

SWIFT ROLLING WHEELS.

The Wabash Line Will Open Up

With the Fast Trains

on Sunday.

A New Union Pacific Branch

in Colorado.

Knights Templars Free to

Chicago.

During the past two weeks much

has been said, written and surmised

concerning the opening up of the great

Wabash line from Omaha south and

east, which was prematurely an-

nounced as about to take place some

time ago. Our reporter called on a

Wabash official yesterday, and

learned that on and after Sunday next

the line will be thrown open to pas-

senger travel. He had not yet received

orders for the opening out of an

office in Omaha, but expected such

orders at once, as the tickets are

said to be on the other side of the

river now, and some in the hands of

Union Pacific officials.

The following from the St. Louis

Globe-Democrat, "obtained direct

from an official of the road," is prob-

ably about as near correct as any in-

formation that can now be obtained.

Yesterday it was learned directly

from an official that on and after Sun-

day next this line will be thrown open

to passenger travel. A train will be

put on to make the run eleven hours

quicker than the present time-

table by other routes, and the pas-

sengers leaving here now at 9 o'clock

in the morning leave here at 8 o'clock

at night (or eleven hours later) and

make the same connection on the

Union Pacific at Omaha as is made by

the morning train. Coming east the

train leaves Council Bluffs at 5

p. m., and reaches St. Louis at 8

o'clock the next morning, in time for

all eastern connections. Passengers

heretofore have arrived at 6 o'clock

in the evening, ten hours later. Neither

of these trains stop at any stations be-

tween here and Moberly, a distance of

140 miles, except for water and fuel.

Dining cars will be run on the west

end of the road, giving passengers

their breakfast on entering Council

Bluffs, and east-bound passengers will

be "suppered" at night. This car,

which was built by the Barney

& Smith company of Dayton,

arrived here yesterday, and is now

being elegantly fitted up, a marvel of

beauty. A carte blanche was given

the Barney & Smith Co., and know-

ing general superintendent McKissock's

taste for the "joys forever" and for

neatness, the manufacturers have done

themselves and the Wabash road

great credit in this car, which is the

admiration of every one who has in-

spected it. St. Louis will now begin

to reap the benefit of this new line to

Council Bluffs, from which President

B. W. Louis expected such great re-

sults when the work was undertaken

year or so ago.

—A NEW UNION PACIFIC BRANCH.

The Laramie, North Park and

Pacific is the title of a new railroad

company that has been organized in

connection with the Union Pacific com-

pany, to build a road from Laramie,

Wyo., to penetrate the whole northern,

western and southern portion of the

mountains of Colorado. The Wyom-

ing portion of the road will be about

forty miles long to the Colorado line.

The route of the main line leaves Lar-

amie at an altitude of 7,312 feet, and

traverses thirty-five miles of

prairie to a low pass, thence de-

scending about 300 feet, and

reaching the park in another five

miles, making the distance from Lar-

amie to the North Park fifty miles.

From the park the route will cross the

"range" to the Grand river, and

down to the west boundary of the

OUR FIREMEN.

The Chief Explains the

Alleged Delay in Getting

to Work last Monday.

Unjust and Indiscriminate

Criticism.

More than once it has happened

that by a combination of circum-

stances entirely beyond the control of

the fire department, fires have obtained

such headway as to completely baff

the best skill or the most persistent

pluck. Somebody, of course, has to

serve as a scape-goat, and it is apt to

be the fire department. This was the

case in the matter of the disastrous

fire on Harney street, and our report-

er yesterday meeting Chief Engineer

Galligan, asked him exactly what

grounds there was for the charge that

they had been dilatory in getting

streams on the fire.

The chief said that after Williams'

fire it became necessary to fill up the

cisterns from which water had been

pumped, and on the morning of the

day in question the engines were sent

down to do the work. About four

feet had been pumped out of the cis-

tern on 17th and Dodge and on this

morning they began at the cistern on

14th and Capitol Avenue, went thence

to that on 13th and Chicago and from

there to the U. P. shops. They got

through at 1 o'clock and went to dis-

connect after which No. 3's boys dis-

connected the heater from the engine and

went to work to clear her up and were

at that work when the alarm sound-

ed. While the boys were at dinner an

order had arrived from the Committee

on Fire to send No. 2 down to the ele-

vators and they went down with the

Chief Engineer and were there at work

when the fire broke out.

Our reporter asked the chief what

he thought of the wisdom of the late

order of the council concerning fast

driving.

He replied that he was in favor of

fast driving on the main streets of the

city, but not on long runs. He gave

the same order long before this—at

11 1/2 hrs. in '76—that the horses

should not, on long distances, be

forced out of a trot. His motto was

that one minute at the beginning of a

fire was worth many minutes at its

close. In his travels about the coun-

try he had found that all well regu-

lated fire departments made just as

fast time to fires as that in Omaha.

In the light of late occurrences and

remarks that have been made con-

cerning the department by men who

ought to know better, the following

report of the chief engineer of Minne-

sota is pretty apt, and we recommend

it to middle-class and fault finding ci-

tizens:

"It is an undisputed fact that in

each of our large cities exemption

for any great length of time from

serious conflagration creates a great

amount of admiration for the efficien-

cy of its fire department; but just as

soon as a large fire occurs, it is sub-

ject to the most unjust and indiscrimi-

nate criticism and its management

severely condemned, not only by the

foolish and indiscriminate, but by

many of the thoughtful classes."

Edholm & Erickson, the Jewelers

opposite the postoffice, carry the

largest and best selected stock of

Jewelry in Omaha, which they sell

at very reasonable prices. Don't fail

to give them a call when you want

a bargain in Jewelry, Watches, Clocks

or Silverware. Everything guaran-

teed as represented and money re-

funded if goods are not satisfactory.

PERSONAL PARAGRAPHS.

Prof. C. D.