

KNOCKS THE SPOTS OFF TIME

Union Pacific Engineers Make Another Fairly Fast Run.

SHOWS UP SIXTY-SIX MILES AN HOUR

Light and Heavy Passenger Engines in Competition, with Very Little to Choose Between Them in the Results.

Father Time took another shy at some of Mr. McConnell's locomotives, built at the Omaha shops of the Union Pacific, yesterday, but came out second best. Two highly creditable runs from Sidney into Council Bluffs over the Nebraska division of the "Overland Route" were made, four hours' lost time being made up in addition to a rather rapid schedule.

The noteworthy feature of the two runs was the fact that the passenger train of seven heavy cars kept closely behind the three fast mail cars, which constituted the first section of the train and which were hurried to Council Bluffs in order to save a fine of \$500 by the postal authorities. Ever since the Union Pacific began to allow its trains to be run at a rate of speed there has been a contention among the engineers concerning the respective merits of the 800 class and of the 400 class of locomotives. Therefore when Engineer George Vroman pulled out of Sidney yesterday morning with engine No. 302 and three cars, he was inclined to hurry to support the claims of the 800 class of engines. And when Engineer Charley Hill, with the bigger type of engine, No. 1,892, followed ten minutes later with seven passenger sleepers and coaches, he felt like running pretty fast himself in order to show that the 1,800 class of engines with seven cars could keep up with the 800 class engine with three cars. The result was that both trains made remarkably fast time across the plains of Nebraska.

SIXTY-SIX MILES AN HOUR.
The "Overland Limited" train was divided at Sidney into two sections in order that it might be delivered to the Burlington at Council Bluffs on time. The train was four hours and a half late when it came into Sidney, but lost time during the 100 miles and fifty-six minutes were lost by waiting for the Southern Pacific connection at Ogden. The rest of the time lost on the Wyoming division of the Union Pacific by the hot box. The train was therefore split at Sidney, and Engineer Vroman pulled out at 9:30 a. m. with two mail cars and one baggage car. The mail arrived at Julesburg at 9:37 a. m. and at North Platte at 10:54 a. m. The 123.2 miles between Sidney and North Platte were covered in 115 minutes, including a stop of four minutes at Julesburg to get the Colorado mail. The actual running time, stop deducted, was at the rate of sixty-six miles an hour. The mail left North Platte at 12:12 p. m., central time, back of engine No. 888, with Engineer Jack Smith in charge. It arrived at Grand Island at 2:07 p. m. The distance from North Platte to Grand Island, 137.5 miles, was covered in 127 minutes, including a stop of six minutes at Kearney for mail and water. As the mail was nearly on schedule time at Grand Island, a freight engine, No. 792, and an engineer, McQuaid, were given a trial into Council Bluffs. They left Grand Island at 2:16 p. m., Columbus at 3:28 p. m., Fremont at 4:28 p. m., Council Bluffs at 5:48 p. m., and delivered the mail to the Burlington at 5:50 p. m., with ten minutes to spare to save the company the heavy fine imposed for delaying the mail.

SECOND SECTION CAME, TOO.
In the meantime the passenger section of the train was not far away. The seven cars locomotive was 11 1/2 miles from Grand Island when it left Sidney at 9:08 a. m., ten minutes behind the first section, as required by the rules. The arriving time at North Platte was 11:14 a. m. The 123.2 miles were covered in 128 minutes, including stops of three minutes at Julesburg and of five minutes at Ogallala for passengers. The average time, stop deducted, was at the rate of sixty-six miles an hour. The train left North Platte at 12:22 p. m., central time, back of engine No. 1403 and Engineer Whitlock, and arrived at Grand Island at 2:46 p. m., Fremont at 4:28 p. m., Council Bluffs at 5:48 p. m., and delivered the mail to the Burlington at 5:50 p. m., with ten minutes to spare to save the company the heavy fine imposed for delaying the mail.

BALTIMORE & OHIO SIDE LINES.
Reports from its Various Philanthropic Departments.
BALTIMORE, Dec. 22.—The board of directors of the Baltimore & Ohio road, which was elected by the stockholders at the seventy-first annual meeting, held last November, met today and organized for the ensuing year by electing John K. Cowan president.

The report of the Baltimore & Ohio Relief association shows receipts during the year ending June 30, 1897, of \$1,102,962.58, and disbursements and liabilities of \$787,512.88. The assets over liabilities on June 30, 1897, were \$315,449.70. The benefits paid on account of accidents and natural sickness amounted to \$381,481.58. The benefits paid during the seventeen years of its existence amount to \$5,467,869.15. The pension department of the association has 292 on the rolls, and the amount paid during the year was \$46,346.83, the total payments to date being \$254,128.92.

THIS YEAR'S RAILROAD BUILDING.
Only One Year with Less New Road Completed.
CHICAGO, Dec. 22.—The Railway Age makes the following statement of new railway lines built in the year 1897:

While the year 1897 has shown larger railway earnings and better business conditions than its immediate predecessors, the marked improvement in the financial outlook did not begin early enough in the year for the completion of many new railway undertakings, and so it now appears that, although much construction work is under way, the mileage of track actually laid is but little greater than that for the preceding year.

The lowest point in twenty years, in respect to railway mileage, was reached in 1895, when only 1,803 miles of track were added, and 1897 has done a little better, the total now reported as being 1,864 miles. California stands first with 210 miles laid on different roads, and so track was laid in New Hampshire, Rhode Island, Connecticut, Maryland, Kansas, Nebraska, New Mexico, Indian Territory, Arizona, Wyoming and Nevada, and five other states barely escaped from this category by getting credit for from half a mile to a mile and a quarter each.

At the commencement of 1898 the United States will have 184,464 miles of completed railway.

WESTERN UNION ASKS TIME

Seeks to Have Union Pacific Telegraph Divisor Postponed.

SAYS SEGREGATION IS IMPOSSIBLE NOW

Points out to the Court the Tangle in Which the Interests Have Gotten Owing to the Receivership.

An application has been made in the federal court that a further extension of time be granted by the court in which the segregation of the Western Union Telegraph company's lines and those of the Union Pacific Telegraph company shall take place. The request is made on the grounds that the separation cannot be made at the present time with justice to all parties, from the fact that the railway system is too much out of and its affairs and condition are too complicated.

The application is made by the Western Union Telegraph company and was filed in the case in which the United States recently brought against both telegraph companies to bring about the separation of their various properties. It is the second extension of time that is asked for. The first was made on August 17 and was granted on September 8. The time limit at which the separation was to take place was fixed then at December 31.

The main grounds for the application is that the system has been cut up since the receivership, mainly into the Union Pacific, Denver Pacific and the Kansas Pacific. It is pointed out that the accounting which must be had to decide the rights of the different parties involves all the properties on the three roads. It is asserted that it is manifestly impossible to do this at the present time.

In the first place it is set out that the main line of the Union Pacific, recently sold at the foreclosure sale, was purchased simply by a committee and that the owners who succeeded to the rights of the Union Pacific telegraph properties along this line and the corporation which will manage it are not even known. The transfer has not yet fully taken place, and the accounting to be had would involve the separate amounts expended in the properties on these divisions respectively and a separation of the properties would be required such as would be required should the purchasing interests be the same.

Therefore, in view of the present uncertainty of the ownership of the Kansas Pacific and the Denver Pacific, it is maintained that it is impracticable to present facts and to have an accounting with the receivers so as to protect the interests of all parties. As a consequence the court is asked to extend the time in which testimony on the matter may be taken by Special Master Cornish and in which the various parties interested may make arrangements for the segregation. No particular date is asked for.

REDUCE RATES ON EXPORT GRAIN.
Out of Two Cents From Chicago to Atlantic Coast.

NEW YORK, Dec. 22.—The board of managers of the Joint Traffic association today made a ruling reducing the rate from 22 to 20 cents on domestic and export wheat, oats, rye and barley and their products and corn products from Chicago eastward. A reduction from 22 to 17 1/2 cents was made on export and domestic corn from Chicago, as was also a 17 1/2-cent proportional rate on export corn only from all points on the east bank of the Mississippi to cover shipments from points beyond. The new rates are to take effect January 12.

SHUT DOWN THE SHOPS AT LARAMIE.
Work to Be Resumed with Reduced Force After New Year.

DENVER, Colo., Dec. 22.—A special to the News from Laramie, Wyo., says: A notice was posted in the Union Pacific shops at Laramie today stating that work would be discontinued until January 1, 1898. Shopmen will work only four days per week, seven hours per day. The order goes into effect today concerning the lay-off of the repair and carpenters were laid off a few days ago last notified. Many of the shopmen will go east or west on a visit over the holidays.

Freight Wreck Near Durham.
MILAN, Mo., Dec. 22.—(Special Telegram.)—A freight wreck occurred near Durham, on the Port Arthur route, this morning, caused by a broken rail. The engine and five cars were derailed. All the cars were loaded, one with cattle. No lives were lost. The passenger due here at 11 this morning arrived at 8 this evening.

Northwestern's Earnings.
CHICAGO, Dec. 22.—Gross earnings of the Northwestern road for the month of November were \$2,204,711, an increase of \$75,877 over the same month of last year. From June 1 to November 30 the gross earnings of the road were \$19,576,680, an increase of \$2,215,898.

The Doctors Say
Anbeuser-Buech's Milk Nutrine is pure and highly nourishing. It is endorsed and prescribed by the medical profession in general as the greatest of all malt tonics. "At your druggists."

Drexel Shoe Co.,
1419 FARNAM STREET
New fall catalogue now ready; mailed for the asking.

Dis is de bestest time of de hole year to dis kid an' so 'tis ter everybody de feller dot smokes is gona ter get a box of de "five cent Stoecker cigars from is best girl—den sum wit git a pipe too—an der ain't a better place in de town to get one den is de "L. S. 1864" mill smoke house—ders a savin in it up about twenty-five per cent—an besides you der get de biggest lot ter select from—ders Gearsham—an briar—Turkish—an de lung steamed fillers—an one twenty-five cent pipe dan you ever see in one place before—no better term ter headquaters for Krisimus pipes.

W. F. Schenck
1404 DOUGLAS.

Holiday Hall Hints---

Not every woman in that cares for the fancy and useless in Christmas gifts any more than she does the other 364 days in the year. Almost every woman would rejoice in some grand piece of Hall furniture, for instance a handsome Hall Rack, a beautiful beveled glass Hall Mirror, a Table, a Hall Tree or a Hall Settee. If you're looking for gifts of the sensible sort it will not pay to pass this display of Hall Furniture.

Parlor Cabinets
A beautiful mahogany finish Parlor Cabinet, French plate mirror back, hand carving—artistic—\$22.50.
A 3-shelf Cabinet, with column uprights, in mahogany finish, French plate mirror top—\$13.50.
A real beauty—with French plate mirror back and top, Cabinet hand carved, lattice work effects, mahogany finish.

Christmas Couches
Very fine caulked leather large Couch—in any color—made with diamond tufts and cut leather fringe—made under our own careful supervision and guaranteed by us not to crack and the springs to stand up under all circumstances—price \$37.50.
Tuffed Couches in corduroy—with steel springs, steel edge—a beautiful affair—at \$8.25.
From this price up we can give you anything in the Couch line you can ask for.

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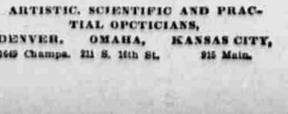
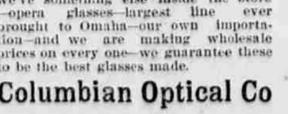
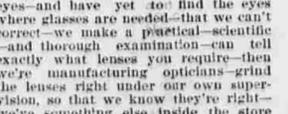
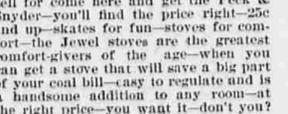
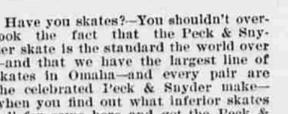
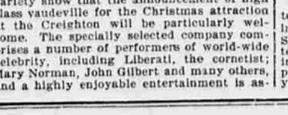
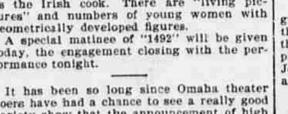
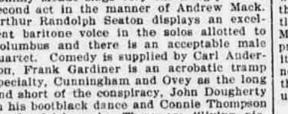
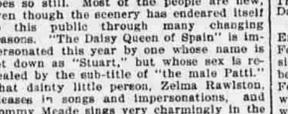
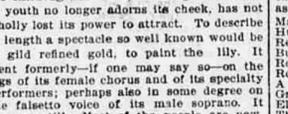
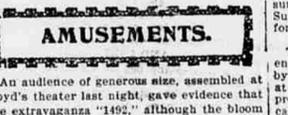
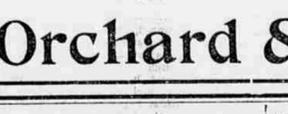
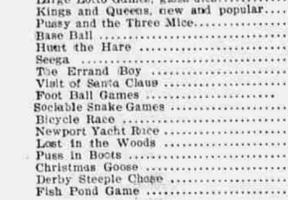
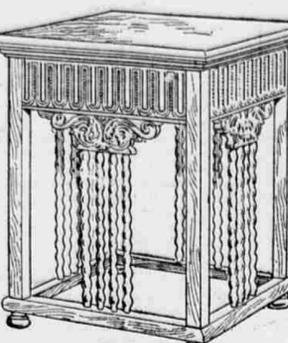
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Columbian Optical Co
ARTISTIC, SCIENTIFIC AND PRACTICAL OPTICIANS,
DENVER, OMAHA, KANSAS CITY,
149 Champs, 211 S. 3rd St. 215 Main.



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Very fine caulked leather large Couch—in any color—made with diamond tufts and cut leather fringe—made under our own careful supervision and guaranteed by us not to crack and the springs to stand up under all circumstances—price \$37.50.
Tuffed Couches in corduroy—with steel springs, steel edge—a beautiful affair—at \$8.25.
From this price up we can give you anything in the Couch line you can ask for.

Ladies' Desks
Ladies' extra large Desk—two large drawers in front—French legs, oak and mahogany finish—price \$7.50.
Very artistic small Desk—highly polished—with drawers—sycamore—pigeon holes and inside drawer—\$6.75.
A full size lady's Desk—hand carved—oak and mahogany finish—full complement of conveniences—best value ever offered—\$13.
A Library Desk with three drawers—polish finish—swell front—French legs—oak and mahogany finish—full complement of conveniences—best value ever offered—\$13.

India Stools
In oak—maple—stainel white—mahogany finish—Turkish Tabourettes—new goods, at \$10.00, \$12.00, \$15.00, and \$20.00 each.
Moorish Jardiniers or flower stands—beautiful top—price \$1.75.
Real Turkish Tabourettes—new goods, at \$10.00, \$12.00, \$15.00, and \$20.00 each.

NEW GAMES
Little Red Riding Hood..... 25c
Little Golden Locks..... 25c
These games are all large, 10x20-inch boxes.
Parmer Jones' Pigs..... 15c
The Letter Carrier..... 15c
Nelly Bly Around the World..... 15c
Goosey, Goosey Gander..... 15c
District Messenger..... 15c
Commercial Traveler..... 15c
Kelb, new Arabian Game..... 45c
Toll Gate..... 45c
Yankee-Prize Foot Ball..... 45c
Game of Golf..... 45c
Little Fireman..... 45c
Bicycle Race Game..... 45c
Steeple Chase..... 45c
Nelly Bly, with leatherette board..... 45c
Fish Pond Game..... 45c
These games in boxes, 12x24 inches.

AMUSEMENTS.
An audience of generous size, assembled at Boyd's theater last night, gave evidence that the extravaganza "1492", although the bloom of youth no longer adorns its cheek, has not wholly lost its power to attract. To describe at length a spectacle so well known would be to gild refined gold, to paint the lily. It went formerly—if one may say so—on the legs of its female chorus girls, of its specialty performers; perhaps also in some degree on the falsetto voice of its male soprano. It goes so still. Most of the people are new, even though the scenery has endeavored itself to this public through many changing seasons. "The Daisy Queen of Spain" is impersonated this year by one whose name is not set out in the program, but whose sex is revealed by the title of "the male Patti." That dainty little person, Zelma Rawlston, pleases in songs and impersonations, and Tommy Moran, whose specialty is impersonation in the manner of Andrew Mack, Arthur Randolph Seaton displays an excellent baritone voice in the solos allotted to him, and the chorus girls, who are in the quartet, Frank Gardner is an acrobatic tramp specialty, Cunningham and Ovey as the long and short of the company, John Dougherty in his bootblack dance and Connie Thompson as the Irish cook. There are "living pictures" and numbers of young women with geometrically deformed figures.

A special matinee of "1492" will be given today, the engagement closing with the performance tonight.

It has been so long since Omaha theater goers have had a chance to see a really good variety show that the announcement of high class vaudeville for the Christmas season is welcomed with an anticipatory well-come. The specially selected company comprises a number of performers of world-wide celebrity, including Liberati, the comelist; Mary Noyes, John Gilbert and many others, and a highly enjoyable entertainment is assured.

The presentation of the beautiful cantata entitled, "The Rescue of Red Riding Hood" by the pupils of Temple Israel Sabbath school at Metropolitan club next Monday night promises to be a most beautiful affair. The cast of characters for the principal parts is as follows:

Mamma.....Minnie Meyer
Luis.....Louis Kopyev
Red Riding Hood.....Kosmina Mandelberg
Buttercup.....Sybil Hill
Rose.....Hazel Cahn
Robin, a playmate.....Minnie Miller
A Wolf.....Sydney Mandelberg
Grandma.....Hattie Reinhold
Effe.....Mabel Levy
The Bird.....A. Bird
Dancers.....Cora Reinhold, Nellie Levy

The choruses, under the direction of Miss Emma Levy, are strong and well trained. For the opera, Mr. Martin Cahn will preside at the piano, while the interludes will be supplied by the children themselves. Following the play, the pupils of the school will be tendered a supper at which they will have as their guests the children of the Industrial school. At the table the little ones will offer a series of toasts, with Master Sam Friedman as toastmaster. The proceeds of the entertainment go to charity. The admission has been fixed at the nominal sum of 10 cents, and it is expected that Metropolitan hall will be filled to its utmost capacity.

The Meredith song recital at the Congregational church this afternoon under the auspices of the musical department of the Woman's club, promises one of the most pleasing musical treats of the season. Prof. Joseph Gabm will play the accompaniment, and will also play a piano solo.

Waiting for Stult.
The meeting of the city council committees on fire, water and police and street improvements and viaducts to consider Stult's water works resolution did not materialize. Stult's committee had been added in order that he might have a chance to explain his plan, but Stult failed to show up yesterday. In the morning he telephoned

MUSIC ON AN
1513 Douglas

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