JERSEY LIGHTNING.

Elevated Roads Struck, and Probably for a Million.

Traversing the Raft at the Rate of Forty Thousand Miles per Second.

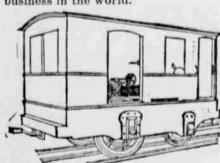
Men Who Handle Lightning

Edison, Daft and Ed. Stokes to Knock Sut Some Old Fashloned Ideas.

With Impunity.

NEW YORK, Sept. 3, '85. "What the divil's that?"

Sure enough, what is it. We turned to see the occasion of these remarks, and for a moment would have sworn that the Elevated Road was on fire, and the rails burning with frightful rapidity. Sparks were flying in a steady stream, and little blue flames were licking up the iron work as though it was composed of fusee instead of stout metal generally supposed to be incombustible. The mystery was soon explained, and as the flame shot by at the rate of twenty-five miles per hour, we saw that it was the Ben Franklin, the new motor that it is claimed will settle Keeley and revolutionize the railroad business in the world.



NEW MOTOR, BEN FRANKLIN. From the above cut you wouldn't say that this little thing was a revolutionizer. It looks simple and childlike enough, but you can't judge a machine by its looks, and this new fangled contrivance especially is very deceptive, for it grabs hold of lightning and makes it a slave to carry passengers at the low figure of five cents for two miles, and will increase the length to fourteen miles ere long, when it is allowed to travel the entire length of the road. At the moment we saw it shoot by it was engaged in polishing up the third rail which had been laid some six months before, and was consequently full of rust, and as it flew by, with an emory wheel in full mo-tion at the speed of 2500 revolutions per minute, it indeed looked somewhat startling against the black sky, for it was night, and pretty dark, and we do not wonder that some folks thought they had seen a veritable streak of lightning spinning along the rail at a lively rate when they saw the sparks fly from revolving emory, and shoot up like a comet.

"Won't that electricity kill a man?" we asked of an elevated gate keeper a few moments later.

"Kill a man, an' be Jasus that it will, an' pretty quick, too." "Have you ever stepped on the rail

when it is charged?' "Sthepped on the rail, whin it was

charged. Sure now we don't charge the rail onything. It's the passengers we charge on this line," and with a chuckle the goodnatured Irishman advised us to go down to "lifteenth sthreeth, an' they'll tell ye all about

So to Fifteenth street we went, and discovered that the Ben Franklin is the largest electric motor ever built in the world, that it weighs about nine and a quarter tons, possesses from seventyfive to one hundred horse power, and is calculated to earry an elevated train containing five hundred people at the rate of twenty-five miles per hour, or faster if desired.

We I kewise learned that the elec-tricity used on the elevated is low tension, while lightning is static, and telegraphic and are electric lights are high tension currents.

Perhaps everybody doesn't know just what this means, so we will explain that when electricity gets weary, so to speak, and only travels at the rate of forty thousand miles per second it is low tension, and not particularly dangerous, in reasonable quantities. When electricity wakes up and gets to business at the speed of two hundred miles per second, that is to say takes a journey equal to eight voyages around the world in less time than you can say Jack Robinson, however, then it gets a little dangerous in its mad career, and the man who tries to stop it generally gives up the job and the ghost at the same time. But electricity is then only high tension, after all. To see electricity really in an enjoyable frame of mind you must get it in ! the static mood for traveling, and then it gets up and dusts at the marvelous rate of about a million miles per second, more or less, as our scientists have not yet been able to keep up with it in its static state. But it is safe to give it a leeway of a million miles per second until the record is lowered, and this is only attained by the best racers being one of them.

Electricity was discovered in Greece to have thought much of his discovery, has wasted his time since then, in trying to keep up with it or eage it, only a limited number have been successful in really obtaining much benefit out of

Morse was very successful with it, in applying it to telegraph, but Jay Gould has probably made more money out of it than any other man to date, although many think that water has helped him out considerably. However this may be, Jay Gould controls chough electricity to-day to send the human race to kingdom come in twenty four hours if injudiciously distributed amongst them. How is this for one man power, and in Amer-

But to return to the Ren Franklin gain. It is the offspring of Mr. Leo Just, who lives in Flainfield, how



LEO DAFT. Mr. Daft is an Englishman, about forty-one years of age, and he has fooled around, electricity for the past twenty years, or ever since his advent into America. He claims that his motors will open the way for the adoption of electricity instead of steam on all railroads of the future, past and present, and that the steam whistle will be a thing of the past shortly, from the fact that he declares he can save fifty per cent in fuel over either coal or wood, in the manufacture of electricity as against steam. Whether this can be done or not remains to be seen, and the elevated roads are giving him a chance to demonstrate it, by letting a third rail be laid between the other two for the length of two miles, on the Ninth Avenue Elevated from Fourteenth to Fifty-Ninth street, and if satisfied with the working they will adopt it on the short line.

Daft's works are in Jersey, and consequently his electricity as applied to the elevated is dubbed lightning. This should not be confounded with the genuine article of Jersey lightning, however, which kills at forty rods, and is doled out over a counter, for this of Daft's is less dangerous, taken in equal doses. A man laying his hand on the rail when charged will feel a slight prickling sensation, but that is' This is owing to the fact that the rail is a better conductor than the human body, and consequently the fluid goes quietly by at the rate of forty thousand miles per second, and doesn't try to escape, whereas if it was high tension and went at the rate of two hundred thousand miles per second, it would be anxious to fly off in every direction, and the man who laid his hand on the rail would probably solve the problem of the future in short order, under such a condition of

It has taken about three months to build the Ben Franklin, and if the road should decide to equip all its lines it would take at least a year under the most favorable circumstances to build the two hundred and lifty motors that would be required, and then the work would have to be done outside the regular shops. As the motors are estimated to cost over four thousand dollars each, it would be over a million dollar contract to furnish the motors alone. A million dollars isn't much nowa days in New York, merely a trifle to Cyrus Field, and if the elevated wants motors it shall have them.

So say we all. The motor can be run by one man, but the State law requires that two men shall go with every engine. In case one dies or gets killed, the other is supposed to run the thing into port, and if it is an accident that has sent his companion to the better land, the survivor is supposed to lie to all the reporters, and swear that the man died of heart disease, and the road wasn't to blame. This is the chief occupation of the second man.

A new light has entered the electric arena, and with a grand flourish. This is Ed. Stokes, known to fame for a little difficulty with James Fisk some years ago, and later on as the owner of the handsomest bar in the United States, if not the whole world. His fightning has paid big over the bar, and now he proposes to make some-thing out of it over the wire, and dispute with Jay Gould the right to the telegraph business of the country.



Stokes bought in the Bankers and Merchants telegraph wires a few weeks ago, when they were sold at public sale, after being seized by the Western Union, and now he is backing up a suit of two millions damages brought against the Western Union by on the electrical track, static lightning | the receiver of the Bankers and Merchants for the W. U's, action in laying hands on those wires. Thus a long time ago, and was first noticed | Stokes is pitted against Jay Gould in a by a curious party who was rubbing lawsuit for two millions, and worse yet, umber together, and who noticed the he wants to bet ten thousand dollars electrical fluid shooting from them that the Western Union is not earning during the friction. He doesn't seem one half the dividends that it is paying on its watered stock, and leave it however, and though many a crank to the books of the Western Union. This is indeed a bold dash on blokes' part, and the nation expects Jay Gould to call him a liar. It is said that Stokes hasn't any love for Gould and that it was Gould's interference in the Stokos Fisk matter that eventually landed Stokes in Sing Sing, as otherwise his chances of getting of were good. Jim Fisk was Jay Gould's right hower, and there isn't much doubt that if Fish had lived, he and Jay would have trumped the whole street, and that by this time Jay would have been able to retire from business on a competency, instead of having to work for his living in the prime of life, with the end recollection that if t hadn't been for blokus he might have award the whole United States instead of a paltry fifty millions. This is the secret sorrie that is gnawing at

Stokes come in and attack him in this way is beyond endurance, and it is supposed that somebody will be given the lie, at least Stokes is waiting to see what his old time enemy will do

about it, and so is the public. Perhaps the happiest man in the electric business is Edison, at least he looked so when we called upon him some days since. He is happy in the consciousness that most of his inventions have been successful and moneymaking, and that he has a pretty good grip on rival corporations. Most men who had seventy-six lawsuits on hands about various infringements would be happy.



THOS. A. EDISON. We went to see him in order to get an article written about electricity from his pen. He was found in the Electric Light works up stairs in the work room, with his blouse or long apron on, and his face and hands begrimed with the handling of various electrical contrivances, and the various electrical smokes that were filling the immediate space around him.

"Mr. Edison, could you be induced to write an article on electricity," we asked with assurance born of hope. Mr. Edison took a seat, and looking

up with a quizzical air said. "I'll tell you something interesting. but I havn't the time to write, and besides I wrote one article once on electricity and about half of it was left out of the paper. It's hard to make electricity interesting to the general public, anyhow."

that is interesting?"

"Well about the most interesting thing I ever saw in print was an interview which one of my rivals figured in, and in which he gave me the knowledge that he was infringing on my rights. So we had a lawsuit, and I beat him. Now if he hadn't gotten into the papers, and explained his system, I wouldn't probably have received the necessary information to gain the suit with. Since then I have thought it best to let others do the talking for newspapers. You under-

"Is that all the interesting information you can give us to-day?

while we wended our way to the ele-Perhaps some people would like to see the first locomotive in the world, while we are on the subject of motors, etc., so here it is in all its pristine



FIRST LOCOMOTIVE, 1804. In the good old days of 1804 this locomotive enjoyed the distinction of being the only locomotive in the world. It couldn't run except on a level surface, or rather track, and wasn't much on the run then. In rainy weather it stayed at home, which was at Merthyr-Tydvil, England. It was the invention of Richard Trevithick, and in its day was considered a marvel, and so it was. It ran on a track laid on ties above the surface of the earth, and not imbedded in it, and was regarded as a great innovation and intruder by the various stage lines of that day, whose owners wished it all sorts of bad luck and predicted dire consequences to those who risked life and limb on the new machine. Little did they know at that time that this I ttle insignificant looking steam arrangment would one day control, through its descendants, miles of territory and crowds of statesmen, until it became a power that would upset many a good man's early piety, and leave him rich in worldly goods, if not in spiritual drapery hereafter. Such is the case, however, and while the locomot ve has been the fore-runner of civilization, it has likewise been the downfall of many a congressman, and the hind kicker of many an ousted official.

SPIRTO GENTIL. Professional Consolation. Family Physician-"Well, I con-

gratulate you. Patient (excitedly) "I will recov-

Family Physician-"Not exactly, but well, after consultation we find that your disease is entirely novel, and if the autopsy should demonstrate him?" that fact we have decided to name it "No fact you." Phila telephia Call.

Rallan scaldents of San Franctico have former's secists known as "The League of the Thousand." It encourages all worthy Haltans to become on arms of the United Biates and it will endeavor to exert good in the y-tale of thould, and now to have ; success to the much par elections.

Cottage Interiors.

household furnishings are bewildering

from their impracticable character

and carelessness of expense. One is told that antique china, nighly de-

corated in classic designs, is essential; that portieres must be rich and Oriental; that onyx Corinthian columns are useful additions to furnishings; that all articles must be unique, richly carved, and in strange design. It may be pleasant to contemplate luxuries of that sort, but with a limited income one is apt to be exasperated at the accounts. Miss Phelps, in her last book, "An Old Maid's Paradise," has described an interior of a cottage with rare simplicity. She says the small parlor was painted gray, the walls, ceiling, and floor harmonizing in different tints. A border of black ran around the floor, and several felt mats of cherry color, fringed with gray, gave a cheerful effect. The beams and rafters left bare by the absence of plastering were touched with a neutral tint. The dado was formed of wood-cuts, all landscapes, from American and English magazines. bordered by a fine line of black. A frieze of cardinal flowers cut from chromos finished the top of the room. The curtains were cotton flannel of a silver shade, bordered and tied with cherry. The cheap and comfortable lounges were upholstered with gray cotton flannel, and had bright pillows. The deck chair at the window was tied with cherry ribbons. There was a tiny open stove. The rocking chair was old and generous. Books, stattuettes, and pictures were abundant, and the room had the air of having been lived in a long time. The diningroom was oiled, not painted, and the rafters of the ceilings were covered with thin lichens lined with gold paper. The curtains were English silesia, of a golden brown, worked with oak leaves. One of the chambers was blue and the other green. On the pale ceiling of the blue room pale butterflies from natural history cards were pasted. The windows were graped with blue and white muslin. The green room had green floor, walls, and furniture. The walls were hung with ferns, pressed and fastened securely with gum tragacanth. The curtains were of cheap white muslin, and were not tied. The room looked like a bower. Miss Phelps adds that there was not a stork, "Well what can you tell about it a buiru-h, a Japanese fan nor a grandmother's teacup in the house. But it is useless to deny that Japanese fans are desirable and ornamental, if they are well chosen and are not used in excess. The advantage of Miss Phelps' picture is its illustrative force. heerful, artistic room and house does not depend entirely upon its pecuniary value. The elegant mansion which has been furnished under the direction of the house furnisher, and which bears not a thought nor suggestion of its owners, is lifeless and bare compared to the house furnished under the loving care of a tasteful possessor to whom each object represents careful study. The poorest clerk can have a pretty, "Yes, just at present, but come attractive home if he saves his wages around in a month or two and we'll prudently and buys gradually, one at see what can be done," and with a a time, the cheap, but harmonious cheery good day he resumed his work. and tasteful furnishings .- Boston Journal.

An Ancient Spanish Title.

In 1717, when a band of colonists from the Canary islands settled in San Fernando (now San Antonio) writes a San Antonio correspondent to The Galveston News the Spanish government granted to the town six leagues of land around the town as exidos, which was laid off by metes and bounds, with prominent natural objects for corners.

About 1846 the city employed Mr. John James, a competent surveyor, to resurvey the lands granted to the city. which was done and a map made of the same. This survey was passed apon directly by the supreme court of Texas in the case of Lewis vs. San Antonio, in Texas, in 1851, and the correctness of the survey was admitted by the court. The city of San Antonio has held the land embraced in the survey made by John James for over forty years prior to such survey. The lands had been surveyed in 1717, or soon afterwards, and the survey by John James was a resurvey, based on Henry Striker, - - Proprietor. the original boundaries of the original survey; but some parties, conceiving that more than six leagues were embraced in the James survey, and that such excess was public land belonging to Texas and was open to entry, have quetly filed upon it. Others are preparing to file upon other portions of

It is doubtful if the commissioner of the land office was told or suspected that these lands were embraced in the survey of San Antonio, were claimed by the city, and were prima facie no longer public land. Your correspond ent received a hint of it a month ago in a casual conversation, but was met with such studied reticence that he

could not trace it out. Ex City Engineer Smith, when interviewed, yesterday, frankly said that he would not divulge certain matters. When asked on which side of town the excess was supposed to be, he replied he was not at liberty to state, nor did he feel at liberty to say who had filed upon it. As the city had, sold pretry well all its lands granted to it as exidos, this movement is likely to open a mint of litigation. The chances are J. M. Johnson, . Proprietor. that the title of the city will prevail, since it has held possession over 150 years, and nearly 40 since the James survey was made, and in Lewis vs. San Antonio the court decided that twenty years possession would bag the state. The excess in quantity, if any, embraced within the cities borders would belong to the city.

How He Was Saved.

Perkins "Suitkin faited! Well! I had a narrow escape yesterday. He tried to borrow ten dollars from me. " Posonby-"You didn't lend it to

"No. indeed. I suspected there was something wrong, and and-"The fact is, I didn't have the ten dollars." Patientelprin Call.

There are six or right to autabipe in China to be stind, which pay salaries of \$0.000 and

Many directions given in regard to

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