showed resistance, and then, according to Fargo's statement, fell upon and beat him. Frago's wound is dangerous, but he may recover. Fargo half June confessed to burning the carriage factory of John J. Gaw. eginning active work. The members of the true, saying it was made to got free trans-board want to take up the down town as portation home. He was indicted by the grand jury, but acquitted at his trial last week. Indignation was expressed at his beessments first and Tax Commissioner Sack-grand jury, but acquitted at his trial last ett says that he expects to complete these week. Indignation was expressed at his be-schedules so that the board may take ing set free and last night's attack is said to only have been the work of townspeople.

Hanged for Killing a Newsboy. ST. LOUIS, Nov. 18.—Henry Clay Johnson, colored, was hanged at 6:49 a. m. for the from making such changes as seem to be equitable. As the various schedules are brought together there are a number of cases in which it is apparent that the valuations are slightly out of harmony, and these will be adjusted by the board.

Will Open Paving Bids.

The Board of Public Works will open bids today for paving and curbing Half Howard atreet, from Thirty-sixth to Thirty-eighth of the shot on the light of August 1, 1896. He he shot on the light of August 1, 1896. He he shot on the light of August 1, 1896. He he shot on the light of August 1, 1896. He he was the result of a game of craps which was being played in "newsboys alley" by a number of newsboys and Johnson, who had a bootblack stand nearby. Amend as not playing, but Johnson for some unkndwn reason asserted he was cheating and shot him dead. Amend was an inoffensive boy and his murderer was known as a builty among the newsboys and bootblacks. bootblacks.

Not Buying Oceanic Ships, SAN FRANCISCO, Nov. 18 -Referring to report from Honolula that the firm of Goodall, Perkins & Co. had inspected the

Middle-of-the-Eond Populists Meet. DALLAS, Texi, Nov. 18.-Chairman Milton be kept well within the normal rates. Under such conditions the efficiency of the battery is high, 85 to 90 per cent, and the movement of the cars is free from jerking, jolting or grinding when rounding curves.

TROLLEY IN A SEWER.

TROLLEY IN A SEWER.

TROLLEY IN A SEWER.

You can't afford to risk your life by allowing a cold to develop into pneumonia or consumption. Instant relief and a certain stationary steam engine. It owes its popu-

Railroad Men in a Delightful State of

Uncertainty at Present.

OMAHA JOBBERS SHOW LITTLE CONCERN

to Reduction to this City Announced, but Colorado Through Rates Offer an Advantage that is Not Overlooked.

It's a waiting game that is being played in freight circles here, at least so far as the movement of westbound freight is concerned. The supplement to Saturday's the building of the Transmississippi Exposi- tariff issued Wednesday had not up to noon liam S. Morrow, a carpenier employed upon no one in freight circles was wagering very the Mines and Mining-building, breaking his much on the stability of any rates. There | Missouri Pacific for the current year will neck. | are as yet no indications of another sunare as yet no indications of another sup-Morrow has been employed since last July plement abolishing the rates announced

AIMED AGAINST INCOMPETENCY.

New Plumbing Ordinance Will Shut Out Poor Workmen.

If the new plumbing ordinance becomes a law it will do away with one of the most exasperating things that the engineering department of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the city has to contend with in part of the died without uttering a sound.

While the freight men are almost topsy-turing the struck upon his head, and in the tail has neck was broken. He died without uttering a sound.

While the freight men are almost topsy-turing the struck upon his head, and in the tail has neck was broken. He died without uttering a sound.

While the freight men are almost topsy-turing the keeping the wires between their offices and respective headquarters warm with queries, the Omaha shippers interested in westbound shipments and make all travel over these lines pay first class rates. The matter is now before the down the adwint free transportation over the Union New York to abolish all second class fares and make all travel over these lines pay first class rates. The matter is now before the down that the residual on and respective wire were the situation and are keeping the down.

New York to abolish all second class fares and make all travel over these lines pay first class rates. The matter is now being closed cover shout will become fiercer as it progresses. The fact the freight men are almost topsy.

A move is on foot among certain of the dividual the freight men are almost topsy.

A move is on foot among certain of the dividual the first has a sound.

A move is on foot among certain of the dividual the first has a sound.

A move is on foo

points. As a matter of fact, it is pretty generally conceded that the Omaha jobbers are not receiving any the worst of it. They are according to the published tariffs, but the proportion of the new rates from Chicago to Colorado that is taken out for ship-ments from Chicago to Omaha is just half indignantly refute the imputation that they would go below the published tariffs. of them, when questioned about the matter moted Shakespeare, and said: "There are subjects 'twere better not to dwell upon.' Nevertheless, there is something in the at-mosphere about local freight circles that makes one believe that through rates from Chicago to Colorado are not the only rates that are tumbling down.

BURT MAY HEAD UNION PACIFIC Latest Name Suggested in Connection

with the Reorganization. Nothing has yet been received at Union Pacific headquarters in this city from the meeting of the receivers of the reorganization committee in New York City. President S. H. H. Clark is there, and is reported to be in good health. Nothing in the way of reorganization, except possibly the election of a board of directors, is expected this week. The usual amount of guessing on the per-sonnel of the officers of the new company continues, and most interest centers on the election of the chairm n of the board of directors, the man who is to be regarded as the real head of the reorganized company. In addition to the many other names that have been mentioned in connection with the presidency of the road comes the rumor that the presidency of the road comes the rumor that the presidency of the road comes the rumor that the presidency of the road comes the rumor that the presidency of the road comes the rumor that the presidency of the road comes the rumor that there are the rumor that the rumor th Horoce G. Burt, third vice president of the Chicago & Northwestern rallway, has his lines cost for the place and has the support of Marvin Hughitt, president of the North-G. Burt was formerly located in Omaha as Klake, West Point; J. V. Hinchman, Gienthe general manager of the Fremont, Elkhorn & Missouri Valley railroad, and was later promoted by President Hughling and Was

cago, St. Paul, Minneacolis & Omaha railway. His candidacy is not regarded seriously among

Northwestern system to the head of the Chi-

Opposed by Ticket Brokers. Scalpers of the west already have begun their efforts to prevent the passage of the Sherman and Cullom bills by congress. These measures are identical and prohibit the deal ing in railroad tickets, except by authorized agents. The petition blanks, a few of which are already here, contain the following argu-

ments:
1. The bill would tend to disturb a natural and legitimate right to dispose of one's own property in the open market.
2. It would enable the strong railroad systems to shut out the weak lines on through business and thus disturb competition.

tion.

3. It would send a citizen to prison and brand him with infamy for disposing of his own property while imposing no penalty upon the railroad company for failure to redeem tickets as grovided.

4. The business of ticket brokerage is di-

tly in the interests of the traveling pub The passenger traffic is controlled almost entirely by trusts, leaving the people at their mercy, except for the relief afforded by ticket brokerage.

Iron Work on the Depot. Frank Lehman, construction man for the Koken Iron company of St. Louis, having the contract for placing in position the heavy iron work of the Burlington's new depot has arrived in Omaha. Mr. Lehman brings with him a couple of St. Louis experts, but Goodall, Perkins & Co. had inspected the vessels of the Oceanic Steamship company with a view to their. Durchase for use on the Alaskan route, Captain Minor Goodall says; "We have no plan for securing the ships. My father is now in the east, where he has already purchased one ship, a fair sized one, only of light draft, which will fit in any place on our trade. The ship is the Curacoa." John D. Sprecklels of the Oceanic company says there is no truth in the report. the roof before the heavy snow comes.

Milwaukee Officials in Town. A. J. Earling, second vice president and

traffic manager of the Chicago, Milwaukec & St. Paul reilway, are in the city, the guests of Fred A. Nash, general western agent. During the day they visited the Transmississippi Exposition grounds and expressed themselves as well pleased with the work, which the Milwaukee railway helped to make possible. The railway officials also to make possible. The railway officials also

ash, English and American elm, sycamore, whitethorn, chesinut, maples of various varieties, honey locust, white birch, black UNSTABLE FREIGHT RATES improvements under way there. This even ing they will go to Kansas City and look improvements under way there. This even-ing they will go to Kansas City and look over the railway situation there. From there they will return to Chicago.

> Rumored Change in Control. LANCASTER, Wis., Nov. 18.-It is currently reported that the Kickapoo Valley & Northern railroad, which runs northward from Wauzeka on the Prairie du Chien division of the Chicago, Milwaukee & St. Paul rallway, has passed unier the control of the Illinois Central company, and that the Kickapoo Valley road will be the connecting link in a new route that will ex-

tend to St. Paul and Minneapolls. Railway Notes and Personals. Benton Quick, city passenger agent of the Missouri Pacific at St. Joseph, is in the city. Fred W. Doty, traveling freight agent of the Western Transit company, is in the city from Chicago.

It is expected that net earnings of the

C. F. Jones, a fireman on a Union Pacific

New York. The survey extended from Ellon, cles with the prices paid would read like a la., to Mexico, Mo. The new road, if laid market report. One important article, howsoutheasterly direction from Eldon through the town of Milton Van Buren county, Ia. thence south and east through the towns of Memphis, Edina, Hedge City, Plevna, Bethel, Shelbyville, Shelbina, Paris and Mexico, Mo. The total number of miles of main track will be 132; sidetrack, eight. The cost of con-struction is estimated at \$1,395,980., and for quipment \$257.390. The total cost \$1,653,370; average cost per mile, \$11.180.

MANY WILLING TO GET TO TEXAS.

Nebraska Expedition to the Lone Star State Will Be a Hummer. Chairman Green of the committee of the Real Estate exchange having in charge the trip to Texas and the visit to the deep har- Wyo., at 8.59 cents; W. H. Gottsche will suppared with the Colorado jobbers, because bor convention reports that guaranty checks the latter are getting the cheapest kind of are coming in from the prospective delebor convection reports that guaranty checks ply camp Pilot Springs, at Rock Springs, are coming in from the prospective delegates so numerous that he may find it necessary to add another car to his train. He hrs received notice of their desire to attend from the following named gentlemen: Omaha—Alvin Saunders, J. P. Finley, J. Robbins, A. P. Tukey, L. S. Skinner, G. W. Hicks, S. A. Brodwell, D. H. Wheeler, W. M.

Mason, J. H. Parrotte, Peter Birkhauser, Thomas McCigue, J. H. Evans, Thomas Swift, Edwards St A D. Balcombe, George Munro E. G. Burbank, H. W. Shriver, A. S. Potter, A. J. Wright, Tecumseh; J. E. Smith, Beatrice; E. D. Eingel, Holdrege; George L. Day, Superior; C. E. Adams, Superior; A. L. Spearman, Springfield; C. R. Glover, Valentine; H. Hugh Sydenham, Kearney; P. T. Lambert, Kearney; Norris Brown, Kearney; Frank E. Beeman, Kearney; W. A. Gordon, Farnam; W. W. Hooper, Superior; J. H. Cooley, Kenesaw; Dr. Glover, Arlington; E. Hardy, Central City; J. H. MacColl, Lexington; L. D. Richards, Fremont; George Darr, Lexington; Judge Grimes, Platte: Mayor Graham, Lincoln; H. L. Goold Ognialia; Mr. Shelenberger, banker, Alma; David Anderson, South Omaha; E. A. Crum, Creighton; R. J. Nightingale, Loup City; J F. Weybright, Millard; George W. Brett, Mason City; F. M. Shriver, Glenwood; N. R. Persinger, Central City; A. R. Cruzen, Curtis; C. W. Kaley, Red Cloud; George Scoular, Superior; May H. LeFeber, Superior D. T. Phillips, Kearney; George W. Whiteaker, Kearney; R. E. Moore, Kearney; W. L. Hand, Kearney; E. P. Tufts, Kearney;

promoted by President Hughitt of the in a check to cover expenses. . It will be hwestern system to the held of the Chinecessary for any who intend going to have checks in the hands of the committee by Saturday, for the lists will be closed that day, and those who are not in then will not

> Death of Mrs. Ellen Morris Another of the ploneers of the city has passed away. Etlen Morris, wife of Thomas

> thirty-five of the years in this city, coming here with her family in 1862 from St. Louis. She has lived continuously since then in the city. She was of English extraction and was born on the ocean while her parents were on their way to this country.
>
> One of the conditions is the bond is that the buildings shall be protected by at least \$10,000 insurance. A committee consisting of Chairman Bennett and Member Clark was appointed to place the insurance.

Unity Club. At the second meeting of the Unity club

Friday evening, November 19, at the residence of Mr. Thomas Kilpatrick, 410 Twenty-second street, Mr. Herring will read a paper on "English Local Government." Mr. Roulebush on "Administration of a British City," Mr. Charles C. Rosewater on "The Mechanics of Current English Legislation."

Exhibit Great X-Ray Machine.

CAMBRIDGE, Mass. Nov. 18.—The greatest X-ray machine in the world was exhibited last night in the Lawrence Scientific school of Harvard college. The new apparatus has the astonishing electric motive force of 1,200,000 volts, which is about equal to the voltage of 2,400 electric cars. It gives a spark forty-eight inches long, an achievement hitherto unknown. The condensers are charged in series and by an ingenious mechanical device, consisting of a swinging frame, are discharged in parallel upon the two terminals. There are sixty condensers, with a capacity of 2,000 volts each; the number of storage cells is 10,000. Prof. Trowbridge has proved that the length of the spark is exactly proportional to the voltage lengths over one inch.

Lynch a Negro Murderer.

BRYAN. Tex., Nov. 18.—Last night at the Allen farm, near here, while gambling for pecans, a negro named General Cheatham.

Commissioner May's Long Service.

general manager, and A. C. Bird, general Allen farm, near here, while gambling for pecans, a negro named General Cheatham

Uncle Sam Buys Provender for His Doughboys' Consumption.

COMMISSARY DEPARTMENT CONTRACTS

Omaha Jobbers Secure the Larges Portion of the Business with the Government_Prices on Ment Supplies.

The commissary department of the Department of the Platte has been engaged for the last two weeks in making contracts for food supplies for the several posts in the Charles F. Rogers, agent of the Great East- department for the first six months of 1898. Proposals for supplying the numerous Items required for feeding the large number of men and horses in this department were received last week, and the usual forms of tabulating and submitting the results for approval have been gone through with and contracts are being made with the success-

The purchase of these supplies at this A rate for the round trip of one and one-third regular fare will be made from this territory to Pittsburg, Pa., by all railroids November 21-26, on account of the congress as it has been demonstrated that the goods point is a most substantial addition to the can be bought here just as cheap as at any other point, and the freight charge from eastern and southern points is thus eliminated. It was formerly the custom to buy these supplies at many different points, large bills of goods being purchased in Chicago, Kansas City and St. Louis. Omaha jobbers have succeeded in underbidding competitors that it should be more similar to the original market house idea and contemplate the construction of a market house and auditorium with the jall feature added.

AIMED AGAINST INCOMPETENCY.

Wednesday afternoon struck a team of horses in the stroke threw the working on their profits from the eastbound managers are figurance of about seventeen feet. While the freight men are almost topsyture or about seventeen feet. While the freight men are almost topsyture or about seventeen feet. While the freight men are almost topsyture or about seventeen feet. While the freight men are almost topsyture or about \$500,000 annually among Omaha, movement to equalize the least sustained by the rate war on westbound shipments. While the freight men are almost topsyture or about \$500,000 annually among Omaha, was demolished and one of the horses killed. There are still a few items on which the Omaha dealers have been unable to compete with dealers on the Pacific coast on account of the advantage the government.

New Planchian Competency.

out on the engineer's survey, will run in a ever, is the beef supplied for the consump-southeasterly direction from Eldon through tion of Uncle Sam's standing army. A separate contract is made for each post in the department, the contractor being required to supply dressed beef which has been through the refrigerator process and is ready for im-mediate consumption to be delivered at the post designated. The contract for supplying Fort Crook was awarded to Peter Murray, who will furnish the meat required at 5% cents per pound. Swift and Company was awarded the contracts at several posts, the price being different in each case; at Fort Niebrara the contractor will receive 6.62 cents per pound; at Fort Robinson 7 cents, at Fort Meade, S. D., 7.23 cents per pound; at Fort D. A. Russell, Wyo., 7.03 cents. John Hays secured the contract for Fort Washakie, of the quartermaster's department in Omaha will purchase their beef of R. E. Welch & Bro. ut 6 cents per pound.

UP THE RIVER ON A FLAT BOAT.

John Wilson and Family Navigating the Muddy in Novel Manner. John Wilson and family passed Omaha yes-

go. The members of the family expect to reach Chamberlain before the river freezes. Charles Kaufman, D. T. Mount, W. B. Meikle.

Ira B. Mapes, George Mills, Mr. Dufrene, a greater portion of his life navigating that portion of the Missouri between Kansas City and St. Louis. Several months ago he concluded to emigrate, having an eye on Fort Randall reservation in South Dakota that was opened to settlement some weeks ago. Having a large family, he concluded that transportation by rall would be rather expensive and consequently he concluded to try the river. idea in mind, he constructed a flat boat and embarked upon the voyage, having made this port in good time and without accident. The boat that the mariner uses is about eighty feet long and sixteen feet wide. The propelling power is furnished by three horses, two working on a windlass at the stern and the extra horse working an-other windlass, this one being located in the center of the boat. Thus the craft is pushed along at the rate of about five miles er hour. When the wind is favorable, a sail is raised and a couple of miles per hour are added to the speed of the boat. The outfit landed at the Douglas street docks and laid

in a stock of supplies. FAIR AND SPEED ASSOCIATION. Meeting to Discuss the Bond Issue of

the Organization. The first meeting of the executive committee of the Fair and Speed association for the last five weeks was held yesterday at the Commercial club. About the only matter that came up for consideration, was the bond scheme, which has about reached the culmination that the committee has been work-

ing for for some months post. According to the plan \$35,000 worth of bonds were to be issued to cover the indebtedness incurred in the erection of the fair grounds buildings and the construction of the track. These have all been floated with the exception of a few thousant, which will be placed in the next few days. All the bonds must be disposed of by the time of the an-

Baptist Social Union.

The Omaha Baptist Social union held its Friday evening, November 19, at the residence of Mr. Thomas Kilpatrick, 410 evening at the Young Men's Christian as-

Commissioner May's Long Service. Fish Commissioner W. L. May has received his commission from Governor Holcomb, When Mr. May serves out the term for which he has been appointed he will have completed twenty-one years of service in the fish commission of the state.