PLANS FOR ANOTHER CUT-OFF

Union Pacific Trying to Shorten Its Line Again Near Cheyenne.

PARTY OF SURVEYORS IS IN THE FIELD

New Air Line from Cheyenne to Atkins and a Reduction of the Present Grades on Archer Hill.

CHEYENNE, Dec. 26.—(Special Telegram.)—Engineer C. H. Sawyer, with a large corps of surveyors, is now in the field east of Cheyenne endeavoring to find a route for a cut-off which will avoid the sharp curves between this point and Atkins, fifteen miles east, on the main line of the Union Pacific, and the heavy grades on Archer hill, eight miles east. Mr. Sawyer thinks that by entering Cheyenne from the northeast instead of from the east a line with easy grades and no curves can be constructed between Cheyenne and Atkins. Archer hill has long been a very expensive piece of track, almost every freight train being compelled to "double" in order to make the climb going east. It is evidently the intention of the Union Pacific to do away with this hill as well as Piedmont and Sherman. There will doubtless be great activity near here in reconstruction next year, as cut-offs to avoid Athol hill on the south and Sherman hill on the west have been surveyed.

WILL ABANDON THE DUMMY TRAINS.

Union Pacific Bridge Trains, Except Three, Will Be Discontinued.

The Union Pacific will on December 31 discontinue the operation of the Council Bluffs-Omaha-South Omaha "Irish mail" or dummy trains, which have been in service between Council Bluffs and Omaha for the last quarter century and later have run through to South Omaha. The dummy train was established originally to transport passengers from Council Bluffs, which was then the terminus of all the railroads running to the Missouri river and Omaha. Later as the railroads began running their passenger trains through to Omaha the dummy trains passed the stage of their usefulness and have since been accorded but meager patronage. By the abandonment of this service the six trains arriving from Council Bluffs, the four arriving from South Omaha, the six leaving for Council Bluffs and the three leaving for South Omaha, all daily, will be discontinued.

In order to afford convenient and rapid transportation for the laboring men from Council Bluffs and Omaha who work in South Omaha two morning trains and one evening train will be continued. Trains 01 and 03, which leave Union avenue in Council Bluffs and pass through here at 6:20 a. m. and 7 a. m., will run as heretofore; also 016 from South Omaha, passing through this city for Council Bluffs at 6 p. m.

OFFICERS GOING TO ST. LOUIS.

Pacific Express Company Busy with the Work of Removal.

By reason of the removal of the general headquarters of the Pacific Express company from this city to St. Louis the end of this week will find the majority of the officials of that company located in their new home. The general offices here are the scene of a busy rush now. Clerks are engaged in packing up the belongings of the company preparatory to the move this week. By January 1 it is expected to have the new offices in St. Louis in operation.

About eighty officials and employes will remove to St. Louis. The officials and department heads who will follow President Eggleston, who has been located in St. Louis for several weeks, are: W. R. Carter, treasurer; W. D. Kenyon, cashier treasurer's office; G. P. Stebbins, traffic manager; M. F. Thaxton, chief clerk traffic department; James Moore, expert; J. A. Brewster, assistant auditor; H. H. Salisbury, accountant; C. L. Knapp, chief clerk; John Hayward, chief clerk waybill department; George C. Metcalf, chief clerk foreign waybill department; S. A. Huntoon, purchasing agent.

The Pacific Express building will be occupied by Superintendent Gentsch and Joint Agent White of the Pacific and United States Express companies.

PROMOTION FOR ROBERT S. RUBLE.

Leaves Denver to Become Union Pacific Traveling Passenger Agent.

DENVER, Dec. 26.—(Special Telegram.)—Robert S. Ruble, assistant ticket agent at the union depot ticket office, has accepted the position of traveling passenger agent for the Union Pacific Railroad company and will leave for Omaha January 1 to take up his new duties. His territory will include Nebraska and South Dakota, with headquarters at Omaha.

Ruble has held his present position in Denver for nine years. He is an Iowa man. He entered the railroad business through the influence of William B. Strong, at one time president of the Santa Fe railroad. He remained five years with the Santa Fe company and was offered his position in Denver in 1891.

RAILWAY MANAGERS BUY ZINC LAND

Frey and Yokum Make a Big Purchase Near Yellville, Ark.

CHICAGO, Dec. 26.—A special to the Chronicle from Topeka, Kan., says: J. J. Frey, general manager of the Santa Fe railroad, and General Manager Yokum, for the St. Louis & San Francisco railroad, today purchased over 15,000 acres of zinc lands near Yellville, Ark.

Soon after the big purchase it was announced that the Eureka Springs railroad is to be immediately extended into the Yellville zinc district. These two general managers have experts in the Arkansas district, who claim the region around Yellville is the richest in zinc in the world. Yellville is seventy miles from West Plains, Mo., the nearest railroad station.

Sioux City to Get Headquarters.

MINNEAPOLIS, Dec. 26.—It is learned on semi-official authority that the Great Northern expects to consolidate its recent purchases of the Sioux City & Northern and the Sioux City & Western with its two southwestern branches into one subsidiary system, with headquarters at Sioux City, just as it had already organized the Eastern Minnesota and the St. Paul, Minneapolis & Manitoba in the north. The appointment of S. J. Beals, one of the receivers of the Northern, as general manager, seems assured. The four lines will include 436 miles of track, as follows: Willmar to Garretson, 128; Sioux Falls to Yankton, 81; Sioux City & Northern, 97; Sioux City & Western, 130.

Train Service Extended.

The Union Pacific has extended its local trains which have heretofore operated between Omaha and Columbus through to Grand Island. The Columbus train, which formerly left at 7:20 p. m., now leaves for Grand Island at 5:30 p. m. No. 8 will continue to arrive from Grand Island at the same time as formerly, 9:30 p. m. A change in time has also been made in the Lincoln local. It now leaves at 4:10 p. m., twenty-five minutes earlier than formerly, and arrives at 12:25 p. m., instead of 1 p. m.

Good Showing for Union Pacific.

CHICAGO, Dec. 26.—Advance copies of the annual report of the Union Pacific road for the fiscal year ended June 30 have been issued. They contain the following figures: Gross earnings, $19,811,641; operating expenses, $11,412,168; net earnings, $8,399,473; interest, dividends and miscellaneous, $1,218,736; balances, $9,618,209; interest on funded debt, $3,830,000; balance, $5,788,208, received from Oregon Short Line, $795,159; applicable to dividends, $6,583,368; dividends, $2,625,000; surplus, $3,958,368.

PAUL MORTON MAY HEAD THE GULF.

His Name Considered as President of the Reorganized Company.

CHICAGO, Dec. 26.—The Times-Herald tomorrow will say: Paul Morton, third vice president of the Santa Fe road, may be asked to accept the position of president of the reorganized Kansas City, Pittsburg & Gulf system. His name was seriously considered at a meeting of the executive committee, lasting from early afternoon until nearly midnight, and plans were discussed which, if carried out in their entirety, will result in a new railroad system, which will reach from the Atlantic to the Pacific seaboards and to the Gulf of Mexico on the south.

The proposed transcontinental system necessitates a combination between the Harriman syndicate and James J. Hill. A man who is in the confidence of the men who are engineering the deal explained it as follows:

"As soon as the reorganization of the Gulf road and its associated properties is completely effected there will undoubtedly be a combination with the system controlled by James J. Hill and by the Port Arthur route. The Gulf road people will have lines running from St. Louis to Kansas City and from Kansas City south to the Gulf. Hill controls the Great Northern, which runs west to the coast, the Baltimore & Ohio and consequently the Baltimore & Southwestern.

"The plan is to have Hill come into Omaha with the Great Northern and make connections with the Omaha & St. Louis railroad, which in turn connects with the Gulf at Kansas City, thus giving a complete line from the Gulf to the Pacific coast. Coming east the combination would have the Omaha & St. Louis road and at the latter point the Hill system would again come in. By means of the Baltimore & Southwestern they would get from St. Louis to Cincinnati and there connect with the Baltimore & Ohio, which would take them to the Atlantic coast."

MARTIN MAY FOLLOW STILWELL.

Will Probably Resign Vice Presidency of Guardian Trust Co.

KANSAS CITY, Dec. 26.—A. L. Martin, vice president of the Guardian Trust company, whose headquarters are in Chicago, will probably resign that position, following similar action taken by President A. E. Stilwell, his old associate.

"It may be that I will resign, but I have not done so yet," was all Mr. Martin would say on the subject today, adding:

"It has been stated that the cause of Stilwell's resignation was the company's treatment of me. There is no ground whatever for this statement."

Martin was the first president of the Kansas City, Pittsburg & Gulf railroad, becoming vice president when Stilwell, promoter of the road, assumed the presidency. He has been associated with Stilwell in nearly all the latter's many financial projects. Both are old-time Kansas City men.

ASKED TO RESTRAIN RAILROADS.

Petition Drawn Up to Present to Attorney General Griggs.

CINCINNATI, Dec. 26.—Secretary E. P. Wilson of the National Manufacturers' association says that a petition has been drawn up to the United States attorney general, asking that the railroads be restrained from raising their freight rates January 1 on the ground that this proposed advance will violate the Sherman anti-trust law. This is the result of the conference between shippers and the interstate commerce commissioners at Washington on the 20th and 21st inst.

Burlington Extension.

DEADWOOD, S. D., Dec. 26.—(Special.)—Colonel W. F. Cody has written to a friend in this city that the rumor that was circulated a few days since that the Burlington Railway company had let a contract to the Kilpatrick & Collins company to build a railroad into the Big Horn basin, in Wyoming, was correct. Black Hills people are becoming interested in the reports that are being received from the country. This road is to be 150 miles in length, starting from Taluca, on the Billings line, and following up the Big Horn river and will stop at Cody. Near this place several thousand acres of choice farming land have been redeemed by the Cody water ditch, which taps the Big Horn river. Colonel Cody states that over 2,000,000 pounds of wool have been shipped out of the Big Horn basin the last season and the shipments of cattle, horses and sheep have nearly equaled those of the Black Hills. The country also has a future in minerals. The Northern Pacific Railway company has decided to build into the district just as soon as possible and there will be a race between the two companies to enter the basin first.

Grievances of Railroad Workers.

PEORIA, Ill., Dec. 26.—The federated board of railroad organizations is now in session in Pittsburg adjusting a grievance of the Brotherhood of Railroad Trainmen with the Pennsylvania. As soon as that matter is settled, probably by the end of the present week, the board will convene in Cincinnati for the purpose of adjusting the differences between the officials of the Big Four system and the Order of Railroad Telegraphers. The telegraphers have demanded an advance in wages and the Big Four officials steadily refuse to make any concessions or recognize the Order of Railroad Telegraphers in any way.

Chicago & Peoria Incorporates.

SPRINGFIELD, Ill., Dec. 26.—Articles of incorporation of the Chicago, Peoria & St. Louis Railway company were filed with the county recorder today. The capital stock is $7,350,000. It is the purpose of the new company to purchase the Chicago, Peoria & St. Louis and St. Louis, Chicago & St. Paul on January 9 and to operate them under the one name, the Chicago, Peoria & St. Louis.

To Reorganize Western Association.

CHICAGO, Dec. 26.—At a meeting of the general passenger agents of the roads between Chicago and St. Paul in this city tomorrow an attempt will be made to reorganize the Western Passenger association so it will include the Wisconsin Central, Minneapolis & St. Louis and Great Western roads, which have ignored this organization hitherto.

Heath Visits at Muncie.

MUNCIE, Ind., Dec. 26.—First Assistant Postmaster General Perry S. Heath arrived home from Washington this afternoon. At the Kirby house tonight there were speeches, music and a banquet in honor of Heath and Congressman Cromer. More than 200 representative business men were present, the affair being in charge of the Commercial club. Toasts were responded to by A. W. Brady, C. C. Sherrott, James C. Boyce, F. C. Ball and the two honored guests.

Reece Contempt Case Continued.

TOPEKA, Kan., Dec. 26.—The hearing of the habeas corpus case of John P. Reece, the Iowa member of the United Mine Workers' Association of America, who was sent to jail at Fort Scott for contempt of the United States court, originally set for tomorrow before Judge Thayer at St. Louis, has been continued until January 4.

Mine Workers Select a Committee.

INDIANAPOLIS, Ind., Dec. 26.—At the national headquarters of the United Mine Workers of America word was received today that the Illinois Coal Operators' association has elected an executive committee which will act as a scale committee at the joint conference in Indianapolis January 21.

HEROES OF THE SEACOAST

Thrilling Deeds of Life Savers Who Buffet Stormy Seas.

REWARDS OF MERIT FOR THE BRAVE

Records of Stations of the Service Stretching Like a Girdle Along the Coasts—Medal for a Woman.

The recent award of gold medals by the Treasury department to members of the life saving service has once more quickened popular interest in that wonderful system that is stretched like a girdle around the coasts for the protection of those who trust their safety to the shifting winds and changing tides of the ocean. Since 1871, when Superintendent Kimball became incumbent, relates the New York Tribune, there has been a general and wholesome reform in the methods of the service, which has rendered it at once the most complete and the most efficient of any in the world. The station houses, which are so familiar as to render any description superfluous, extend down along the edge of the sea from Canada to Florida, from Florida to Mexico and again from California back to Canada on an average of twenty-five miles apart, though this varies somewhat with the nature of the coast. Each station has its captain, a man especially fitted to his position by training and record, and a picked crew of six men, who are on constant duty, prepared at a moment's notice to brave the dangers of the fiercest storm in the pursuit of their humanitarian calling.

The work is pursued quietly and the public at large hears very little of the brave deeds wrought by this noble body of men, but their efforts do not go unrecognized or unrewarded, as the government grants in cases of signal or unusual gallantry a gold medal that is prized as the Victoria Cross and a silver medal in cases that exceed in a smaller degree the high standard of action expected and required as a matter of course.

Cast on the "Grand Rip."

In the annals of the service few cases of life-saving are more conspicuous for continued self-sacrifice and fearful exposure to the inclemency of the weather than the rescue a few years ago of seven men from the wreck of a schooner off the Vineyard Haven station by Keeper Chase and his men. By some means the keeper of the vineyard lighthouse discovered a schooner cast up on the "Grand Rip," as it is called, a rocky ledge miles from the nearest shore. The vessel was being pounded to pieces, so he immediately telegraphed to the life-saving station crew, who, with all possible dispatch, though appalled for a moment at the awful fury of the waves, launched their staunch little boat and put off in the direction of the wreck. After seven miles of hard pulling the schooner could be fairly discerned in the offing, with only one mast standing and the crew huddled helplessly in the rigging. Eight more miles brought them within hailing distance, a rope was flung on board and they were told to attach it to the cross trees and one by one slide down it into the life-boat. However, the poor wretches, half crazy with cold, exposure and the fear of death, were past reasoning, and with feverish haste they began pulling the boat hand over hand upon the rocks. Realizing that this would mean certain death for every one, Keeper Chase, a man of immense physique and commanding presence, jumped to his feet, whipped out a knife and in stentorian tones threatened to seven the line if the boat were hauled a yard nearer. He was too much in earnest to be doubted, so their weakest was sent down the rope and into the strong arms of the crew, and slowly, stiffened with the cold, the rest of the crew followed, creeping down into the comparative safety of the boat, the captain, true to his post, being the last man to leave the hulk.

All this time the great quivering piles of water were smashing frantically over the reef, and it required all the strength of the devoted stationmen to prevent their craft from being lifted and dashed against the sides of the wreck, and now all their efforts could not avail to move them away and back into the teeth of the storm an inch. Thirty minutes later the mast of the schooner fell, but for hours they still worked in the very hand of death until at last, the wind a little abating they cleared a course for the shore. Keeper Chase dared not leave his guiding oar for a moment—he went blind in one eye, yet still he stuck to his oar. The crew were constantly dropping off to sleep with an overpowering drowsiness that they could not resist, but at last they reached land after twenty-three hours of exposure in their open boat. One man dead, another soon to die, frozen hands and feet, ice four inches thick on the backs of some—these were the consequences of that terrible night, but the bright gold medals which they, with a joking irreverance that only covers a deep feeling beyond expression, call "tin plates" were the rewards.

Woman Wins a Medal.

Mrs. Martha White of North Beach, Washington, is one of the few women who hold the gold medal. One night in January, 1892, the British ship Ferndale was wrecked off North Beach and Mrs. White and her husband went down to the shore to render what assistance they might. Her husband went further up the beach to rescue anyone who might be washed ashore, while Mrs. White patrolled the stretch of sand immediately before their residence. While walking up and down waving a white cloth and occasionally discharging a musket she carried to encourage the unfortunates on the wreck, she spied a man struggling in the breakers. Without a thought of herself she rushed into the water, seized him and dragged him up on the sand, whence she assisted him to her house. She had hardly returned ere she saw another man, unconscious and helpless, washing about in the undertow and quickly drowning. Again she plunged into the foaming sea and, reaching him after a hard struggle, dragged him out like the first and carried him to where the light and warmth might revive him. Although her exertions had taxed her strength severely, she once more heroically returned and, in a few minutes, made out the body of a man, whether dead or alive she could not tell, much further out than either of the others and in imminent danger of being washed out to sea. Hastily divesting herself of a portion of her heavier clothing she swam out and seized him, and clung tenaciously to him, though the immense breakers repeatedly knocked her down, until they reached the shore, where she lay completely exhausted until her husband, returning from a fruitless quest, found her. There cannot be the least doubt that two of the sailors would certainly have perished had it not been for this noble woman, and it is very uncertain whether the first could have buffeted the waves successfully without assistance. For a strong man to accomplish what Mrs. White did were sufficiently courageous and remarkable, but for a woman it is worthy of all honor and all praise.

The Tacoma Disaster.

For grim determination and bulldog tenacity no case of which the department has any knowledge exceeds that of John Bergman in connection with the Tacoma disaster of 1892. The Tacoma was a new iron steamer plying between points along the Pacific coast and was wrecked in a hurricane, her hull breaking clear in two. Her crew and passengers congregated on the forward part of the wreck and it was in that critical situation they were found by the life saving crew. Bergman attempted to launch again and again squarely in the face of the raging tempest, but each time unsuccessfully, until at last the boat was stove in. Nothing daunted, he procured the next day a fisherman's boat and, though failing in several efforts to launch, during one of which the boat capsized, severely injuring one of his men, he at last put off to the fast breaking hull and succeeded in rescuing twenty of those on board. The following day the steamer weakened under the strain and went to pieces, all on board perishing before he could complete his work. He still remained on the beach until after the storm had subsided, collecting the dead to give them decent burial.

New England Disasters.

The terrific storm of November, 1898, brought forth much heroic action on the part of the heavily taxed life saving crews and indeed there was plenty of chance for it. In the memory of the oldest and most garrulous inhabitants—and they frequently possess most elastic memories—no such storm had ever visited the Massachusetts coast. Large vessels like the Portland, of sad memory, that were built to withstand the roughest weather, were tossed about like dust before the whirlwind; the coast line, even, was changed, new bays and inlets appearing and familiar features vanishing and an immeasurable amount of damage was done to shipping and shipping ports.

Provincetown harbor had always been considered one of the safest refuges for belated ships on the New England coast, but on the night of November 27 nothing could resist the horrible hurricane the blew eighty miles an hour across the water. Every vessel in the harbor was torn from her moorings, many were thrown on the beach, where their crews escaped in safety; one was landed high and dry almost a mile inland, but another, the Jordan L. Mott, foundered and sunk before she could be beached, and all on board were obliged to clamber into the rigging, which was not submerged. As soon as the wreck was discovered at the station the crew made an effort to launch the surf boat, but the wind would raise it and hurl it inland like a dry leaf; it was all they could do to hold it to the ground, much less get it into the water. Seeing the futility of trying to put to sea with the gale before them, they gradually worked around to leeward, constantly and always unsuccessfully essaying a launch, until they gained a position almost opposite from that whence they had set out. Here they determined at all hazards to make for the wreck, and with the help of some fishermen they double manned the oars, which were constantly blown from the oarlocks, and after three mighty efforts finally got the boat well upon the water. After taking the benumbed crew from the rigging of the sunken schooner they beat about for hours before a safe and suitable place for landing could be found, thus making it fully ten hours, under the greatest stress of physical exertion, that they had been without refreshment.

Gold medals were recently awarded to Alvin Cleveland, Isaac Norton, Horton Johnson and Stanley Fisher for their heroic rescues from the schooners E. J. Hamilton, Annie A. Booth and Leonora M. Thurlow. These gallant men put to sea in an old dory, hardly seaworthy, which had been hastily repaired for the purpose, and took from the first vessel five, from the second vessel six and from the last vessel four men, one of whom, the captain of the Thurlow, soon expired from the effects of the exposure. The full particulars of this notable case were not carefully reported, but the department gathered enough to understand that it deserved the highest recognition in its power to give.

One Man's Heroic Work.

Of all cases which have ever come within the ken of life savers none are admitted to have been more truly marvelous than that of "Rasmus S. Midgett, Surfman No. 1 of the Gull Island Life Saving Station," as the report designates him, who, singlehanded, actually saved from death ten men off the coast of the Carolinas during the long-to-be-remembered Porto Rican hurricane. He had begun his patrol on horseback to the southward of the station. The darkness was intense and impenetrable and the waves dashed over him as he made his way through water sometimes up to his horse's belly, but as the dawn broke cold and gray he began to see where he was going. Soon he discovered evidences of a nearby wreck and a little further on, hearing voices calling for help, he dismounted and made his way in the direction of the sounds, when he made out a piece of wreck thrown close up to the bank and with several persons crouched on it. Lieutenant Johnson says in his report:

"Realizing that there was no time to report the disaster, Midgett approached as close as the surf would allow and shouted to the men to stand by to jump into the sea. He then watched his chance and as a big sea would recede he would run down the bank, calling for one man to leap. His instructions being carried out, he would dash into the surf, seize the man and drag him up the bank before the next sea could break over them. In this manner he rescued seven of the ten survivors. The other three were so bruised and exhausted that they were unable to help themselves and Midgett had to make his way right down to the wreck, drag them off and carry them bodily up the bank at the imminent risk of their lives and his own. It was a hazardous piece of work, but he was an old hand at the business and he finally succeeded in getting them all ashore. Seven of them were able to walk to the station, but Midgett had to take the others to a place of comparative safety and leave them while he rode to the station for help."

MOVING TROOPS IN MASS.

Record of the American Civil War as Yet Unbroken.

During the present year immense numbers of troops have been conveyed by water and rail over distances reaching as high as 10,000 miles, reports the St. Louis Globe-Democrat. Last year a quarter of a million of soldiers were transported from point to point all over the United States, to the West Indies on the east and the Philippines on the west. In 1899 an army of 20,000 has been brought home from the Philippines and replaced by one of 60,000. Not a troop ship has been lost and railroad fatalities were few. A problem of a similar kind confronts the British government. It is assembling an army of over 100,000 men in South Africa and hurrying them to the front over long lines of railway. General Methuen's advance is 600 miles by rail from Capetown and General Buller has behind him a long stretch of railway. The rapid movement of troops by steam transportation has become of the first importance to modern armies. Skill of the highest order is requisite in providing the cars and ships, running them safely and securing properly the health and comfort of the men. Commanding generals especially appreciate this kind of ability when thoroughly proved.

But after all that has been done in 1898 and 1899 the world's record for transporting a large body of troops over a long distance in the shortest time is a part of the history of the American civil war and a former citizen of St. Louis was the organizing genius who accomplished it. General Lewis B. Parsons, by direction of the secretary of war, made and carried through all the arrangements for transferring Schofield's corps, the Twenty-third, numbering 20,000 men, with their artillery and 1,000 animals, from Eastport, at the head of navigation on the Tennessee river, to a camp on the Potomac, near Washington. The distance was 1,400 miles, the time the middle of a severe winter, January, 1865, and the journey one of mixed rail and steamboat transportation. The Upper Ohio river was closed by running ice. In less than fourteen days the feat was performed with the loss of only one man, who recklessly jumped from a car. All the material of the corps and every animal were delivered safely. When the movement was complete and General Parsons called at the War department Secretary Stanton said to him: "Your success is without a parallel in the history of armies. I wish you to make a special report." This document, with accompanying statements, is found in the ninety-ninth volume of the Rebellion Records. It has aroused great interest in foreign war offices, as it sets forth fully the task performed and the methods of carrying it through.

This was not General Parsons' first achievement in the same line by any means. He took charge of the movement of troops at St. Louis early in the war, having had a previous training in railway construction and management. In December, 1862, Grant directed him to have river transportation at Memphis within six days for 40,000 men and their material. There were but eight steamers at St. Louis, but Parsons impressed others by telegraph and was on time at Memphis with over seventy boats. A later rapid movement by a number of the same transports resulted in the capture of Arkansas post, with 6,000 prisoners. At the end of the war General Grant wrote a personal letter, expressing his approval of General Parsons' work in a position "second in importance to no other connected with the military service." The civil war holds its place as the chief modern creative period in army and navy operations. General Parsons still survives among the honored veterans of that era. When the transportation of troops is the subject his name continues to lead all the rest.

PENSIONS FOR RAILROAD MEN.

Facts About the Pennsylvania Plan, Effective Next Month.

An agreement was entered into last Monday, reports the Washington Star, between the several companies comprising the Pennsylvania railroad system east of Pittsburg and Erie, establishing on January 1, 1900, the Pennsylvania railroad pension department. The board of officers for the year 1900 is Charles E. Pugh, second vice president, chairman; John P. Green, first vice president; S. M. Prevost, third vice president; Samuel Rea, fourth vice president; J. B. Hutchinson, general manager, and M. Riebenack, assistant comptroller, secretary.

The object is to provide for the retirement and a reasonable pension for all those faithful employes who, having spent the greater part of their lives in the service of the company, have reached an age when they are justly entitled to relief from the strain of active duties. The plan is in keeping with the liberal policy toward its employes which has ever characterized the management of the Pennsylvania railroad, and is good cause for congratulation on the part of the employes themselves, as the pensions are pure gratuities from the company, and instances of such generous and considerate acts by large corporations are indeed rare.

The plan provides for the retirement January 1, 1900, of all officers and employes of the Pennsylvania railroad east of Pittsburg and Erie who have attained the age of 70 years, and the payment to such employes of a pension equal to 1 per cent for each year of continuous service of the average salary for the last ten years. Thus, by way of illustration: If an employe has been in the service of the company for forty years and had received on an average for the last ten years $40 per month in regular wages, his pension allowance would be 40 per cent of $40, or $16 per month.

It also provides for the retirement of all officers and employes between the ages of 65 and 69 years who, having been thirty years in the service of the company, are physically disqualified, and the payment to them of a pension computed on the same basis. These pensions will be payable at the same rate during the lives of the pensioners, provided the total amount for pensions shall not exceed the sum of $300,000 per annum. When the total expenditures for pensions exceed the above sum, a readjustment of the pension roll on the basis of a lower percentage will be made to bring the amount within the maximum limit.

All officers and employes not yet 70 years of age will be retired and pensioned in the same manner on the first day of the month following their attainment of the maximum age.

In addition to the pension allowance, the employes relieved from the service on account of age limit who are members of the relief fund will also receive from the income of the surplus fund, accumulated during the last fourteen years, an additional allowance each month.

The plan also provides an age limit for the employment of new men, no new employe being taken into the service of the company who is over 35 years of age.

There will be about 950 employes retired and pensioned under the above plan on January 1, 1900.

Snowslide at Glacier.

VICTORIA, B. C., Dec. 26.—The telegraph operator at Glacier, in the Rocky mountains, reports that an immense avalanche has swept down the mountain, covering a long section of track and knocking down a large number of telegraph poles, rendering the wires of no service. Trees twelve inches thick were observed in the slide and it is not known what else may be covered by the snow or what is the condition of the track. The snow covers the track from five to twenty feet deep.

Commercial Teachers' Federation.

CHICAGO, Dec. 26.—The fourth annual convention of the Commercial Teachers' federation began tonight, 200 commercial teachers from all parts of the United States being present. A. H. Revell of Chicago delivered an address of welcome, R. J. Shoemaker of Fall River, Mass., responding. The annual address of President A. N. Palmer of Cedar Rapids, Ia., was then read. The meeting will continue tomorrow.

Voluntary Increase in Wages.

HAZELTON, Pa., Dec. 26.—The 1,800 men employed by the Lehigh and Wilkesbarre Coal company and the Silver Brook Coal company were notified today of an increase of 2 per cent in their wages. The new wage scale went into effect December 1.

LIEBIG COMPANY'S EXTRACT OF BEEF

DENVER

Great Rock Island Route

BUFFET LIBRARY CARS

Best Dining Car Service.

Closing Sale

ORIENTAL RUGS

Our Great Special Annual Holiday Sale Oriental Rugs closes THURSDAY NIGHT, DECEMBER 28th. Mr. G. T. Pushman will remain with us until above date.

Only a few days left in which to make your selection from this valuable collection.

THURSDAY, DECEMBER 28
Positively the Last Day.

Orchard & Wilhelm Carpet Co
1414-1416-1418 DOUGLAS ST.

UNION PACIFIC — THE OVERLAND ROUTE — WORLD'S PICTORIAL LINE.

"The Overland Limited"

Faster Than Ever

Leaves Omaha at.....8:50 a. m. Daily
Arrives—
San Francisco.....5:15 p. m.
Portland.....6:45 p. m.
Afternoon of Third Day.
ONLY TWO NIGHTS ON THE ROAD.

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