

EXPECT ITS REPOSEMENT

Date for Air Brakes and Automatic Couplers Set Up

RAILROADS AND SAFETY APPLIANCE LAW

Superintendent Rhodes of the Burlington Tells Why His Company in Defiance to Comply with the Statute.

All the railroads in the United States are now compiling figures for the Interstate Commerce Commission, showing to what extent they have carried out the provisions of the national law requiring the equipment of their cars and locomotives with automatic couplers and airbrakes by the first of the coming year.

Speaking of the provisions of the law G. W. Rhodes, of Aurora, Ill., superintendent of the Chicago, Burlington & Quincy line, said: "We are now at work on all lines of the Burlington system equipping our cars as required by the law just as fast as we can.

"What proportion of the cars on the Burlington system are equipped with these appliances today, Mr. Rhodes?"

"In the air-brake system we have about 38,000 cars. Of these 24,000 are now equipped with the automatic couplers and airbrakes. This is a little more than 60 per cent, which, I think, is a very good showing considering the conditions under which the work has had to be done.

"Do you anticipate that the law which is to go into effect on January 1, 1908, will be postponed at the coming meeting of the Interstate Commerce Commission?"

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HOW FARMING PAYS IN NEBRASKA.

E. J. Mum of the Elkhorn passenger department is collecting a quantity of interesting data from the Nebraska farmers along that railroad, being affirmative answers to the popular query: "Does Farming in Nebraska Pay?"

ELKHORN PASSENGER DEPARTMENT GATHERS SOME STATISTICS OF INTEREST.

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When collected these numerous examples of prosperity worked out of Nebraska soil will be published by the Elkhorn and used to boom immigration.

Of the many favorable reports was received yesterday morning from Peter Swartz, a farmer of Adams county. He says that he started farming there in 1878. He bought 120 acres of land at that time for eighty acres for \$24. He also bought four horses. Now he estimates his property as follows: House, \$1,200; barns, \$1,900; granary, 440; twelve hogs, \$720; farm and implements, \$1,400; eighty-two head cattle, \$3,480; forty hogs, \$520; machinery, \$1,000; total, \$20,120.

Another report was received from Wm. H. B. Ruff, of Adams county. He has in addition the following crops, which he estimates are worth \$1,000: Corn, 8,000 bushels; oats, 300 bushels, and barley, 1,000 bushels.

VANDERBILT BUY ANOTHER ROOF.

ST. LOUIS, Nov. 11.—The Republic this morning says that the authorities of a well posted railroad man that a railroad deal is on hand that will be of vital interest to all the railroads in the Joint Traffic association. The deal is no less than the acquisition of the Toledo, St. Louis & Kansas City, commonly known as the Clover Leaf, by the Vanderbilts. The deal, it is said, is a \$10,000,000 deal, and it is to be made a division of the Michigan Central railroad.

The scheme is of great interest to the railroads of this country, not only because it will give the Vanderbilts another line in this territory, but because it will, in all probability, end a great deal of the rate trouble which has bothered the lines of the Joint Traffic association for a long time. The Clover Leaf has long been a disturbing element and has given the Joint Traffic association more trouble than any road within its territory.

PITTSBURG & GULF WILL NOT JOIN.

Holds Afloat from Southwestern Passenger Association.

CHICAGO, Nov. 11.—The refusal of the Kansas City, Pittsburg & Gulf to become a member of the Southwestern Passenger association, considered by the majority of the Chicago line interested in the traffic in that part of the country to practically abandon hope of forming an association at all.

The Pittsburg & Gulf has announced that it has no intention of being a disturber of the Joint Traffic association for a long time. The methods to prevent the other roads from going on with their association if they desire to do so. Notwithstanding this frank declaration the other roads are endeavoring to enforce the law and enable the railroads that really are making an effort to equip their engines and cars as directed to comply with the law.

General Manager Bidwell of the Fremont, Elkhorn & Missouri Valley railroad says: "Our report of the cars equipped as required by the law is not yet complete, but when it is it will show that our line is practically up with the provisions of the law.

In fact, we have asked for an extension of the time for the operation of the law. We did this, not because our own equipment was not up with the requirements of the law, but because we are compelled to equip our cars with the new law. We have brought up some time ago, we said: "No, we do not want any extension of time; we do not need it." But later we had our attention attracted to the fact that some of our violations of the law on cars of other roads which we handled. Then we decided to ask for an extension.

Interchangeable Mileage Goes.

Difficulties Surrounding the Tickets Have Been Removed.

CHICAGO, Nov. 11.—The western lines have overcome a difficulty in the way of selling interchangeable mileage tickets that at one time threatened to cause them serious embarrassment. The matter related to the selling of the tickets at the union ticket offices.

After considering the matter it was decided that all the tickets sold out of union ticket offices shall bear the name of the road which is a member of the Western Passenger association, and this road will account to the others for the amount of mileage used on their lines. It is the opinion of Chairman Caldwell that this arrangement will prevent any confusion over the matter.

LINCOLN TAKES PULLMAN'S PLACE.

Practically Though Not Actually Precedent for the Company.

CHICAGO, Nov. 11.—A meeting of the directors of the Pullman Palace Car company was held today. Robert T. Lincoln was elected a director. The most important action taken was the appointment of an executive committee, consisting of H. E. Hulbert of New York and Marshall Field and Robert T. Lincoln of Chicago, which will have charge of the management of the company. Robert T. Lincoln was elected chairman of this committee. The election of a president to fill the vacancy caused by the death of Lincoln, is the opinion of Chairman Lincoln, however, practically makes Mr. Lincoln president of the Pullman company.

Death of an Old-Timer.

Omaha railroad men were surprised to learn of the sudden death of R. H. Delahy, traveling passenger auditor of the Chicago, Rock Island & Pacific railroad. He died at St. Paul, Minn., on Saturday morning of heart failure. He was out on one of his auditing trips. The remains were sent to Topeka, where the funeral will be held on Monday.

The deceased was a former employee of the Union Pacific and was well known here. He was stationed in the general freight quarters of the Union Pacific at local headquarters in the early 30's, and after that, as General Agent, Frank Drake and other old Omaha railroad men. For a number of years he had been the traveling passenger auditor of the Rock Island line west of the Missouri river, and as such made frequent trips through here. His home was in Topeka, where he leaves a wife, a sister and a young son of Kansas.

NEW YORK MEET COMPETITION.

ST. PAUL, Nov. 11.—The Matt and Express today says: General Manager Hayes of the Grand Trunk, who was in this city yesterday, announced that the management of that company would at all times and at all points meet the competition of the Canadian Pacific if it saw fit and without consulting its competitors on this side of the continent. This is supposed to refer to the recent \$200,000 incident, when the Grand Trunk openly met its suits, in open defiance to the Joint Traffic association and without its sanction. In view of Mr. Hayes' utterance there is little left for arbitration.

BIG FOUR SURGEONS MEET.

INDIANAPOLIS, Nov. 11.—The Big Four surgeons from Ohio, Indiana and Illinois held their annual meeting here today. Thirty were present. The following officers were elected: President, Dr. L. E. Russell, Springfield, Ind.; vice president, Dr. E. H. Clark, Delaware, Ohio; secretary, Dr. J. S. Miller, Paris, Ill.; secretary, Dr. T. C. Kennedy, Shelbyville, Ind.

CHANGES IN THE BIG CAR WORKS.

DETROIT, Nov. 11.—Joseph Taylor, secretary of the Michigan Peninsular Car company, resigned today. Mr. Taylor is considered to have been the leading figure in the

NEW METHODS AT LIBRARY.

Changes in the Operations of the Great Omaha Book Exchange.

SEVEN DAY LIMIT ON POPULAR WORKS.

One Innovation Intended to Accommodate More Borrowers in Less Time Than Heretofore. Charging System Also Changed.

Within the last few weeks several changes have taken place in the economy of the Omaha Public Library, looking toward greater dispatch and equity in its distribution and to the better service of the public. As a result book readers already notice an improvement in several ways in which they have previously felt a hardship.

The changes in the library have often complained that they have been unable to take home long lists of books subscribed to and again. The mass of reading done is naturally in the latest and most popular books and when it was possible for one to retain a book for four weeks it was practically out of circulation for all time with respect to the thousands of readers. One man who has registered his application for the National Book Exchange, which the library owns but does not handle, that it would be two years and a half before his turn would come around.

It was stated by the manager that the library was to buy numerous duplicates of the books. This, however, was considered in most cases sheer extravagance, as the course of most popular books is but fleeting and they would be left to rot on the shelves. The book mentioned is valued at \$10, and the prospect for the permanence of the present purchase on that hardly justified an investment in a new copy.

The new plan of "seven-day books" was hit upon, and in the matter of current literature the public is served with half a dozen copies of a book, which are renewed by unusual demand they are now placed on the seven-day list and a notice within the covers informs the public that they can be renewed but for that length of time, with a renewal privilege. About thirty books are now on this list. The bulk of them are fiction and ordinary industry can be kept abreast of the times. The list, which shall go upon the list are left entirely to the judgment of the librarian, and are removed or entered on it at will.

"The H. H. E. Peter Stirling" is one which was little spoken of in its publication two years ago, but has recently come into such active demand as to require its reprinting by the publisher. It is still operative, whereby books may be engaged in advance by the deposit of 2 cents with the patron's name, and from the following instance it will be seen how necessary it is that books be promptly replaced. "The Choir Invalide," by James Lane Allen, leads the list of much-used books, with forty-six applications for its renewal, which is not an unusual thing.

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