JONAS SUCCEEDS GALBRAITH

President Burt Announces a New Man on His Official Staff.

CHANGES UNION PACIFIC CHIEF SURGEON

Head of the Medical Department of the Great Overland Route is Now the Surgeon of the Elkhorn.

President Horace G. Burt of the Union Pacific has taken another official from the Elkhorn railroad to install him at Union Pacific headquarters. Dr. August Frederick Jonas of this city has been appointed chief surgeon of the Union Pacific railroad to succeed Dr. William James Galbraith, who has filled that position for the last fourteen years. The circulars announcing the change were issued at Union Pacific headquarters yesterday afternoon, and the change in the head of the medical department will be effective tomorrow, April 1.

Although the announcement of the change created some excitement in local railway circles the higher officials manifested no great surprise, and Dr. Galbraith himself said that he had known of the approaching change for a couple of months. He returned yesterday from an errand in the state, and was officially informed of the change at the local headquarters by General Manager Dickinson early in the afternoon. During the afternoon Dr. Jonas, the new chief surgeon, said that he had not been notified of his appointment, although he had been offered the place by President Burt and had accepted. He said that he had made no application for the position, and that the news of his appointment came as a surprise. Asked if in accepting the position of chief surgeon of the Union Pacific he would resign his post as surgeon for the Elkhorn and Northwestern lines in this city, Dr. Jonas said: "I do not know. Some of my best friends are officials of the Elkhorn road, and I should not like to give them up. But whether I shall have any connection with the Northwestern lines here after tomorrow is something I do not know. I do not know either whether the Union Pacific ward will remain in St. Joseph's hospital. I suppose Mr. Burt has all these matters in connection with the reorganization of the medical department decided, but I know nothing of his plans."

SKETCH OF DR. JONAS.

August Frederick Jonas was born June 12, 1858, at Arlington, Wis. He was educated in the public schools of Madison, Wis., and began to read medicine in 1874 at Saint Ansgar, Ia., under Dr. A. T. Koch. He matriculated in the Bennett College of Eclectic Medicine and Surgery, Chicago, 1875-1877, from which he was graduated. He became convinced later that such a system as "Eclecticism" did not exist, and ceased to call himself an eclectic. Being dependent entirely upon his own resources he continued at Sauk City, Wis., from March, 1877, until 1882. He spent the following two years abroad, studying chiefly in Germany. He studied one year at Halle, six months at Munich, six months at Vienna and about five months in Paris. He received the degree of doctor of medicine and surgery from the Ludwig-Maximilian university, Munich, after a practical and theoretical examination and the presentation of a thesis on "Ueber Total Extirpation das Uterus." Returning to Wisconsin, Dr. Jonas practiced at Madison, Wis., 1885-1887, and since June of the latter year he has been a resident of this city.

DR. GALBRAITH'S POPULARITY.

There is no more popular physician in Omaha than the retiring chief surgeon of the Union Pacific railroad. He had made a host of friends whose numbers throughout this section of the west are perhaps not excelled by those of any other railway official. His renown as a surgeon is widespread, and he was congratulated by those in a position to know yesterday on now being able to spend more of his time in Omaha to enjoy a lucrative professional practice. His work has called him to all parts of the country, though most of his traveling has naturally been on the line of the Union Pacific. His mileage for the last eight years has averaged 50,000 miles per year. In addition to continuing his practice and work of instruction at the Creighton Medical college, Dr. Galbraith will devote much of his time to writing medical articles for professional magazines and journals.

William James Galbraith was born in Newark, N. J., May 2, 1855, where he attended the public schools until he was 14 years of age, at which time the family moved to Dundaff, Susquehanna county, Pa. After attending Keystone academy at Factoryville one year he returned to Dundaff, entering the office of Dr. J. C. Olmstead, one of the most prominent practitioners in northeastern Pennsylvania, where he studied one year. He then entered the New York University Medical school, where he took two courses. A fourth year of medical study was taken at the College of Medicine and Surgery of Cincinnati, where he was graduated in 1879. He located at Hartford, Pa., where he practiced until 1883, when he moved to Omaha. He had been here but a few months when he entered the service of the Union Pacific medical department. In the summer of 1884 he was appointed division surgeon, having charge of all lines in Nebraska.

PASSENGER RATES DECIDED ON.

Western Association Lines Agree, but Decline to Announce Figures.

The meeting of passenger officials yesterday afternoon gave a portion of its time to a general discussion of exposition rates, several members of the exposition directory being in attendance at the meeting. When the meeting adjourned a low line of rates had been agreed upon to recommend to a general meeting of the Western Passenger association. This meeting will be held next week, and as the report of the Omaha meeting will be backed up by the strongest of the western lines, there is little doubt but that it will prevail.

Just before starting for Chicago, one of the prominent passenger officials who was in attendance at the Omaha meeting said to The Bee: "I feel quite thoroughly satisfied that the rates that we shall recommend to the western lines will be adopted. We have talked the matter over pretty well with the exposition directory, and I think the directors are all convinced that the railroads desire to do all in their power to get out the biggest crowd possible. It is the judgment of most of the passenger men that it would be best to follow the plan adopted for the World's fair: To grant reasonably low rates at the opening of the exposition, and along in the course of a few months to grant lower rates. The experience of the railroad men is that in the early summer months the farmers and their families are too busy to leave their farms to attend any shows, but that along toward autumn they come to such attractions in great numbers. Of course, there are people who may think that such a course is all wrong, but they should at least be willing to concede that the railroad men themselves are the best judges of how to get out big crowds. That's their business. We make a specialty of studying it. We want as many people to travel to the exposition as anyone does, and we're doing to do all in our power to attract the people to Omaha. The railroads have a joint interest in this exposition. They have contributed largely toward its support, and are willing to do everything to help make it a success. If they decide that it's best to make a certain line of rates for the beginning of the exposition and a lower line of rates for the latter part of it, it seems to me that it would be fitting for the Omaha people to back us up in such decision."

Twelve Over Kansas Pacific.

The last bit of property controlled by the receivers of the Union Pacific will pass from their power at midnight. With the close of the month of March there will be dissolved the receivership of the Kansas Pacific, or as it is more familiarly known, the Lawrence division of the Union Pacific railroad. This line was recently sold to the same parties that purchased the Union Pacific last fall. The receivership was continued by order of the court until March 31 at that time, when it was stipulated that the property should be turned over to its purchasers. There will be little formality in the transfer of the property and less interest in the event than there was in the transfer of the Union Pacific at midnight on January 31.

President Burt will at once take charge of the Kansas line and the circulars announcing his appointments will be issued on April 1. It is understood that there will be but few changes in the personnel of the official staff for the present at least.

CHANGES ON VANDERBILT ROADS.

Depew Leaves Presidency and Takes Chairmanship of Board.

NEW YORK, March 30.—President Depew authorizes the following statement: To carry out the policy of greater unanimity in the Vanderbilt system the following adjustment of the management will be made after the annual election of the New York Central & Hudson River Railway company, which occurs on April 20:

Chauncey M. Depew will retire from the presidency of the New York Central & Hudson River Railway company and become chairman of the board of directors of the New York Central & Hudson River, Lake Shore, New York, Chicago & St. Louis, and the Michigan Central railroad. S. H. Calloway will succeed Mr. Depew as president of the New York Central & Hudson River. R. Alyard will remain president of the Michigan Central. The president of the Lake Shore and of the New York, Chicago & St. Louis have not yet been chosen. Cornelius Vanderbilt, in retiring from the chairmanship of the New York Central & Hudson River company and of the Michigan Central company and William K. Vanderbilt, in retiring from the chairmanship of the Lake Shore and of the New York, Chicago & St. Louis companies, will remain in the directories and continue their interest in the property with which their name has been so long identified and in which they have such large investments.

The foregoing message was shown to President Horace G. Burt of the Union Pacific railroad at his office yesterday afternoon. He read the statement of President Depew with some interest, but when asked for some comment on the change said: "This is the first I have heard of the matter. It's news to me. I have no comment to make on the matter." General Manager Dickinson of the Union Pacific was also shown the dispatch, but expressed no opinion regarding the change.

WESTERN TRUNK LINE COMMITTEE.

It is the Successor of the Western Joint Traffic Bureau.

CHICAGO, March 30.—The executive officers of the western lines met today to hear the report of the commissioners of the Western Joint Traffic bureau on the plan of reorganizing that body.

The committee recommended that the name be changed to the Western Trunk Line committee; that the territory to be covered by it be the same as that controlled by the Joint Traffic bureau; that this territory be divided into four divisions, each of which is to be in charge of one commissioner, who shall report to the full committee before taking any action regarding rates; and that the work of issuing tariff sheets and compiling statistics shall be looked after by the commissioners as a whole.

The report was adopted as submitted.

Commissioner Parker, who was vice chairman of the old organization, will be chairman of the Western Trunk Line committee.

It is not thought that under the ruling of the supreme court, the committee will be able to take any effective action looking to the maintenance of rates.

Canadian Pacific Plans.

An important interview with Sir William Van Horne is given in Canadian papers, dealing with the intentions of the Canadian Pacific. The intention of the company is announced to build three large ocean liners to run between Vancouver and Yokohama. The present boats between those points will be used to establish a freight and passenger service between Vancouver and Australia. In reference to the above plans President Van Horne is quoted as follows: "When the work is done there is only one thing left that I hope to accomplish before I retire, and that is the establishment of a fast line of steamers between Quebec and Halifax and Liverpool. Mail steamers such as I propose will reduce the open sea voyage to three days and a half, and will greatly cut down the time between New York and Liverpool. The service of the Canadian Pacific railway will only be complete when we can take a passenger at Euston station, London, place him on one of our cars and land him in Yokohama without transfer to any other line. This we expect to accomplish in 1900."

New Cars for Union Pacific.

President Horace G. Burt of the Union Pacific yesterday took another step toward improving the equipment of the "Overland Route." He gave an order for 2,000 new freight cars to be built by the Missouri Car and Foundry company of St. Louis. The contract was awarded after a fortnight of spirited bidding and it is said the figures on which the contract was finally closed are the lowest on which any such contract was signed by a western railroad. Work on the new cars will be begun at once and they are to be delivered in installments to the Union Pacific railroad in this city during the late summer and early fall months. The company that will build them a short time ago secured the contract for building a smaller lot of furniture cars for the Union Pacific road.

Milwaukee Changes.

The Milwaukee railway has announced a number of changes in its official family to become effective on Friday, April 1, in addition to the promotions that were published last week. According to circulars just issued by A. C. Bird, general traffic manager, D. C. Jones, assistant general freight agent with headquarters at Chicago, will leave the company to engage in other business. W. S. Bratt is appointed division freight and passenger agent of the Iowa and Dakota division and of the Iowa and Minnesota division south of and including Austin, Minn., with headquarters at Mason City, Ia. He will succeed R. M. Calkins, resigned, to enter the service of another company. J. E. Williams is appointed commercial agent with headquarters in Grand Rapids, Mich., to succeed W. S. Bratt.

Killed on the Tracks.

The body of a man who had evidently been killed by a passing train was found on the tracks of the Union Pacific near Nichols, Neb., on Wednesday morning by E. Ericson, a section foreman. The body had one foot badly cut and one hand cut off. The face was badly bruised. It is believed that the unknown man was killed during the night. The body was turned over to the coroner at Nichols.

Illinois Insurance Statistics.

CHICAGO, March 30.—The annual statement of Insurance Commissioner Van Cleave shows that for the year 1897 the companies, home and foreign, doing business in Illinois, wrote in this state risks amounting to $1,278,820,205; received premiums amounting to $12,085,764; paid losses amounting to $6,450,465; and incurred losses amounting to $7,099,644.

Nothing Definite is Accomplished.

CHICAGO, March 30.—The meeting of the Canadian Pacific and the transcontinental lines of the United States at Buffalo has resulted in nothing definite, although the chances of an ultimate agreement upon the subject of differentials is thought to be nearer than before. The special committee which had under consideration the question of differentials did not reach an agreement, and reported to the general committee that it was out of its power to reach one at the present time. An adjournment was taken subject to call not later than April 15, nor earlier than April 8.

Executive Committee Makes Contract.

The executive committee yesterday authorized a contract to be made with H. H. Bright of Cleveland, O., for thirty-five registering turnstiles and the same number of ticket "choppers" for use at the entrances to the exposition grounds.

Contracts were also authorized with the Gardner Governor company of Quincy, Ill., and the Crane-Churchill company of Omaha for one boiler feed pump to be furnished by each company as exhibits.

Many Extensions to Be Built.

CHICAGO, March 30.—The Railway Age predicts that the total expenditures in new railway building in 1898 will be not less than $50,000,000 and may exceed $60,000,000. It says: "If the construction for the year exceeds that of last year, as seems probable, by 1,000 miles, it means the expenditure during the year of not less than an additional $20,000,000 over that of last year."

No Agreement on Rates.

BUFFALO, N. Y., March 30.—The meeting of the general passenger agents to settle the rate war to the northwest and Pacific coast adjourned this afternoon without reaching an agreement. Another meeting will be held in New York on or about April 5.

Brice Secures Control.

TOLEDO, O., March 29.—The Detroit, Toledo & Milwaukee railroad has passed into the hands of Calvin S. Brice, the formal action hinging on the resignation of J. R. Megrue of Cincinnati, as general manager, made public today.

KUMARA, Westland, New Zealand.
Chamberlain's Cough Remedy has had a steady increasing sale with us, and people who have purchased it speak very highly of it. From our own experience it is without doubt the best cough medicine ever introduced in New Zealand. When any person asks for a cough mixture and has any doubt about Chamberlain's Cough Remedy we have that confidence that it will cure a cough or cold that we have no hesitation in guaranteeing it.—W. J. McIlroy & Co.

RECEIVER ACTS WITHOUT LEAVE.

Judge Scott Orders E. Zabriskie to Make Restitution at Once.

The case which has been on before Judge Scott for a couple of days, wherein the report of E. Zabriskie, receiver of the property of the Northwestern Cereal company was the issue, has been closed. Witnesses testified to Zabriskie's conduct of the affairs of the company after he took charge and it was shown that as such receiver he expended the sum of $1,300 without any order of the court, the expense being incurred in the employment of a stenographer, a clerk, a bookkeeper, a custodian and a night watchman. Judge Scott commented very severely upon this action, pointing out the fact that the receiver could at any time have called the attention of the court to the necessity for having such help, providing the necessity existed.

In passing upon the report of Receiver Zabriskie, Judge Scott held that the expenditures were unauthorized and an order was issued directing that the money be covered back into court within ten days.

WEEKLY PACKING HOUSE OUTPUT.

Packings for the Week Exceed Those of Last Year.

CINCINNATI, March 30.—(Special Telegram.)—The Price Current says the total packings for the week are 335,000 head, compared with 325,000 head the preceding week and 270,000 head last year, making 1,450,000 head since March 1, against 1,265,000 head a year ago. The quality was good. Prominent places compare as follows:

City.	1898.	1897.
Chicago	465,000	410,000
Kansas City	235,000	203,000
Omaha	120,000	104,000
St. Louis	110,000	107,000
Indianapolis	59,000	39,000
Milwaukee	65,000	47,000
Cincinnati	48,000	52,000
Cedar Rapids	31,000	25,000
Ottumwa	40,000	33,000
Sioux City	26,000	16,000
St. Paul	31,000	12,000
St. Joseph	18,000	12,000

A little boy asked for a bottle of "get up in the morning as fast as you can," the druggist recognized a household name for "DeWitt's Little Early Risers," and gave him a bottle of those famous little pills for constipation, sick headache, liver and stomach troubles.

Scare on a Trolley Car.

Considerable alarm was occasioned passengers on a car on the Twenty-fourth street line last night by a rupture in the trolley line. As the train passed the Twenty-second street car barn on Cuming street the trolley became entangled in several tributary wires and the wrench severed the main wire. It fell across the rear platform and touched the metal brake, emitting a shower of vari-colored sparks. Several passengers were on the platform and all made a rush for the interior of the car. The live wire lashed wildly about the car, lighting up the street for blocks and making things very uncomfortable for the passengers. It was necessary to turn off the current on the Twenty-fourth street line for about fifteen minutes, disabling about a dozen cars for that length of time.

LOCAL BREVITIES.

Fred Low, adjudged insane, has been taken to the hospital at Lincoln.

Mr. and Mrs. Albert Newman announce the engagement of their daughter Bertha to Mr. Jake Klein of this city. At home April 10.

Walter Johnson was bound over to the district court yesterday under $700 bonds for breaking into the house of May Hendrickson and carrying away an umbrella.

The Nebraska Cuban Relief committee has received a car of corn from Pawnee City and another from Surprise. Another car has just been forwarded from Craig.

Sunday afternoon at 2 o'clock there will be a meeting of German-Americans at Germania hall. The object is to form a German-American organization to take united action in case of war.

Frank Gee, charged in the county court with larceny as bailee and held to appear in the district court, has given bonds in the sum of $500 and has been released from custody.

The Bostonians left yesterday for Sioux Falls. Their special train was made up of two baggage cars, one smoker, one first class passenger car and a chair car, and left over the Elkhorn at 8 o'clock. From Sioux Falls they will go to Sioux City, then to Clinton and on east for their New York engagements.

Colonel Roberts, government inspector of United States public buildings, has inspected the upper stories of the new federal building and will report that fair progress is being made in the work of completion. He has gone to South Omaha to look at the site selected for the new federal building there. He will also inspect the government building on the exposition grounds.

INDIANA MAN IS CONVINCED

Governor Mount's Representative Given an Ocular Demonstration.

SHOWN OVER THE EXPOSITION GROUNDS

Astonished at What He Sees He Pledges Himself to See that the Hoosiers Shall Be Fittingly Represented.

D. M. Parry of Indianapolis is in the city as the representative of Governor Mount of Indiana, who sent Mr. Parry here to make a personal investigation of the exposition situation and report whether the roseate stories told in that state by emissaries of the exposition are based on fact or are mere figments of a vivid imagination.

Mr. Parry visited exposition headquarters yesterday afternoon and made his errand known to Major Clarkson and Secretary Wakefield. The latter showed the Indiana investigating committee a statement showing the financial condition of the exposition and contracts and other evidences of what had been done. The magnitude of this showing surprised Mr. Parry, who admitted that it showed that operations were being conducted on a much larger scale than he had supposed. After this portion of his examination had been completed, Major Clarkson escorted Mr. Parry to the exposition grounds. This was the traditional "last straw," and Mr. Parry was amazed beyond expression. He looked the grounds and buildings over completely and when he returned to exposition headquarters he confessed to the greatest astonishment at the immense amount of work that had been accomplished for the money expended.

"The thing that is worrying me the most," said Mr. Parry, "is how I am going to convey an adequate impression of this thing to Governor Mount. Words will not express the wonderful things you folks have accomplished. It is far beyond the conception of anyone who has not seen it. I cannot find language that will convey to another the grandeur and magnificence of the work you are doing. I do not believe the governor will hesitate much longer when I tell him as best I can what has been done here.'

END OF THE BUILDINGS IN SIGHT.

Exposition Association Has Nearly All Its Big Contracts Let.

The exposition management is now beginning to see the end of the list of buildings which must be erected in order to complete the preparations for the greatest American exposition ever held, and within a short time building operations on the part of the exposition will have been completed.

Little remains to be done in the main court except to construct the fountains, complete the colonnades and install the vases, statuary and other decorations which will contribute to the general beauty of the scene. There will be a number of fountains, the largest one being in the Mirror. Two of large size will be at either side of Twentieth street just inside the main entrance to the main court, and others in the small parks at the eastern part of the main court. The only buildings in the main court yet to be constructed are the International building and the Girls' and Boys' building. Both are under contract and will be ready for occupancy before May 1, the contractors being required to complete the work before that time.

No additional buildings are to be constructed by the exposition on the bluff tract. The Horticulture building and the two restaurants at the east end of the viaduct are well under way, and all the other buildings on this tract will be erected by state commissions or private parties.

On the north tract the Transportation and Agricultural Implement building is making very rapid progress. The lumber for the immense structure is all on the ground and a large force of men is at work making the chips fly. The Dairy and Apiary buildings are also under way and the freight warehouse will be commenced in a few days. These complete the list on the north tract, with the exception of the stock sheds. The latter will not be required until early in the fall and will probably not be erected until that time.

On the narrow neck of land connecting the main court and the north tract will be erected the Service building and the Fire and Police building. The latter is being advertised for bids and the former will be ready for advertisement within a few days. The Service building will furnish a place for the office force of the exposition, and one end of the lower floor will be arranged as a hospital with all the modern improvements for caring for the sick.

If the Indian bill is passed by congress, and there is every assurance that it will become a law in the near future, some kind of a large building will be required for the gatherings which will be occasioned by the Indian performances. No plans have been made for this, but the matter has been considered and no time will be lost when the necessity arises for such a building.

Bids for the construction of the Girls' and Boys' building were opened at the office of the Department of Buildings and Grounds as follows: Carpentry—A. G. Wahlstrom, $6,496; Westlake Construction company, $7,180; Thomas Herd, $7,400; George Moore & Sons, $7,477; William Goldie & Sons company, $7,740. Staff work—Alexander & Son, $2,750; Smith & Eastman, $1,975; F. A. Sieffert, $2,344. The lowest bids on these two branches of work make a total cost for the building of $8,471. These bids were laid before the executive committee by Manager Kirkendall yesterday afternoon and contracts ordered drawn with Wahlstrom and Smith & Eastman.

Contract for Georgia's Building.

ATLANTA, Ga., March 30.—(Special Telegram.)—A contract has been officially authorized for the erection of the Georgia state building at the Transmississippi Exposition. The structure will be built of staff and will cover a space of 6,000 square feet of ground. It will be of Greek architecture and all of the interior decorations will be of Georgia pine. Several plans for the building have been submitted and all are exceedingly attractive. As yet, however, no selection has been made, but the final arrangements will be completed in a few days. Georgia will make the finest and largest exhibit of its products at this exposition that it has ever shown. The building is authorized to cost $5,000.

COOK'S IMPERIAL CHAMPAGNE, EXTRA DRY.
COOK'S IMPERIAL CHAMPAGNE, EXTRA DRY.
COOK'S IMPERIAL CHAMPAGNE, EXTRA DRY.

REPORT THE SUNDRY CIVIL BILL.

Senate Committee Adds Four Millions to the Appropriation.

WASHINGTON, March 30.—The sundry civil appropriation bill was reported to the senate today from the committee on appropriations. The committee made a large number of amendments, the total net increase in the amount carried by the senate amendments being $4,938,878. The increases are as follows: On public buildings, $1,050,945; on light houses, beacons and fog signals, $869,350; light house establishments, $135,000; revenue cutter service, $378,000; armories and arsenals, $114,850; pay of the army, $491,163; military posts, $600,000; rivers and harbors, $225,000; Paris exposition, $200,000; public printing and binding, $400,000. The remainder includes many miscellaneous items.

One of the most important amendments is one appropriating $491,163 for the payment of the services of two additional regiments of artillery provided for by recent legislation. The general appropriation for the enlargement of military posts, is increased from $420,000 to $920,000. (Forty thousand is appropriated for the purchase of Point park on Lookout mountain as part of Chickamauga park, and $50,000 is provided toward the erection of a sanitarium for disabled veteran soldiers at Hot Springs, S. D., the total cost to be limited to $100,000.

Provision is made for the representation of the United States at the Paris exposition of 1900, the expenses of such representation being limited to $750,000. An immediate appropriation of $200,000 is made. The United States exhibition is to be under the supervision of a commissioner general, an assistant commissioner general and twelve experts. The commissioner general is to be paid $8,000 a year, the assistant commissioner general $6,000, and the experts $4,500 each.

The secretary of the interior is authorized to investigate the treatment in December last of the Seminole Indians in Oklahoma, and "If it shall appear that outrages and injuries have been so perpetrated, to adjudicate and pay the Indian or Indians or their legal heirs or representatives as guaranteed by the Seminole treaty, such sum or sums as he may deem just and reasonable; $20,000 is made immediately available for this purpose.

The following additions are made to the fund for continuing river and harbor improvements: Yaquina bay, Oregon, $100,000; of the 1,983,333 for the Mississippi river commission it is provided that $100,000 shall be expended at Greenville, Miss., $30,000 at Helena, Ark.; $45,000 at Memphis, Tenn., and $50,000 at New Bedford, Mo.

Among the additions made for public buildings is the following: $20,000 for the completion of a one-story annex to the temporary postoffice at Chicago; for improvements at the Marine hospital at Chicago, $37,350 is appropriated, and for the Marine hospital at San Francisco, $18,625. Quarantine stations are added at San Francisco, $8,620, and Astoria, Ore., $30,000.

Among the general provisions is one giving states and territories the right to select other lands in lieu of school lands included in forest reservations or granted to railroads.

Another amendment suspends the executive order of February 22, 1897, withdrawing large tracts of land in the states of Wyoming, Utah, Montana, Washington, Idaho and South Dakota and restores the land to settlement. The Northern Pacific Railroad company is authorized to take lands in lieu of sections of its grant which have been settled. The provision also protects the rights of settlers who locate upon Rio Grande lands giving them the right to relocations.

SUNDRY CIVIL BILL REPORTED.

Contains Appropriations of Interest to Westerners.

WASHINGTON, March 30.—(Special Telegram.)—Senator Allison reported today the sundry civil bill providing among other things for the appropriation of $30,000 to erect a mess hall and other buildings at Fort D. A. Russell, Wyo.; appropriating $45,000 to pay settlers on the Des Moines river lands who were not allowed to move upon their homestead claims; for the reconstruction of a military post at Fort Meade, S. D., $4,000 and $100,000 for the construction of a branch of the military home at Hot Springs, S. D.

The Washington portion of the treasury exhibit for the Omaha exposition will leave here April 10.

M. Delegardell was today appointed postmaster at Washburn, Blackhawk county, Ia.

The Indian commissioner today appointed J. W. Lewis and wife of Chippewa, Minn., teacher and housekeeper at the Pine Ridge (S. D.) Indian school at $60 and $30 per month respectively; also James Pattee of Oregon teacher of the Rapid City (S. D.) school at $600 a year.

The plans for an educational exhibit of the Indian office at the Transmississippi Exposition are practically completed. A steel engraving of the new school building to be erected at White Earth, Minn., which will be the finest school building in the Indian service, a part of the exhibit, is now on exhibition at the Indian office. The Indian commissioner, who has charge of the preliminary arrangements of the Indian congress, is away on leave, but will return early next week, when this feature will be rushed to completion. The Indian commissioner has issued a circular to Indian agents and superintendents in schools calling for data and information as to construction of new schools and improvements in order that the office may thoroughly understand what is required at the different schools. The fund which will be available for the next fiscal year is limited and the commissioner desires to make estimates at once.

News for the Army.

WASHINGTON, March 30.—(Special Telegram.)—First Lieutenant Mark L. Hersey, Twelfth infantry, has been detailed as professor of military science and tactics at Harvard university, Cambridge, Mass., to relieve First Lieutenant Wirt Robinson, Fourth artillery, who will join his battery.

The resignation by Captain Moses G. Scalinski, assistant quartermaster, of his commission as first lieutenant of artillery (Second regiment only), has been accepted.

First Lieutenant Frank O. Ferris, First infantry, has been detailed as recorder of the examining board at Presidio of San Francisco, Cal., relieving First Lieutenant Charles D. Palmer, Sixth artillery.

First Lieutenant Edward C. Brooks, Sixth cavalry, has been detailed as a member of the board of officers appointed to meet at the army medical museum in this city, relieving First Lieutenant Charles W. Penrose, Eleventh infantry, who will join his company.

A board of officers, with Colonel Robert H. Hall, Fourth artillery, as president, has been detailed to meet at Fort Sheridan, Ill., for examination of officers for promotion. First Lieutenant Joseph H. Maxfield, signal corps, has been ordered before the board for examination.

First Lieutenant Frank Green, signal corps, has been ordered before the board for examination at Presidio of San Francisco for examination for promotion.

First Lieutenant John G. Gifford, Third artillery, and Captain George Mitchell, Second artillery, have been placed on the retired list as a captain and a major respectively.

Leave of absence for three months has been granted Major John H. Calef, First artillery.

Confirmed by the Senate.

WASHINGTON, March 30.—The senate today confirmed these nominations:

C. R. A. Scobey, Indian agent, Fort Peck agency in Montana.

Postmasters—Colorado, Maud McLean, Breckenridge; Missouri, Thomas S. Kelly, Moberly; Iowa, L. F. Maple, Chariton; John L. Waite, Burlington.

Daily Treasury Statement.

WASHINGTON, March 30.—Today's statement of the condition of the treasury shows: Available cash balance, $224,525,543; gold reserve, $173,158,886.

Recommend Naval Personnel Bill.

WASHINGTON, March 30.—The subcommittee on naval affairs has unanimously recommended a favorable report on the naval personnell bill.

EASTER LADIES' HOME JOURNAL

Enlarged to 48 Pages—Handsomely Illustrated

THE INNER EXPERIENCES OF A CABINET MEMBER'S WIFE

Intensely interesting letters, describing actual real-life happenings in social and official Washington. These papers tell of facts only, and the authorship is naturally withheld, though they are none the less interesting on that account.

A HEAVEN-KISSING HILL

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LILIAN BELL SEES THE GERMANS

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