

AN ELECTRICAL IDEA.

QUICK TRANSIT FOR COMMERCIAL PAPER, MONEY, ETC.

A Starting Proposition—Packages to Be Hauled to Their Destination by Lighter—From New York to Chicago in Two Hours—Ten Miles a Minute.

It is among the possibilities that the electro-motor will soon do for the transmission of packages what the telegraph now does for the transmission of messages. When the day comes, if it ever does, the day of monetary corners will be over; they will be able to oppose runs by shifting funds from one bank to another; the banks will be able to oppose runs by shifting funds from one bank to another; the banks will be able to oppose runs by shifting funds from one bank to another...

MORRISON REMICH WAITE.

Chief Justice of the Supreme Court of the United States, Recently Deceased. Those who are fond of tracing a natural lineage will find something to study in the family history of the late Chief Justice Waite. As far back as the days of Oliver Cromwell, Thomas Waite, a member of the "Roundhead," was one of the judges who condemned Charles I to the block and put his signature to the death warrant.



Morrison Remich Waite was born at Lyme, Conn., Nov. 29, 1810. He was graduated at Yale college in 1837, and returned to Lyme to study law in his father's office, but soon after emigrated to Ohio. At Marietta, Ohio, in 1839 he was admitted to the bar. He formed a partnership with Samuel M. Young, and began practice at Maumee City. In 1850 the partnership was dissolved, and the firm of Young & Waite was dissolved, and the two brothers formed a partnership.

The plan is very simple. There is to be a runway consisting of a light frame, elevated some twenty feet from the ground, and which may pass over fields and without interference with agriculture or roads. The car is a cigar shaped concern looking for all the world like a torpedo or a rocket head, which is supported on two tracks, and is held in position by the flanges of an upper wheel on a rod or upper rail. This rail is also the conductor of the electric current. The car is all derived from a generator located at each end of the line, from which the current passes to the conducting rail, where it is taken up by the traveling motor, to which cars may be attached. The car acts automatically. Near the end of the journey it passes a point where the current is cut as an engineer would shut steam on a locomotive. Soon after the car reaches a trip lever which springs the brakes. The passage of streams is effected by a draw worked by electricity, as shown in the accompanying cut.

ACROSS COUNTRY.

The rate of speed, which it is supposed will be attained is ten miles per minute. The curves will necessarily be very slight, for deflection at so high a velocity would certainly shoot the motor off at a tangent, and as it is shaped very like a percussion shell used in warfare, many accidents, especially in thickly populated districts, would give the houses along the line of the road the appearance of having been riddled in a bombardment. Then in the crossing of streams it would be necessary that boats and the motor should not be permitted to come in contact by accident. For, should a passing train not be stopped when the draw is raised, it would shoot through draw and boat alike, leaving a round hole such as would be made by a cannon ball shot through a meeting house. Indeed, in the case of a large steamer, if

DRAWBRIDGE.

A portion should be struck where no one happened to be at the time, she might sail on to her destination without the crew being aware of the accident; and it is quite possible that the speed of the motor would be such as to cause it to jump the draw, light on the tracks beyond, and arrive at the end of the line without the marks of disaster. But the most frightful consequences would result from collision. Consider two trains meeting while traveling at the rate of ten miles per minute. The concussion would be the same as a stationary object struck by a force moving at the rate of twenty miles a minute, or 1,500 miles an hour. To get some idea of the result of such a concussion, we have only to look to those meteors which come in contact with the earth's atmosphere, and are ignited. Reasoning from analogy we may conclude that two motor trains meeting as has been stated, would immediately be consumed by the intense heat generated by the concussion, and leave nothing but a light cloud of smoke to float idly away on the passing breeze. The possibility of a collision is to be guarded against, however, by the use of a double tramway, as shown in the cross section view here presented.

CROSS SECTION.

Prohibition.

No man better could illustrate the folly of the following opposing statements: "Once, while I was speaking in Iowa, a gentleman interrupted me, saying: 'Mr. Finch, if this government should pass a prohibitory liquor law it would become a tyranny.' I said to him: 'Please say that again and say it slowly, so that I can catch it.' He repeated it: 'If the government passes a prohibitory liquor law the government will become a tyranny.' I asked, 'Sir, who is the government?' He answered, 'The people.' 'The government being the people, if a prohibitory liquor law is passed by the government, it must be either an organic law passed by a direct vote of the people, or statutory or functional law passed by the people through their delegated representatives.' 'Yes, sir.' 'If the operation of such a law is tyrannical, then the people are the tyrants.' 'Yes.' 'Who are the people going to tyrannize over?' 'The people.' 'I asked him if that would not be a good deal like a man sitting down on himself.'

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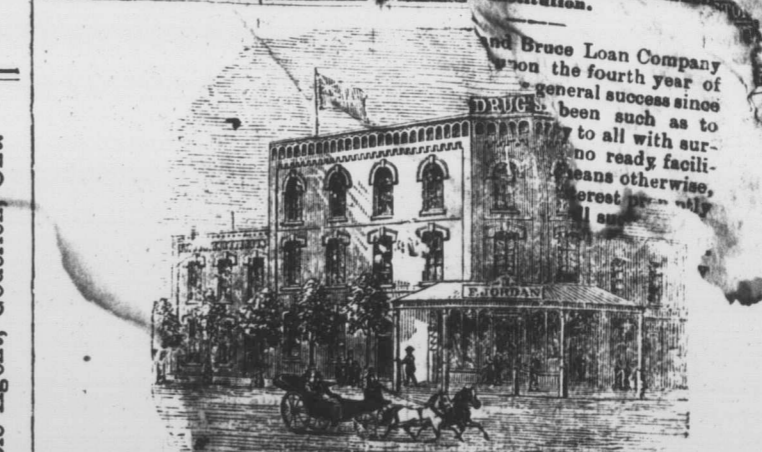
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