

In the Field of Electricity

Electricity Crowding Steam.

TO WHAT extent electricity will supersede steam as a motive power on railroads is a question to be settled by future development. At present interest is centered in the extent to which electricity will supplement steam as a factor in railroad transportation. Gasoline motor cars for trunk line feeders, now in process of development by the Union Pacific, is a factor to be reckoned with. In fact the latest gasoline cars turned out at the Omaha shops occupies considerable space, pictorially and descriptively, in the eastern papers. In the east, however, electricity is regarded as the power which can be applied successfully to the drawing of trains now handled by steam locomotives. Changes of power now planned are many and extensive.

The New York Central railroad is equipping its main line with an electric system to run trains from the Grand Central station in New York up into the state as far as Albany. At a recent meeting of the directors it was decided to issue \$150,000,000 additional stock to be used in extending their lines in New York by electric roads.

The Pennsylvania railroad has for some time operated electric trains on its Long Island division and this work is now being constantly extended. The same company recently made another contract for the electrical equipment of its line from Philadelphia to Atlantic City. These lines, as is well known, have heretofore been operated by some of the finest trains that ever ran on this continent and at a speed not exceeded anywhere. In the face of this the company is now engaged in the abandonment of the steam system and is substituting electricity.

The New York, New Haven & Hartford recently contracted for thirty electric locomotives to be installed on their line between New York and Stamford, Conn. They have already begun to equip some of their main tracks electrically. The power house, where the electric current is to be generated, is well under way and before long electric express trains will run on a regular daily schedule.

The Erie railroad is the next road which will introduce electricity on part of its main line and once the start has been made the Gould roads will naturally fall into line.

The Grand Trunk has recently contracted for electric power to operate its lines under the St. Clair river between Detroit and Windsor because it had demonstrated to its own satisfaction that it would be cheaper than steam.

The Illinois Central is making similar preparations for the introduction of electricity; indeed, there is not a steam railroad man in the country who would have pooh-poohed the idea five years ago that will not tell you now that the electric railway era has dawned and that the electric locomotive is the coming propelling agent for railroad trains.

"Apart from the wonderful effects which this change will produce upon the future method of railroad transportation," comments the New York Times, "the immediate results are worthy of consideration. There are the large amounts of money that will be spent to effect this change. At a conservative estimate there are now about \$200,000,000 appropriated by the various rail-

road companies throughout this country to be used in the purchase of electrical machinery. This, of course, means an activity in the electrical business not equaled by any period of that industry and it will again emphasize a fact which has long been patent to the men at the head of the electrical manufacturing companies, and that is that the electrical industry of America leads the world."

Telephoning Made Easy.

The telephone in ordinary use today is the same as the telephone of a quarter of a century ago, at least so far as its outward appearance goes and its results on short distance transmission. Now a New Yorker, S. P. Levenburg, has invented an instrument of an entirely new design and that does away with some of the inconveniences of the present telephone. The transmitter and receiver are combined in a single instrument. The receiver is provided with a horn fixed in the proper position for the ear when the mouth is near the transmitter opening. Thus the hands are left free for taking notes or jotting down memoranda.

This feature of the instrument also does away with the tiresome experience of holding the receiver to the ear while waiting for the delayed answer to a call, or during a long conversation.

In this new telephone the act of raising the horn to a horizontal position connects the instrument with the line circuit. This telephone lays claim also to some improvements in transmitting power. To prevent vibration of any part from affecting the receiver the shell which carries the magnet and diaphragm is enclosed in a casting of soft rubber. And also the horn, owing to its form, concentrates the sound waves and forces them in one direction. It is not necessary to apply the ear directly to the receiving horn. In calling up a number one need merely remain in the vicinity of the horn and after the connection has been made he may carry on a conversation over the telephone without holding his head at any set position and with his hands perfectly free to handle papers or take down notes.

Electric High Bridge.

The highest railroad bridge in the world will be built across the top of the famous Royal Gorge, near Canon City, Col. It will be 250 feet above the hanging bridge of the Denver & Rio Grande railroad, so high in the air that the roaring in the air of the Arkansas river below will not be heard and the powerful stream below will look like a thread of silver running between the frowning cliffs.

The structure will be erected in connection with the plans of the citizens of San Jose, Cal., to establish an interurban system of electric railways in Fremont county, Canon City to Florence and the top of the Royal Gorge. Construction will begin March 1 and it is expected that the line to the top of the Royal Gorge will be in operation some time this summer. The cost of the interurban system will be \$500,000 and the suspension bridge spanning the chasm \$100,000 additional. It is six miles from Canon City to the highest point the electric line will reach, but a tortuous road ten miles in length will be built for the electric cars.



\$500.00 in Gold for a Name

You May Win This Prize COSTS YOU NOTHING TO TRY

We want a good, distinctive name for a new bottled beer we have brewed and stored in our cellars. We believe it is the best beer ever brewed—and we want the best name for it—a name as appropriate as the beer is satisfactory.

It is a distinctive beer, brewed to meet the present day taste of the great American public, and we want the public to name it. Therefore, we will give \$500 in gold to the person who submits to us, before May 21, 1906, the name that most nearly meets our requirements. This contest is open to every man, woman and child in the whole country. It costs you nothing to try. All you have to do is to send in the name. Somebody will get \$500 for just one idea. Why not YOU? Put on your thinking cap and get busy. Use the coupon, and mail promptly. You can send in as MANY suggestions as you like.

What It Is For.

The name is for a new bottled, pale beer that has been ageing in our vats for several months—a beer which we are sure will meet popular taste as no other beer has since the art of brewing was discovered.

When you drink it you will say, "Well, that's the best glass of beer I ever drank in my life!" And it will be, because:

- 1st. It is a pure beer, made from the best Northwest, barley-malt, the finest Bohemian hops, high quality Indian rice, all carefully selected by experts for this special brew, together with yeast in absolutely perfect condition and pure, sparkling water from our own artesian spring.
- 2nd. It is a carefully made beer—brewed by one of the best brew-masters in the world, with every facility at his command that modern science can supply.
- 3rd. And this is most important of all. It is not only a PURE beer; it is not only MADE RIGHT; but it is made especially to suit YOUR taste. We have brewed beer in Omaha for 50 years—long enough to learn what the public wants, and long enough to learn HOW to make the beer that PLEASES the public's taste EXACTLY. We are not trying to force OUR taste upon you, but are catering entirely to the public's taste.

The Kind Of Name We Want.

We want a name that will express as nearly as possible in a single word all the chief characteristics of our beer:

- absolute purity
- selected ingredients
- the perfection of the brewer's art
- the body, color and TASTE that pleases the public.

Remember it is an American beer made for American tastes. We do not want to use—as so many brewers do—such names as "Pilsener," "Bavarian," "Bohemian," "Holbrau," "Muenchener," "Old German," "Weiner," "Wurtzburger," etc., showing what foreign beer they have tried to imitate; for our beer is NOT made in imitation of ANY foreign beer; it is a BETTER beer than any of them—made for the American palate—combining all the best qualities of all the foreign beers, without their heavy, sticky substance. It is light, easily digested, highly nutritious, and of a flavor to make you smack your lips.

Important: The name we select must be one that we can copyright or register, and therefore no proper names may be used. No dictionary names will do either except as descriptive of a certain quality of this beer such as "Velvet" or "Silk" to indicate its smoothness. The name must be short, easily pronounced and suggestive. No names ending in "line" will be considered.

Select a Good Name and Win \$500.
It Costs Nothing to Try.
Contest Closes May 21, 1906.

Name Contest Dept.

Fred Krug Brewing Co., Omaha, Neb.

I submit the following names for your new beer.....

.....

.....

.....

My name is.....

Address.....

City..... County..... State.....

Omaha, Neb.

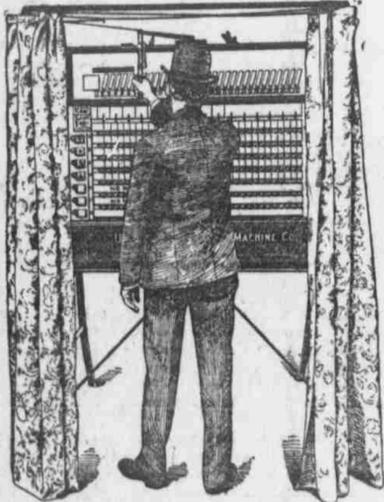
Cut off this coupon, fill in, and mail to reach us not later than May 21, 1906. Address given to Name Contest Dept., 1210 Howard Street, Omaha, Neb.

How to Cast a Vote On the Voting Machine

The following instructions for using the voting machine are furnished The Bee by the United States Standard Voting Machine company, and are both brief and explicit. If the voter will follow them he will have no trouble in registering his vote as he wishes. It is as easy to vote a split ticket on the machine as by the old method.

Move the red handle of the curtain lever to the right as far as it will go.

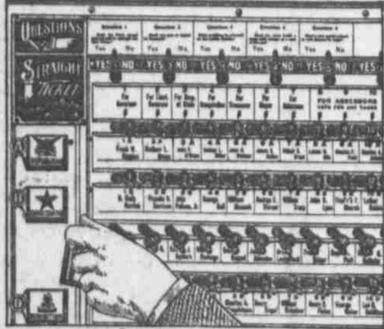
This will close the curtain around you, and unlock the machine for voting.



VOTER ABOUT TO CLOSE THE CURTAIN.

How to Vote a Straight Ticket.

Having closed the curtain—pull the party lever bearing the name or emblem of your party over to the right until the bell rings, and then let it go back. This turns down all of the pointers of your party to a voting position.



VOTER PULLING OVER PARTY LEVER.

Leave the pointers as they are (down in a voting position). Move the red handle of the curtain lever to the left as far as it will go.

This will count your vote, open the curtain and set the machine for the next voter.

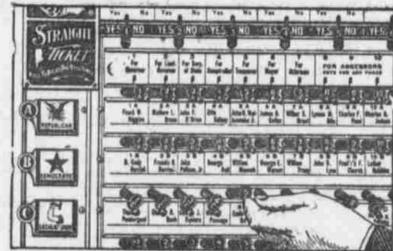
How to Vote a Split Ticket.

Having closed the curtain—pull the party lever bearing the name or emblem of your party over to the right until the bell rings, and then let it go back. This turns

down all of the points of your party to a voting position.

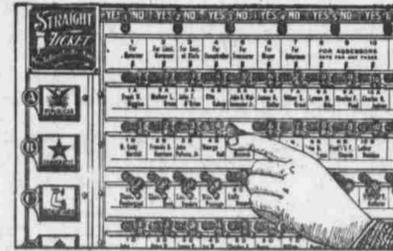
Turn back (up) the pointer from over the name of the candidate you wish to cut.

See illustration below.



And then turn down a pointer over the name of the candidate you wish to vote for for that office.

See illustration below.



Be sure to complete each split before making another.

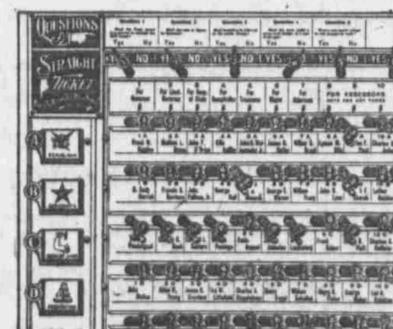
For an office to which two or more candidates are to be elected, the given number can be voted for, regardless of position.

After the vote is arranged, move the red handle of the curtain lever to the left as far as it will go. This will count one vote for every candidate that has a pointer left down over his name.

How to Vote On Questions.

To vote yes, turn the question pointer to the word yes, and leave it there.

To vote no, turn the question pointer to the word No and leave it there. See illustration below.



The pointers must be left down over the name to be voted for. If the voter turns them back the vote will not be counted, as the opening of the curtain turns back the pointers and counts the vote.



The "Friedman Shoe Maker"

LECTURE No 7

Cutting the Sole Leather and assorting the Soles that go into "ATLANTIC" Shoes is a very interesting Process. Huge Die Cutting Machines come down upon the sturdy oak tanned Hides and in a twinkling a perfectly shaped Sole is the Result. Each Sole is minutely inspected by trained Experts who make those Selections only that will come up to the high "Friedman Standard" of Perfection.

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"Highball"

A tall, thin glass, a lump of ice,

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