SPEED RECORDS SMASHED.

THE NEW TRUCKS DOUBLE THE ENGINE'S SPEED.

With Proper Rails, Roadbed and Bigger Drivers Engineer McLean Claims He Can Make 2 1-2 Miles a Minute.

New York, Nov. 1.—The Holman locomotive last Thursday traveled at a speed of 128 miles an hour. Now, I have traveled faster than any other mortal alive except the three men who were necessary to the achievement of the record. This was accomplished under conditions that it was a little short of madness to undertake. Railroad men will marvel all the more at the results.

I was sent to investigate for the Post-Dispatch the two-mile-a-minute speed which the Holman flyer was reported to have made two weeks ago on the South Jersey railroad between Winslow Junction and Cape May. Doubts are expressed of its accuracy. The world's record was held by the New York Central system, whose figures were one mile in 34 seconds.

The first day it rained. It poured, yet in rain and wind we covered a mile in 38 seconds. But that wasn't what we were after. It was only a demonstration of what could be done under conditions that make the entire train service of the country behind hand.

The second day came with ideal weather. There was no wind. The track was fairly dry.

It was only after it had been thoroughly inspected, to see that the severe rain had not caused any great weakness in the roadbed that the locomotive was started for what is was hoped would prove the world-record-breaking trip.

Half the town was at the station to see the train off. Down the road I met the train and got my old seat in the cab with McLain. The mile was one laid out by civil engineers when the road was built.

A green flag was nailed to the starting post. A red one to the finish. The track was carefully guarded by men, and we went back down the track three miles from the starting point.

There was hardly any wavering, none of the shaking I had dreaded at first. The steam held its own at 200. The speed indicator gave us one hundred miles an hour when we passed the flag, and then the tension.

Half a minute is not long as a lifetime goes, but McLain and myself, the fireman and Mr. Holman lived hours in that time.

I leaned far out of the cab window. Nothing but white spots could be seen of the speeding track wheels. They were turning so fast. Then McLain pulled the lever. The force of steam escaping showed all in as good condition as possible. Slowly for a couple of hundred yards the engine moved. It seemed as if the thing was absolutely sinking. Then it seemed to run along.

Faster and faster grew the speed. The engine swayed not as much as a car on ordinary trains.

"We will make it now or it never will be made on this track," said McLain.

"Don't forget to let her out this time," I said, and he did let her out.

Two grade crossing and switches were ahead. We skipped them with hardly a touch. The three miles flying start was almost over.

The locomotive had settled down to a gait that made us feel like one long streak. All the shaking was gone. There was nothing in the world but a long steel knife ahead that vanished the instant I realized it. Woods disappeared, everything mingled and formed one brick-red tunnel. And then my heart stood still. It seemed as if No. 12 answered. How she did catch hold of the track and straighten out. The red flag was not in sight, and from my watch I knew we would win.

The speed indicator said 128 miles an hour. Even as I read it I knew the red flag was past. The whistle was blowing for victory. For another mile we flew along, and then we slowed up. McLain and I looked at each other in a sort of dazed fashion and no one said a word.

The reaction from the tension was too great.

Thirty-two seconds was the time for the distance between the two flags. We were all conscious that part of that mile had been traveled much faster than the first part, and that at the finish we had reduced the time to a 28-second rate, and if there had been level track ahead we should have made a mile at that rate.

The man who guarded the first flag gave an account of the speed and power of the train that showed his experience had been fully as thrilling as ours.

I know that even this great speed is by no means a fair test of the power of the Holman speeding trucks. The road was shaky, with sand roadbed, light seventy-pound rails, and at times it seemed as though the engine would pick up the slender iron rails and scatter the track.

McLain's first exclamation was, "Give me a decent track and I will make two miles and a half in a minute, I know."

W. J. Holman, sr., now lives in Minneapolis, and he first applied a compounding process to wheels. Then he has embodied all the discoveries in machinery. Mr. Holman has applied a gearing process without cogs. Practically there is no limit to the speed to be obtained.

Any engine or car can be fitted with this speeding trucks. That is the simplicity of the idea. These speeding trucks are two in number, and each bears five pairs of wheels. There is one truck under each pair of drivers.

First there are three track wheels which run on the rail. Each wheel has two diameters. The larger, which is twenty-four inches, runs on the rail, but the smaller supports the larger diameter of the upper pair of wheels. The smaller diameter of the upper wheels revolves inside and upon this rests the big driving wheel.

Here is the secret of the speed. The main driver turns around once the train moves twice as far as it would if the driver rested on the rail, as in locomotives now in use.

The trucks extend to the edge of the roadway. In plain sight are the roller-bearing journals which are used. A break is an impossibility, no matter what speed is obtained or how long it lasts. These trucks would convert the sliding of a sleeping car into the easy motion of a cradle.

With I triumph in having beaten all the world's records for speed in travel I am compelled to predict that a speed reached and a seven-foot driving wheel, and the 130-mile-an-hour which we attained will be put into practice at once.

KATE S. McGUIRK.

[illegible] Pritchett of the Washington University at St. Louis, will be appointed superintendent of the coast and geodetic survey, vice General Duffield, who has been requested to resign.

[illegible] of St. Louis, the United States minister to Russia, has [illegible] for Southampton [illegible] he will proceed to St. Petersburg.

PALACE CAR MAGNATE'S WILL

Gives His Two Sons a Small Yearly Allowance.

Chicago, Ill., Nov. 2.—The will of the late George M. Pullman has been filed in the probate court. Norman B. Ream and Robert T. Lincoln are named as executors, his wife not being appointed because of his wish to relieve her from the labors, care and responsibilities of the position.

The total value of the estate is shown by the petition for letters testamentary to be $7,600,000. Of this amount $6,800,000 is personal property and $800,000 realty. Attorney Runels, the preparer of the will, said that these figures are a conservative but fair estimate of the value of the estate.

The bulk of the estate goes to the two daughters, Mrs. Frank O. Lowden of Chicago and Mrs. Frank Carolan of San Francisco, who receive $1,000,000 each and also the residuary estate, the amount of which is not known except to the executors.

The homestead at the corner of Prairie avenue and Eighteenth street, the construction of which cost $300,000; the furniture, pictures, etc., are devised to his wife for life, and she is also to receive $50,000 for the first year and thereafter, during her life, the income of $1,250,000.

"Castle Rest," on one of the Thousand Islands, is given to his daughter Florence (Mrs. Lowden), with the furniture, for life. She is requested to keep "Castle Rest" open from July 26 to August 14 for the accommodation of all the descendants of the testator's parents, and is authorized to designate in her will who shall have the property after her death. A sum of $10,000 is left in trust for its maintenance.

PROVISION FOR DAUGHTERS.

The sum of $2,000,000 is left in trust for the daughters until they are 35 years old, when each is to receive $500,000, to become hers absolutely, the other $1,000,000 to be still held in trust, the income going to them. If either daughter leaves issue the sum held in trust is to become absolutely the property of such issue.

In case of the death of either daughter, leaving no issue, but leaving a husband, one-half of the property then held in trust for such daughter is to be absolutely the property of such husband, the other half becoming a part of the residuary estate.

The eighth provision of the will is as follows:

"Inasmuch as neither of my sons has developed such a sense of responsibility as in my judgment is requisite for the wise use of large properties and considerable sums of money, I am painfully compelled, as I have explicitly stated to them, to limit my testamentary provisions for their benefits to trusts producing only such income as I deem reasonable for their support.

INCOME OF HIS SONS.

"Accordingly I direct that out of the remainder of my estate, after satisfying the provisions hereinbefore made for my wife and daughters and with respect to said island and Castle Rest, my executors shall set apart bonds, stocks and notes or other securities in two portions, each of such estimated value as will, in the judgment of my executors, yield an annual income of $3,000; and I give and bequeath such portions separately to the Illinois Trust and Savings bank in trust to receive the income and profits from each portion and of all property substituted therefor and to apply the net income and profits from the time of my death of one of said portions to the use of my son, George M. Pullman, jr., during his life and of the other portion to the use of my son, Walter Sanger Pullman, during his life; and upon the death of either son, leaving issue of a marriage, the property then held in trust hereunder for each son shall become absolutely the property of such issue in equal shares, the child or children of any deceased child of such son to take the share the parent would have taken if living; otherwise such property shall then become a part of my residuary estate.

REST OF THE FAMILY.

"To my brothers, Royal Henry Pullman and John M. Pullman, and the sisters, Helen Pullman West and Emma Pullman Fluhrer, are bequeathed $50,000 apiece. The sisters are given equal shares in the furniture, pictures, etc., in the Belgravia apartment house in the city of New York."

The wife of his brother, Charles L. Pullman, is given the income of $25,000; the sum to go to her son, William Pullman, upon her death.

Other bequests are: Florence Sanger, $20,000; Stuart West, $5,000; Bertha West, $5,000; Helen Fluhrer, $5,000; Lewis Pullman Fluhrer, $5,000; Mrs. Charles B. Smith, $5,000; Mrs. Charles H. Eaton, $10,000; William A. Angell, $10,000; Silas W. Bretzfield of New York, $10,000; Charles S. Sweet, $10,000, and Miss Maria Louise Orr, $5,000.

The following amounts were left to "faithful employes:" Arthur Wells, $5,000; William Wells, $3,000, and William D. Johnson, $2,000.

The household servants are to get $250 to $500 apiece. Thirteen Chicago charitable institutions are to receive $10,000 each.

The estator states it was his purpose to found, erect and endow at Pullman, Ill., during his life, a free school of manual training for the benefit of the children of persons living and employed at Pullman, and to expend at least $200,000 for lands, buildings and apparatus, and to provide a fund of $1,000,000 for the maintenance, management and endowment of the school.

His executors are directed to set aside $1,200,000 for this purpose.

MOB LAW CENSURED.

Southern Governor Would Arm the Prisoners.

Atlanta, Ga., Nov. 2.—Mob law was severely condemned by Governor Atkinson in his message to the Georgia legislature. He advocates stringent legislation against mobs, and suggests that the legislature pass a law laying every county wherein a crime of this sort is committed subject to a large indemnity. Northern lynchers are spoken of by the governor.

On this subject he says: "It is no excuse to say that the northern people, who have less to provoke them to it, lynch. Let us not take them as a standard, but rather show a higher type of civilization in our state, and erect here a standard to which they may aspire."

The governor is in favor of arming the prisoners and allowing them to protect themselves from mobs.

The Autonomy.

Madrid, Nov. 2.—Senor Moret y Prendergast, the new colonial minister, has outlined his plans for Cuba reforms as follows:

"The autonomy which the cabinet of Senor Sagasta proposes to bestow upon the islands of Cuba and Porto Rico, in fulfillment of the engagement contracted in the manifest of June 24, is special autonomy founded on the aspirations adopted in the platform of the Antillian autonomists, and not identical with the other colonial constitutions."

E. A. Hitchcock of St. Louis, the United States minister to Russia, has sailed with his family for Southampton. From there he will proceed to St. Petersburg.

PNEUMATIC HUBS.

An Invention that will Revolutionize the Bicycle World.

An invention which bids fair to revolutionize the bicycle world, and, indeed the manufacture of wheeled vehicles generally, from a push cart to a palace car, has been made by a young man of South Bethlehem. The invention consists of no less than a pneumatic hub. There are no doubts in the mind of its owner or of his friends and of men versed in mechanics, that it is of great practical value, and the Bethlehem papers give an enthusiastic account of the test to which it was submitted. On this occasion the pneumatic hubbed wheel was ridden by Henry Boyd of Washington, D. C., over a field full of ditches and gullies from eight to eleven inches deep. Mr. Boyd rode at high speed up and down the field, crossing over the gutters with ease, without experiencing the slightest jar. Then, getting up a speed of fifteen miles an hour, he wheeled over a plank eight inches thick, easily retaining his seat.

The patent papers describe it as an improvement in vehicle wheels, and it is particularly designed for wheels having pneumatic hubs and cushion tires.

The primary object is to lessen the cost and simplify the construction of the pneumatic hub. Another object of the invention is to so construct the parts of the hub that the spoke ring will be driven by direct connection with the sleeve independently of the saddle, so that radical displacement of the sleeve and saddle in relation to the spoke ring, due to the flattening or compression of the pneumatic tube, will not cause any creeping or oscillation of said tube upon the saddle; and the slight slipping of the spoke ring relative to the sleeve and saddle, due to such flattening of the tube, will be obviated or compensated for by reason of the capability of the saddle to rotate or turn freely upon the sleeve, thus permitting the saddle to shift or oscillate with the tube upon the sleeve without any relative movement or friction between the tube and saddle. Another object is to simplify the arrangement and manner of securing the bearing cones on the axle. A further object of this invention is to provide a single, novel and efficient construction of the cushion tire and felly and means for firmly securing the tire on the felly.

A rubber tube about an inch and a half in diameter, in which is confined a pressure of seventeen pounds to the square inch, is fitted around the axle, resting on two saddles, which have a ball-bearing. A steel band encases the rubber tube, and to it are fastened the spokes. From the ball-bearings outward all of the pieces are firmly held together, so that there is no friction on the rubber to wear it out. The lacing of the spokes is such as to make a very strong wheel. Any jarring is taken up by the pneumatic hub and released gradually, thus doing away with the "gumball" effect of pneumatic tires. A solid rubber tire is ingeniously placed on the felly. By the nature of its fastening it also aids in preventing any jarring.

The inventor of the pneumatic hub is Harry R. Collins, a young machinist, who learned his trade at the Bethlehem iron works, where he has been employed only for the last two years.

INVENTIONS AHEAD OF TIME.

Many Ingenious Devices Patented For which the World is Not Ready.

We sometimes hear of inventions which have appeared "before their time," and it may be of interest to consider just what it means for an idea to have come into the world before conditions are ready for it. Everyone who has had to do with the patent office knows what is meant by the "state of the art," and one of the first duties of an examiner is to investigate the status of general knowledge and practice in that branch of science to which the application belongs. In such cases, however, the intention is to discover, if such be the case, whether the invention has not been anticipated by some device or method in general use. On the other hand, it may sometimes be most important to know whether or no the "state of the art" is far enough advanced to enable the idea to be utilized or applied, as upon this very question the practical fate of a device often depends. Many ingenious and patient men have worked persistently to develop inventions for which the art was not ready, but which, in later years, when materials, methods, and markets had developed, proved to be fully as valuable and important as had originally been anticipated.

The pneumatic bicycle tire would be of little value if the rubber industry were not equal to the production of the proper material from which to make it, and the motor carriage is, in like manner, dependent upon the parallel development of the storage of energy. Prof. Langley has shown us how to meet the essentials of a successful flying machine, and now calmly throws the burden of the commercial success of the problem upon the builders of motors, by telling them to go ahead and produce a source of motor power which shall be at the same time powerful enough and light enough to drive his aeroplane without overweighting it. Similar conditions often confront students of applied science, and in many cases brilliant ideas have proved commercially worthless because of the practical impossibility of realizing the constructive conditions. There is little doubt that it would prove a most profitable occupation for thoroughly informed specialists to make a study of neglected inventions upon which the patents have expired and which have never been developed for the above reasons, bringing to this revival of past ideas the present possibilities in the light of more recent developments in science and construction.—Cassier's Magazine.

SOME LATE INVENTIONS.

Carbon sticks for arc lights are made with soft cores placed close to one side of the stick for the purpose of throwing a stronger light in one direction.

A new lamp chimney and reflector consists of two separate and detachable parts, viz., a chimney and a cup-shaped transparent outer section, provided at the top with a reflector.

A new fire escape consists of a sliding ladder fixed on a track beneath the roof and above the ceiling. By pulling a rope a panel opens and the ladder is dawn out and suspended ready for use.

Two New York men have invented an electric dental mallet for use in hardening tooth filling, the tool having a central bar, which slides back and forth as the current is made and broken.

A fire alarm for small towns with volunteer firemen consists of a tower, bell, electro magnet and wires connecting with call boxes, so that it is necessary only to close the switch in the call box to sound an alarm.

To raise a vessel out of the water for cleaning purposes or to prevent sinking in case of a leak a new dock is made U-shape to surround the vessels on both sides and one end. The dock is partially submerged until the ship is in place, when air pumps are used to raise it and lift the vessel.

MISSOURI RIVER FISH.

The Water is So Muddy the Fish Can't See the Bait.

Omaha, Neb., Nov. 2.—"The Missouri river is chock full of fish of all kinds," says that veteran sportsman, Mr. Penny. "There isn't another stream in the world that is as full of them, but the only ones we can catch with a hook and line are the cat and the buffalo. There are millions of fine black bass, but the mud is so thick in the river that they can't see a bait if it is more than two inches from their nose. So there isn't any fish to speak of. But if you knew just where they were or could hang an electric light on the hook so that the bass could see it, you could catch all you wanted."

"Every time there is an overflow," spoke up a bystander, "the bass and other fish are crowded up into the lakes and left there by the thousand. There are as good fish in the Missouri as there are anywhere, and sometimes they are caught, but not often. We are getting a mongrel breed now, a cross between a buffalo and a German carp. The river is full of those two kinds."

"I caught German carp in Nebraska thirty-eight years ago," interjected Mr. Penny. "Talk of planting them. They were here before any planting was ever thought of. And why the government would want to saddle such a shark on us is more than I can understand. They are as much a nuisance in the water as the English sparrow is on the land, and they soon will clear out all the other fish from the rivers. They burrow in the mud like a cat and live upon the spawn of the game fish. And I would just as soon eat a piece of liver as one of them."

"The first German carp that were planted in Nebraska was about twenty-five years ago," added the bystander. "There was an emigrant train wrecked on the Elkhorn and it had a lot of carp on it. They floated away in the high water into the Elkhorn and from there into the Missouri, and have been doing damage ever since. But if something could be done to clear the water in the Missouri so that the fish could see we could catch as fine bass there as any place in the country."

THEY DEMAND GOOD ROADS.

Missouri's State Convention Meets in November.

St. Louis, Mo., Nov. 2.—The State Convention for Good Roads and Public Improvements to meet in this city next month gives promise of being the most practical convention of a public character ever inaugurated in the state. The call is signed by the officers and a large number of the best known and most influential citizens of the state. The petition has been sent to Kansas City and St. Joseph for more signatures. Improving the public highway has resolved itself into a subject of economics. The people of Missouri or any other state who do not prepare the best means of transportation and communication cannot hope to compete either intellectually or commercially with those states that do.

The call will be sent to the judges of county courts, mayors of cities and boards of trade requesting each to send a full delegation.

The following and kindred subjects will come before the convention for action: The most feasible plans for improving the public roads. The practical utilization of the labor of tramps, vagrants and prisoners, in preparing stone and other materials for road and street purposes. The best method to secure legislation for public improvements in the Fortieth General Assembly of Missouri.

Application has been made for reduced railroad rates for delegates who will attend the convention.

STARVING AND MAY FREEZE.

The Father Paralyzed and Wife and Babes Starving.

St. Louis, Nov. 1.—Up three flights of rickety stairs in the squalid tenement house at 136 Soulard street, huddled into one room, are Mrs. Freda Pust, her sick husband and three little tots half clad and half starved. One bed, a broken dresser and two chairs compose the furniture. A crust of bread lay upon the dresser, the last bit of food in the house, and as her husband is paralyzed in both arms he is unable to work.

With tears in her eyes Mrs. Pust said that they had lived upon bread and water for four months whenever they were fortunate enough to obtain bread.

She said they had plenty until her husband was stricken a year ago. Since then they have been struggling to keep the wolf from the door. The other families in the house are unable to aid her. If no action is taken by the authorities or charitable persons they will starve or freeze to death.

Waldorf of the Slums.

New York, Nov. 2.—The New Mills hotel, which is designated as the Waldorf of the slums, located on Bleecker street, this city, has been opened by Bishop Potter, ex-Mayor Hewitt and Mr. Mills taking part in the ceremony.

The hotel, which is a nine-story fire brick building, trimmed with light standstone, is provided with baths, elevators, electric light and steam heating apparatus. The main corridor, which is as elegant as any of the expensive hotels up town, has a marble tiled floor. The rates will be 20 cents per night.

The site of Depau row was once owned by the late A. T. Stewart, and it was there that Charles Dickens was entertained by the millionaire merchant. D. O. Mills, owner of the hotel, says it will make money and is not a charity. He is building another hotel on the crowded east side.

Banker Given a Whipping.

Mason City, Ia., Nov. 1.—Henry Gast, capitalist and banker of Nora Springs, was dreadfully flayed with a horse whip a few days ago. Lawyer Miles and Mr. Gast were riding in a buggy when four men caught Gast, pulled him out of the buggy and unmercifully beat him. Miles was badly cut in the leg in attempting to defend Gast. The charge is that Gast ill treats his wife and children.

Monday evening neighbors were called into the house to quell a disturbance. He is a member of the Evangelist church. The town is greatly exercised over the affair.

Money For Dairy Exhibit.

Chicago, Ill., Nov. 2.—At a meeting of the board of directors of the Western Holstein-Friesian Breeders' association it was decided to appropriate a liberal amount to be used in purchasing prizes for the dairy show that will be held in connection with the Trans-Mississippi exposition at Omaha next year.

J. H. Coolidge, secretary of the association, says the dairymen all over the country are taking a great interest in the dairy show, and it is believed it will be a great success. A general meeting of the association was held at the Tremont house recently.

At the annual meeting of the Big Four stockholders, held at Cincinnati, O., the following directors were re-elected for three years: C. Vanderbilt, W. K. Vanderbilt, C. M. Depew, J. P. Morgan, M. E. Ingalls. The directors will meet in New York, November 11.

BAD FORTUNE PURSUED HIM.

Fate of C. A. Thieman Recalled by a Foreclosure of a Mortgage.

[World-Herald.]

What might be considered the last chapter in the story of retribution recently appeared in the Omaha courts in a suit for foreclosure of mortgage. Ten years ago an Omaha man did a cruel act which caused the death of a poor man and brought suffering to a weak, timid woman and her infant. In the brief years following that man was stripped of his wealth, made to suffer for his cruelty, dropped from his position of honor in the city, and at length died a horrible death. All these disasters may not have followed because he made that one misstep, but—the story is curious.

Just ten years ago a man named Moffatt came to Omaha and rented rooms of Charles A. Thieman on South Seventeenth street opposite where the Franciscan monastery now stands. Soon after he was taken ill with typhoid fever and became delirious. His wife was a very timid woman, totally unfit to battle with the world, and they had one child, an infant daughter. Being poor, Moffatt was unable to pay his rent and Thieman accused him of being drunk when he was delirious. The wife does not seem to have had enough courage to stand up for him and Thieman had the husband removed to the police station one cold November night. The ride proved his death warrant and three days later he died in the police station.

Then it became known that he was a Knight of Pythias and the outrage was ventilated in the papers, causing great excitement. The Knights of Pythias took the matter up, buried him with the honors of the order and looked after the widow and child.

Thieman had been a member of the city council and was worth probably $30,000. Two suits were brought against him in the name of the widow, one for damages sustained by being thrown out of the house in winter, and a second for a larger amount for the death of her husband. Both were pushed vigorously and won by the plaintiffs. Thieman at this time sold his property on Seventeenth street and purchased another place on South Eleventh, which he mortgaged to his wife. This mortgage the attorneys for Mrs. Moffatt had set aside by the court and he was obliged to pay the judgment. To do this he mortgaged the place again.

He was now in poor circumstances financially and was obliged to go to work in order to live and pay the interest on this mortgage. He moved out on Cuming street and opened a saloon at Forty-sixth, in a two-story frame building, living on the second floor over the saloon.

One night the building caught fire, set on fire, many believed, although no one was ever charged with the deed. Mrs. Thieman was burned to a crisp, but her husband survived a week. While at the hospital he stated that he had seen a man around the house that night, but refused to tell who it was.

"If I must die, that is enough," he said. "There is no need for another to die, also."

So he went to his grave without revealing who, in all probability, committed arson and murder.

Mrs. Moffatt and her babe removed to Paris, Tex., where she had relatives. She died some years ago, but the babe is still living, a bright little girl of 11 years. An Omaha attorney is her guardian, and in a few months he expects to make a trip down to Texas, have a guardian appointed in Paris, and turn over to him the few hundred dollars which he now holds for her. Then his part in the tragedy will be ended.

Recently the last piece of property in the Thieman estate passed into other hands by a foreclosure of mortgage, and so ends what many believe to be an act of retributive justice for an act of cruelty.

EFFECT OF BIG LOCOMOTIVES

Plays Havoc with the Tracks and Ballast.

The increasing weight of locomotives in the United States has created a serious problem for those who have charge of the permanent way over which these engines run. The Southern railway, for example, has at present in course of erection at the Richmond Locomotive and Machine works in Virginia, two sister engines of unusual capacity. The weight of one of these engines is 150,000 pounds, of which no less than 131,000 are placed on the driving wheels. This weight is distributed over six wheels coupled, each 72 inches in diameter, with a base of 14 feet 7 inches. The cylinders are 21x28 inches and the working pressure 200 pounds to the square inch, while the tractive power is 34,063 pounds. One should imagine from the 6-foot drivers and other dimensions that these engines are intended for handling exceptionally heavy passenger trains at pretty high rates of speed, and they, therefore, at once raise, according to Cassier's Magazine, the serious question of wear and tear of track under such heavy moving loads. Six-wheel coupled freight engines, moving at a maximum speed of twenty-five miles an hour, play havoc with the permanent way, the combined grinding and pounding of their extended rigid wheel base loosening spikes, ties and ballast to a far greater extent than the similar action of many more four-wheel coupled engines. The difficulty of the engineer in charge of the permanent way, in such cases, is that he cannot separate the destructive effect of one class. The state of his track at any given moment is the resultant of all the trains which have passed over it, and he cannot, except inferentially, apportion the blame.

Consumers to Mine Their Coal.

St. Louis, Nov. 1.—A movement is on foot among St. Louis manufacturers and other large consumers of coal to operate mines and get the product at first hand. As a result of the strike among Illinois miners, the mines from which the supply of coal for St. Louis is dug are closed and there is a great scarcity of the bituminous article here. It has been proposed by James A. Reardon, a well known business man, and one of the largest consumers of coal in the city, that the manufacturers get together and operate mines for themselves. By that method they would not only free themselves from the trust, but would be able to pay the miners good wages and still obtain their coal supply cheaper than it could be purchased in the market. The idea is meeting with considerable favor, and Mr. Reardon confidently predicts that a number of the big local coal consumers will soon be taking out their own coal from their own mines.

Corn Carnival Postponed.

Beatrice, Neb., Nov. 1.—The business men of the city at a meeting concluded to postpone the corn carnival and floral parade until Friday, November 6, on account of the inclement weather. The people will put forth renewed efforts and the event will have additional attractions that will make it more grand and extensive than has heretofore been contemplated.

KANSAS PACIFIC CASE SETTLED

Judge Sanborn Agrees to the Postponement.

St. Paul, Minn., Nov. 2.—Judge Sanborn has granted the motions of Governor Hoadley and General Cowin for the postponement of the sale of the Kansas Pacific branch of the Union Pacific system from November 6 to December 15. The settlement of this question rendered necessary four motions and four orders in as many cases. The order will be forwarded at once to Topeka, where the sale is to occur, there to be filed.

Governor Hoadley left for the east and General Cowin and Judge Kelly returned to Omaha. There was some slight and unexpected delay in closing matters up on the lines of the mutual agreement of last week. Judge Sanborn ruled very strictly on the matter of the consent of all parties in interest to the postponement of the Kansas Pacific sale.

He required that the telegraphic consent should be formal and explicit and that the dispatches should be filed with the papers in the case. The number of interests was large, but no one was allowed to be overlooked. It was intimated that some of the earlier telegrams of acquiescence in the postponement came with "strings" attached to them and were not deemed entirely satisfactory.

It is also hinted that some of them, while explicit enough in terms, were not altogether cordial in spirit, and evidenced that the postponement was not unanimously satisfactory. However, the last telegrams received were satisfactory to the attorneys, and they immediately proceeded to Judge Sanborn's chambers, where the matter was concluded in a very few moments.

WHALERS CAUGHT NAPPING.

Frozen Fast in Arctic Seas with Over 1,000 Men on Board.

San Francisco, Cal., Oct. 29.—Captain Cogan of the steam whaler Thrasher of the Arctic says that the vessels which were to have wintered in the McKenzie river were the steam whalers Bluga, Balanana, Grampus, Narwhal and Mary D. Hume. The Jeannie took up the season's supplies for them, but now all of them are frozen up before anybody expected the winter to set in. The vessels expected to reach San Francisco this winter, but which were caught in the ice, were the steam Whalers Fearless, Orca, Newport, Jessie H. Freeman and Belvedere, the steam tender Jeannie, the bark Wanderer and the schooner Rosario. Those that had a fighting chance to get out were the steamers Jetty and William Bayless, and the barks Alice Knowles, John W. Winthrop and Grayhead. When last seen the young ice was forming around them fast, and unless a storm south came up they may also be frozen in.

There are over 1,000 on the vessels named, but if Point Barrow can be reached there will be no lack of provisions. Two of the fleet were lost during the season—the bark Cape Horn Pigeon in Hakodate pass, and the Navarch off Point Barrow. In the wreck of the latter fourteen of the crew lost their lives and one of the rescued men was killed on the Thrasher on his way to San Francisco. His name was Harry Holmes, and, with fourteen others, he was rescued from a cake of ice off Cape Haket. Antone Silva, a boat steerer on the Navarch, also came down on the Thrasher.

The season's catch of the whaling fleet has been very light.

WILL REFUSE AUTONOMY.

Cuban Government will Enter in No Compromise with Spain.

New York, Oct. 29.—Thomas Estrada Palma, the Cuban delegate to the United States, when asked his opinion of the Cuban reforms proposed by the Spanish ministry, said:

"As a representative of the Cuban provisional government, I am in position to state most emphatically that the Cubans in arms will enter into no compromise with Spain. Cubans are fighting for absolute independence, and they will entertain no peace proposals from the Spanish government based on anything but absolute independence.

"The Cuban patriots are firmly determined to carry on the struggle until their purpose is accomplished. They will listen to no proposition acknowledging Spanish authority over Cuba. I am speaking for men who are fully ready to give up their lives, if need be, for their country's freedom. I am voicing the aspirations of the Cuban people. Cubans will never accept autonomy, no matter how amply, as a solution of their struggle for independence. The Cuban problem must be settled this time once for all."

A mass meeting of Cubans will be held in New York soon to voice opposition to the Spanish proposals and declare for independence.

Pittsburg a Buying Center.

Pittsburg, Pa., Nov. 1.—The central selling agency for the marketing of the combined product of the window glass factories of the United States has been established in Pittsburg at a meeting of the officers and executive committee of the new American Window Glass company.

This action makes Pittsburg the head center of the window glass industries of the United States. All the buying and selling will hereafter be conducted from this point.

No action was taken on the wage scale question, but the manufacturers say there will be no change in the proposition made to advance wages 12 per cent over the scale of last year, with an additional advance of 5 per cent to the single and double strength blowers and gatherers, alleged to be an average advance of 16 per cent over last year, and a higher rate than was paid under the McKinley tariff.

Propose to Advance Rates.

St. Louis, Nov. 2.—The special committee of lines interested, which was appointed to meet here and agree upon a basis of rates that should govern on shipments of grain from southwest Missouri river points to the gulf and to the Mississippi river, after a two days' session failed to come to any understanding. The best proposition in the line of an advance on grain rates from Kansas City to the gulf, in order to equalize the situation from the Missouri to the Atlantic seaboard, was that of 18 cents, 2 cents above the existing rate to the gulf. Adjournment was taken until Monday, November 8, in Chicago.

Check Deposited with Cornish.

New York, Nov. 1.—In anticipation of the sale of the Union Pacific railroad under foreclosure of the government lien, a check for $6,000,000 was deposited for the reorganization committee with Special Master Cornish. The check represents 10 per cent of the sum to be paid for the road and its deposit was required as a guaranty of ability to meet the conditions of the sale.

The Chicago University is arranging for a course of 250 free lectures for the coming winter.

Mayor Harrison discharged six lady stenographers from the city hall at Chicago, saying that males could do better work.