STRIDES OF POSTAL SERVICE

Especial Advance is Made in Rural Free Delivery.

PRACTICAL BENEFITS ARE DEMONSTRATED

Postmaster General Explains the National Value of Its Advantages—Will Develop the Policy Further.

WASHINGTON, Nov. 27.—The annual report of Postmaster General Charles Emory Smith, made public today, gives the following statement of financial operations for the year:

Ordinary postal revenue	$109,531,778.67
Receipts from money order business	1,668,659.29
Receipts from unpaid money orders more than one year old	420,755.43
Total receipts from all sources	$111,631,193.39
Total expenditures for the year	115,554,920.87
Excess of expenditures over receipts	$ 3,923,727.48

While the expenditures in the ordinary development and through various extensions of the service are $7,814,652.88 greater than for the preceding year, the deficit is $1,461,961.22 less. Under present prosperous conditions the annual increase of receipts is fortunately larger than the inevitable increase of outlay and for several years the deficit has been steadily growing smaller.

The postmaster general devotes much space to the alleged abuse of second-class mail matter privileges and cites the case of one publication, presumably of the Maine group of fake magazines, which the government handles at a net loss of $13,421 each issue, while the publishers through advertising based on the immense gratuitous circulation make a profit of $53,780. The government is carrying, says the postmaster general, 200,000,000 pounds of mail a year at 1 cent a pound which ought to pay 8 cents a pound or be excluded altogether, involving an actual cash outlay to the government of $8,000,000. He says that in the work of reform no change is intended regarding legitimate newspapers and magazines. "No criticism falls on them and no laying of the ax at rooted evils menaces their position. They ask no favors. They stand on their rights. With their fixed place, their public object and their regular body of readers they are the direct objects of that deliberate and enlightened public policy which in the interest of the people fosters the sources of public intelligence. They observe and fulfill the requirements of the law. And because they do they have the more concern in eliminating those which do not."

Rural Free Delivery.

Rural free delivery finds an enthusiastic place in the postmaster general's report. He says:

"The rural free delivery has advanced with increased stride. Its extension during the last year has been nearly three times as great as the whole amount of service previously established. The number of routes in operation at the beginning of the fiscal year was 1,276 and at the close 4,301. During the current year, with an augmented appropriation and a more experienced force, the work will proceed still more rapidly. At the opening of December 5,000 routes will be running and under present plans the number will increase by July 1, 1902, to 8,500.

"The rural population now receiving daily service is about 4,000,000, and at the end of the fiscal year it will reach 5,700,000. The delivery system will then cover more than a quarter of the eligible portion of the country, and at the present rate of establishment the entire area suited to the service—that is, as estimated, 1,000,000 square miles of territory with 21,000,000 of rural residents—will be brought within its scope in less than four years. The mail will then, if the work goes on, be delivered at every door in the United States except in the most remote, mountainous and sparsely settled sections, and in villages of limited receipts where the postoffice is within easy reach. The demand for the service grows with the public experience of its convenience and utility. The number of applications for new routes at this time last year was 2,159. Those now pending and awaiting action amount to 6,129. Thus the 6,000 routes which have been organized are only one-half of the number already asked for.

Advantages of the Policy.

"The policy of rural delivery is no longer a subject of serious dispute. It has unmistakably vindicated itself by its fruits. If the financial results are still undetermined and require greater experience and more complete data before a conclusive judgment can be pronounced, the practical benefits and the popular appreciation and demand have been decisively demonstrated. It has been made plain that this service is a potent educational force; that it brings agricultural life into far closer relations with the active business world; that it keeps the farmer in daily touch with markets and prices; that it advances general intelligence through the increased circulation of legitimate journals and periodicals, stimulates correspondence, quickens all interchanges, promotes good roads, enhances farm values, makes farm life less isolated and more attractive and unites with other wholesome influences in checking and changing the hitherto prevailing current from country to city. The national value of these advantages is incalculable. They are not theoretical, but real, direct and immediate. In diffusing them the beneficent agency of the government is brought into the daily presence and thought of the people. A service which has within three years wrought such a great improvement in the condition of rural life cannot be halted. It must go on until it shall be fully completed.

"A closer consideration of the material interests involved enforces this conclusion. On an average there are 125 families on a route. Under the old system they traveled from two to four miles in going to the postoffice. If the cost in time and other factors be reckoned at 10 cents a day for each family it is clearly a moderate estimate. That made an aggregate of $12.50 a day. The government can deliver the mail at the doors of all for $2. Why shouldn't it do so and save them the larger burden? Extend the calculation to the whole country. There are about 4,000,000 families dependent on the rural service. The aggregate cost to them of going to the postoffice reaches an enormous sum. The government can carry the postoffice to them for a fraction of the amount. Under such circumstances the claim to the service becomes irresistible. It is the business of the government to deliver the mails as far as practicable. The apprehended obstacles to rural delivery have largely vanished with actual experience and the manifest advantages, now clearly shown, urge the full development of the policy.

"Even the fear that the ultimate cost of this service would so far exceed the returns as to make it a heavy national burden is sensibly dissipated by the results of the experimental trial. It is demonstrated that the establishment of rural delivery is invariably followed by a large increase of postal receipts, on the other hand, it permits a material retrenchment through the discontinuance of star routes and small postoffices, and the combined effect of the augmented revenue and the considerable saving brings the net cost of the delivery system to proportions which may be regarded without apprehension. The saving during the last fiscal year on star routes thus superseded was $132,804.41, and on postoffices discontinued it was $129,221.43. The two together amount to one-sixth of the entire appropriation for this service.

Increase of Revenue.

"The increase of revenue is equally marked. An analysis of the returns for the last fiscal year shows that in the free delivery offices the increase of receipts averaged 11 per cent; in the nondelivery presidential offices 3½ per cent, and in the strictly rural sections 2 1-5 per cent. Long experience has made it clear that under the old conditions the annual rate of growth of postal revenue in country communities is about 2 per cent. But wherever rural delivery has been established this annual gain has risen to 8 or 10 per cent. The ratio of increase on the rural routes is substantially equal to that of the free delivery cities. This is as true of those which have been operated for three years as of those operated only for a year, showing that it is not an exceptional and transient expansion in the nature of a spurt, but that it is the normal, uniform and legitimate increase which always follows improved facilities. In the ten complete county services which have been established this is more marked than in the fragmentary system, proving that the more perfect the service the better the results. It is clear that if a saving can be effected in the curtailment of star routes and fourth-class offices to the extent of one-sixth of the cost of rural delivery, and if the annual gain in postal revenues shall advance wherever it is applied from 2 per cent to 8 or 10 per cent, then the net outlay involved in the complete development of the system will not be so great that it need deter congress from the prosecution of this enlightened policy.

"With its acceptance as a fixed and enduring service the wisdom of placing it on a permanent basis and of bringing it into full harmony with the general principles of the postal establishment enforces itself. In authorizing rural delivery as an experiment congress adopted no directing mandate and simply made the requisite appropriation. It did not undertake to prescribe the rules or methods of organization. It gave the department full discretion to determine the means and select the agents for its trial. As the service was experimental in its nature, as its development depended upon the results of actual experience, as its progress might require changes in form and method, congress deemed it wise to leave the plan flexible and capable of modification as observation dictated. It did not desire to restrict the freedom of the department to avail itself of the best suggestions and the ripest fruits of the practical test. The controlling object was to determine the feasibility and utility of rural delivery, and the yearly enlargement of the appropriation in the same unlimited terms indicated the purpose of congress to allow full latitude for the amplest trial and the development of the best agencies and methods of application.

"With this discretionary authority the existing system has been created. At the beginning of the fiscal year 1899 there were less than 200 routes in operation. There are now 6,000. The organization necessary for this large establishment has been made; the agents to locate and the inspectors to examine the operation of these routes have been appointed; the carriers, who daily traverse the routes and collect and deliver the mail, have been named, and these more than 6,000 selections have been made without friction, and, it is believed, with little complaint. The merit principle of appointment has substantially been applied, and no removals have been made except for cause. Both the clerical administrative force and the force in the field have been chosen with care, upon grounds of fitness and qualification, and none have been named who were not believed to come up to a high standard of integrity and capacity. Out of this method has grown a body of faithful and earnest employes, who, it is confidently felt, will compare favorably in intelligence and efficiency with any part of the civil service.

"He advises the extension of civil service rules to every branch of the rural free delivery service.

"Regarding parcels post the report suggests: "Other countries in Europe seek parcels post conventions with us, but it may be a question how far a foreign service of this character should be extended before a domestic parcels post shall be inaugurated. The establishment of a domestic system is a question with congress."

"The free delivery system in cities now serves 32,000,000 patrons at a cost of 50 cents each per annum. On July 1 last 866 cities and towns were included in the system, in which at least two mails per day were delivered and collected by the 16,380 carriers employed.

"During the year there were more casualties in the railway mail service than in any similar period since its organization, the total number being 825, in which seven clerks were killed and sixty-three seriously and 229 slightly injured. The postmaster general renews his recommendation for legislation for the relief of the families of railway mail clerks who are killed while on duty. Congressional action has been recommended by the department for some years, he says, and is urgently needed for relief in deserving cases of this kind.

"A new domestic postal card will very shortly be issued under a contract recently executed. This card will be of an entirely new and improved design and will bear in the upper right hand corner a likeness of the late President McKinley.

Recommendations for Legislation.

"The following recommendations for legislation, some of which have heretofore been made, are submitted for the consideration of congress:

"That the maximum fee for a money order be fixed at 25, instead of 30 cents.

"That a fund be created out of the salaries of railway mail clerks to provide for the retirement of such clerks as have, after long periods of service, become incapacitated for active duty.

"That publishers be required to make a preliminary separation of newspapers, under the direction of the department, as a condition under which they shall enjoy the exceedingly liberal rates provided for carrying second-class matter through the mails.

"That a building be provided in the city of Washington to be used wholly or in part by the mail bag and mail lock repair shop and as a depository for mail bags.

"That section 3 of the act of June 13, 1898, chapter 446, providing that assistant postmasters, cashiers and other employes in postoffices of the first, second and third classes shall give bond direct to the United States be repealed, and that a statute be enacted requiring such officers to give bond directly to the postmasters and holding postmasters responsible under their own bond for any and all acts and defaults occurring at their respective offices.

"That provision be made for the payment of incidental expenses incurred by local officers or others in the arrest, detention and keeping of prisoners charged with violations of the postal laws until such prisoners can be transferred to the custody of a United States marshal.

"That a statute be enacted authorizing postoffice inspectors to take out search warrants whenever the same may be necessary in the prosecution of their official duties.

"That an appropriation be made for the purpose of constructing lookouts wherever, in the opinion of the postmaster general, they may be needed.

"That the interstate commerce law be amended to prohibit common carriers, to wit, telegraph and express companies, or any of their employes, from aiding and abetting in the green goods or lottery swindles, or any other scheme carried on partly by mail and partly by common carrier and which is in violation of the postal laws.

St. Louis Warehouse.

ST. LOUIS, Nov. 27.—Fire tonight destroyed the three-story brick building at Main and Brooklyn streets, occupied by the Scarritt-Comstock Manufacturing company as a finishing shop and warehouse. Holiday goods and stock of furniture to the amount of $175,000 were burned. The building was valued at $25,000.

The loss is practically covered by insurance. One hundred and twenty persons at work in the building at the time had narrow escapes from injury and death.

Southern Pacific Depot.

ALEXANDRIA, La., Nov. 27.—The Southern Pacific depot here filled with freight, was destroyed by fire, together with a number of cars. The loss is estimated at $70,000.

Every Exertion a Task

There is failure of the strength to do and the power to endure; a feeling of weakness all over the body.

The vital functions are impaired, food does not nourish, and the whole system is run down.

A medicine that strengthens the stomach, perfects digestion, invigorates and tones is needed.

What Hood's Sarsaparilla did for Mrs. L. B. Garland, Shady, Tenn., it has done for others. She took it when she was all run down—without appetite, losing flesh, and unable to do her work. It restored her appetite, increased her weight, and made her well and strong. This is her own unsolicited statement.

Hood's Sarsaparilla

Promises to cure and keeps the promise. The earlier treatment is begun the better—begin it today.

LIST OF DEAD INCREASES

Twenty-Nine Workmen Among the Ruins at Detroit.

FUND TO RELIEVE STRICKEN FAMILIES

Prosecuting Attorney Employs Professor Cooley to Determine Cause of Explosion at Pemberthy Plant.

DETROIT, Nov. 27.—When the search of the Pemberthy Injector company's plant, wrecked by a boiler explosion yesterday morning, was completed tonight the death list had reached a total of twenty-nine. All but two of the company's employes have been located and as these men worked in the front building, which was not wrecked, it is thought that they are at their homes. The men's addresses are not on the company's books, so it may be some time before they are located. Following is the list of dead:

LOUIS A. HENNING, aged 38, married.
PATRICK MALLOY, married.
CHARLES MARVIN, aged 24.
JACOB KOEBEL.
CHARLES A. LILY, aged 24.
A. E. MILLER, aged 20.
A. E. HOFFMAN, aged 28.
ED BURTCH, aged 17.
EUGENE BERTCH, aged 24.
STEVEN KROSS, aged 20.
BARNEY MIOTKE.
GEORGE SCHOENER.
CHRISTOPHER WALDMAN.
JOSEPH COFFEY, aged 17.
JOHN FREAY.
GEORGE DOWNES.
ADOLPH KNAPP.
JOSEPH KOSACK.
WALTER IDE.
RICHARD BRYAN.
JOHN SCHAIBLE.
DOUGLASS DICKSON, boy.
WILLIAM EGGERS, boy.
PETER DOLL.
I. BROCK.
JAMES THOMAS.
WILLIAM MANN.
THOMAS MULLANE.
CHARLES LUTH.

Blackened and Mangled Bodies.

Of the dead, twenty-one were dug out of the ruins, burned and blackened corpses, and the other six died in the hospitals from their injuries. All the rest of the injured were reported on the road to recovery today, excepting John Klinowicz, who is suffering from a fractured skull. Engineer Riley's recovery is now considered to be certain.

At 6 p. m the searchers finished the work of overturning the debris. Only two bodies were found today, both of which were terribly mangled.

The prosecuting attorney this afternoon began an examination into the cause of the explosion. Prof. Mortimer E. Cooley of the University of Michigan, who has been asked by Prosecutor Hunt to make an expert examination of the wrecked boiler, came in from Ann Arbor this afternoon and went immediately to the scene of the explosion. He inspected the exterior of the boiler, but said that he ventured no opinion with regard to the cause of the explosion.

Already over $600 has been raised for the families of the victims and subscriptions are rapidly coming in. The Pemberthy Injector company carried $88,000 insurance and President Johnson today said that this would cover the company's loss.

FIRES FIFTY SHOTS

(Continued from First Page.)

was dispatched Tuesday, having on board about fifty soldiers for Chamo, or its vicinity, where it was claimed a party of liberals under General Torras has received quite recently a fresh supply of arms and ammunition.

"Sa Paulo and Barbacoa are known here to be liberal strongholds and places very easy to defend, while to cross the bridge spanning the Chagres river, now swollen, was next to impossible for an attacking force. The feat was accomplished, however, but the reason the liberals abandoned Barbacoa is not made clear. The death rate on the government side was very great, many bodies falling into the river. An attempt was also made to make a detour on the river in boats, but as the Chagres was swollen the boats were capsized and many men were drowned.

"General Castro commanded the government forces at Barbacoa. General Alban tried to get a train yesterday morning to convey 200 men to the scene of the engagement at Barbacoa, but Captain Petty of Iowa said that not a single armed man would be allowed to entrain.

Bitter Feeling Against Americans.

"The feeling here against foreigners, particularly Americans, runs high.

"A special train at Panama to convey General Alban, alone and unarmed, awaited the arrival for hours of the morning train from Colon, but on the arrival of the latter here at 6 o'clock in the evening, bringing forty wounded men, among whom were several officers, with the news that the government troops had victoriously crossed the bridge at Barbacoa, the special train was not dispatched and General Alban remained at Panama.

"At 8:30 p. m. yesterday a large procession, headed by a band of music, marched in an orderly manner all over Panama, shouting General Alban's praise and proclaiming that the death blow had been given to the liberal cause in this department."

SENSE ABOUT FOOD.

Facts About Food Worth Knowing.

It is a serious question sometimes to know just what to eat when a person's stomach is out of order and most foods cause griping and pains.

Grape-Nuts Food can be taken at any time with the certainty that it will digest. Actual experience of people is valuable to any one interested in foods.

Mrs. Ella Nation, 1452 Grand Ave., Terre Haute, Ind., "Had suffered with indigestion for about four years, ever since an attack of typhoid fever, and at times could eat nothing but the very lightest food, and then suffer much agony with my stomach. I would wish I never had to eat anything. I was urged to try Grape-Nuts Food and since using it I do not have to starve myself any more, but I can eat it at any time and feel nourished and satisfied, and dyspepsia is a thing of the past.

"When my stomach used to have that burning, hungry sensation my heart would flutter, just as sufferers with stomach trouble know about, and when I was so weak I could hardly walk I would get up and get some Grape-Nuts and cream and eat them and the trouble would stop right away, and I kept growing better and better.

"My husband also had an experience with Grape-Nuts Food. He was very weak and sickly in the spring. Could not attend to his work. He was put under the doctor's care but medicine did not seem to do him any good until he began to leave off ordinary food and use Grape-Nuts. It was positively surprising to see the change in him. He grew better right off, and naturally he has none but words of praise for Grape-Nuts.

"Our boy thinks he cannot eat a meal without he has Grape-Nuts, and he learns so fast at school that his teacher and other scholars comment on it. I am satisfied that it is because of the great nourishing elements in Grape-Nuts.

"It is a pity that people do not know what to feed their children. There are many mothers who feed their youngsters on almost any kind of food and when they become sick begin to pour the medicine down them. The real way is to stick to proper food and be healthy and get along without the medicine and expense."

SLAIN IN TORMENT

(Continued from First Page.)

bound train are believed to be booked from New York for settlement in the west.

The depot at Seneca and two comparatively uninjured coaches have been utilized as temporary hospitals. One relief train is now returning to Detroit from the wreck and other trains are enroute to Peru and Adrian.

Latest Reports as to Casualties.

The latest reports from Adrian are to the effect that there are eighty dead and 150 injured, of which twenty-five cases are serious. Fifty of the dead were killed outright. Among the injured are:

L. Loyd, Mempton, N. D., head badly injured.

Victor Cohen, St. Paul, Minn., hit on head by water bottle.

Frank R. Biedlien, Baltimore, left arm broken.

H. Walter Greis, Joplin, Mo., seriously.

E. F. Smith, Detroit, slightly.

George Peffer, Detroit, not serious.

W. E. Gillen, jumped from smoker window with four others, and cut seriously.

— Ellaredell, porter, slight.

S. McElmore, porter No. 13, slight.

Mrs. C. H. Chryon, Buffalo.

Mrs. Richard, residence unknown.

George Eliot, South Sebyl, Me., not serious.

Victor Greenbaum, New York, slight.

H. C. Whitney, Grand Rapids, in car on eastbound train which was telescoped.

Walter Greig, Joplin, Mo., badly hurt about head.

F. A. Palmer, conductor parlor car, got out all right.

Engineer Strong makes the following statement:

Mrs. M. E. Stringer, Bellevue, Mich., spine injured and skull fractured; may die.

Frank Beidler, Baltimore, ribs broken.

Salla Zook, Burnside, Ill., slight.

Louis Shoemaker, Adrian, Mich., hip injured.

Victor Cohen, 164 West Green street, Brooklyn; home St. Paul, Minn.

Jessie Williams, Detroit; back and hip hurt.

George T. White, 670 East One Hundred and Seventy-sixth street, New York; serious.

Thomas Crehan, 461 Norway street, Buffalo; leg injured.

Winifred Crehan, Batavia, N. Y.; slight.

D. Banard, Logansport, Ind.; internally injured.

Anna Kasou, Denver; injured about head.

Katherine Plutt, Denver, slight.

Mrs. Joseph Jacksa, Elobeville, Colo, slight.

S. F. Carroll, Tonawanda, N. Y., badly bruised.

Amelia, Colion, Colorado, slight.

G. W. Sweeney, Detroit, bruised about head and legs.

A Mrs. Donivan of 6641 Wentworth avenue, Chicago, is among the rescued.

"I was running sixty-five miles an hour when I saw a light on the westbound train. I shut down to fifty miles. We had seven coaches and a baggage car. I jumped, so did my fireman. The first car was strong and was not smashed. The second collapsed and not a soul escaped."

Cause of the Wreck.

Willard Stearns, editor of the Adrian Press, who had just returned from the wreck at 2:30 a. m., telephoned the following to the Associated Press:

Mr. Stearns said the cause of the disaster was the misreading of his orders by Engineer Strong of the Continental Limited. The order read, "Pass at Seneca," but Strong understood it to read "Sand Creek."

The conductor of the train read the order rightly. He did not know that the engineer misunderstood it and supposed that the train was going on a siding. Finding that the train was running rapidly the conductor put on the air brakes himself, but he was too late, and just then the engineer set the brakes to try to avert the force of the collision.

The engineer's leg was broken and he was otherwise injured. Seven dead were taken out of one car of the Continental limited. All those on that train who were killed were on that car, which was between the smoker and dining cars. The bulk of the injured persons were taken to Peru, Ind., and Montpelier, O., the tracks of the Detroit & Lima Northern and Cincinnati Northern being utilized in getting around the wreck. Mr. Stearns said that the scene of the wreck beggars description. The night is bitterly cold and as there is but one farmhouse adjacent to the scene there was but little shelter for the sufferers.

Matters are in an extremely chaotic condition and there are scarcely any facilities for identifying the dead and the railroad will not permit the use of its wires, the only ones available, for carrying the news.

These dead have been identified:

JAMES BROWN, porter, Detroit.
JOB WITCHELL, Detroit.
E. N. DENELL, Detroit.
GEORGE W. YEOMAN, capitalist, Kansas City.

PERU, Ind., Nov. 28.—Two relief trains are on the way from the scene of the wreck at Seneca bearing the injured. One of the trains will not reach Peru until 3:45 a. m. The general hospital for the Wabash system is located in this city.

Train Kills Two Women.

PRINCETON, Ind., Nov. 27.—Mrs. John Hays and Mrs. Frank Kightly were killed by an Evansville & Terre Haute passenger train at Hazelton today. They were crossing the track in a buggy, where an embankment hid the approaching train from view.

MUTUAL INSURANCE MEETING

Executive Committee Arranges Plans for the National Convention at St. Paul.

The executive committee of the Mutual Insurance Companies' Association of the United States met at the Millard hotel Wednesday afternoon to fix the date and arrange other details for the national convention of the association. It was decided to hold the convention in St. Paul, Minn., the first Tuesday in March, 1902. The work of arranging the program for that occasion has been left to the secretary. It is supposed that about 200 delegates will be present, representing every state in the union.

The following officers and members of the executive committee were present: W. D. Forbes, Des Moines, president; W. B. Linch, Lincoln, secretary and treasurer; H. A. Wiley, Kewenna, Ind.; C. N. Doane, Newton, Ia.; R. M. Scott, Topeka, Kan.; R. J. Young, Oelwein, Ia. They will leave today for their homes.

To Cure Cold in One Day.

take Laxative Brome Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

LONG LEASE OF BURLINGTON

Nine Hundred and Ninety-Nine Years is the Term Specified.

RATIFICATION DUE IN CHICAGO TODAY

Every Line Now Controlled and Operated by the Quincy Route is Involved in this Transfer of Authority.

BURLINGTON, Ia., Nov. 27.—(Special Telegram.)—The Chicago, Burlington & Quincy Railway company, the $100,000,000 corporation recently incorporated here for the purpose of operating lines in this and other states, is about to enter into a 999-year lease of all the lines owned, controlled and operated by the Chicago, Burlington & Quincy company.

Papers necessary to effect the transfer have been prepared and the lease has been authorized by the stockholders of both companies in meetings recently held. If actual execution of the lease has not been made, it soon will be, but it is understood that it already bears the signatures necessary to make it a legal document.

It is understood that at the meeting of the stockholders of the Chicago, Burlington & Quincy Railroad company to be held in Chicago tomorrow the lease will be ratified and that at a similar meeting of the Chicago, Burlington & Quincy Railway company to be held here soon similar action will be taken.

To complete the deal the Chicago, Burlington & Quincy railway people will also meet and elect permanent officers. The old officers will be re-elected by the new regime. Accordingly, the Chicago, Burlington & Quincy railway has simply leased to itself under a new name what it owned and controlled under the old organization.

The exact terms of the lease cannot be ascertained, but it is understood that the old company will continue to be the dividend-paying concern and that both boards as well as both official rosters will be the same.

The mystery of the frequent adjournments of the Chicago, Burlington & Quincy Railway company's stockholders' meetings has been explained. It is stated that the annual meetings will hereafter be adjourned from week to week, so that any official act that may become necessary to the welfare of the property may be done without delay. This method is the one employed by Mr. Hill in connection with the Great Northern road and has been found of great convenience in case of emergency.

With reference to the organization of the new railway company it is explained that such a concern was deemed essential in connection with refunding of bonds, which will be begun in 1903. At present the Chicago, Burlington & Quincy Railroad company has a large assortment of special bonds issued against various portions of the system and for a variety of purposes. About $28,000,000 worth of these miscellaneous bonds will begin coming due soon and will have to be paid. It is the purpose of the owners of the property to issue in their stead bonds of the Chicago, Burlington & Quincy Railway company and to make the authorized issue sufficient to take care of the future needs of the system. The proceeds of the new bond issues will be available for all purposes and the financial policy will be greatly simplified.

Such a plan, however, could not be carried out without the organization of a new company, incorporated, as is the Chicago, Burlington & Quincy Railway company, in a state whose laws do not require that the bonds of a corporation bear a certain relation to the amount of capital stock. It is asserted that for this reason the new company would have been organized irrespective of the change in control of the Burlington.

CHANGES IN THE B. & O. STAFF

J. C. Stuart, General Superintendent of Middle and Northwestern Division Promoted.

BALTIMORE, Nov. 27.—The following changes in the staff of the Baltimore & Ohio railway were officially announced today:

J. C. Stuart, general superintendent of the middle and northwestern divisions, is appointed general superintendent of transportation, vice William Gibson, retired.

The line from the west end of Chicago Junction to Chicago will be known as the Chicago division. D. D. Carothers is appointed superintendent of the Chicago division, with headquarters at Chicago. The jurisdiction of W. R. Woodford, general superintendent, is extended over the middle and central division. P. C. Batchelder, superintendent of the Chicago division, is appointed superintendent of the middle division, with headquarters at Newark, O., vice T. J. English, transferred.

Conference of Magnates Significant.

NEW YORK, Nov. 27.—According to the Journal of Commerce, the object of the meeting of the western railroad presidents, which has been called for Thursday, December 5, in this city, is to discuss the traffic and rate situations. Such a conference, coming at the present time when the consolidation of the northwestern railroads has just been accomplished, is regarded as quite significant and it has been suggested that this conference will discuss the union of railroad interests in the northwest. The situation will be thoroughly canvassed, but it is not thought likely that any result or action determined upon will be made public.

Electric Power Unsatisfactory.

PHILADELPHIA, Nov. 27.—The Pennsylvania Railroad company has given formal notice of the permanent abandonment of the trolley service between Mount Holly and Burlington, N. J., which has been interrupted by the burning of the power house at the former place several weeks ago, and of the return to the use of steam as motive power. The Pennsylvania company selected the short line between Mount Holly and Burlington for an experiment with electricity as a motive power for heavy traffic and a thoroughly up-to-date power plant was installed at Mount Holly. The electric equipment was put in operation June 18, 1895. The working of the system was closely observed by the officials of the company, and, while they refrained from public utterances on the matter, it became known after the line had been in operation for some time that it did not meet their expectations and that there would be no extension of the electric system.

DEATH RECORD.

Ex-Governor Waite.

ASPEN, Colo., Nov. 27.—Former Governor Davis H. Waite of Colorado fell dead here at 9 o'clock this morning while he was peeling apples. He had been in good health up to the moment of his death. It is believed that the cause of his death was heart trouble.

Davis Hanson Waite was born at Jamestown, N. Y., April 9, 1825. During the early part of his life he was engaged in mercantile pursuits at Russell, Pa., and Fon du Lac and Princeon, Wis. He was a member of the Wisconsin legislature in 1875. He taught school for a time and then published a newspaper at Jamestown, N. Y. In 1878 he removed to Larned, Kan., where he was elected to the legislature. He came to Colorado in 1879, practicing law at Leadville and Aspen. He was a republican in politics until 1892, when he was a delegate to the populist convention at Omaha. He was nominated for governor of Colorado in that year by the people's party and was elected. His administration during 1893 and 1894 was tempestuous and eventful. Twice he called out the state militia, the first time to maintain order in Cripple Creek during the miners' strike and the second time to seat his appointees on the Denver Fire and Police board, whose authority had been disputed by the old board and who had been forcibly excluded from the city hall. Governor Waite was a candidate for re-election in 1894, but was defeated by Charles A. McIntyre, republican.

Clem Studebaker.

SOUTH BEND, Ind., Nov. 27.—Hon. Clem Studebaker died at 11:55 o'clock today.

Mr. Studebaker's funeral will be at 1 o'clock Saturday afternoon. The burial will be private.

Hon. Clem Studebaker was born in Adams county, Pennsylvania, in 1831. When he was 4 years old the family moved to Wayne, now Ashland county, Ohio, in wagons. His father, John Studebaker, followed the trade of blacksmithing and wagon making. In 1850 Clem Studebaker went to South Bend, Ind., where he taught school during the winter of 1850 and 1851. In the spring of 1851 he found employment in the blacksmith department of a company making threshing machines, receiving his board and 50 cents a day. When he arrived at South Bend he had only $2, but by careful saving he was able, in February, 1852, to start in the blacksmith business with an elder brother, named Henry. Later they received a government contract, which was executed to the entire satisfaction of the government. This gave them a start and from that time the firm grew to its present large proportions. In 1856 the company was incorporated as the Studebaker Bros. Manufacturing company, with Clem Studebaker as president. He was for many years a member of the New York bock concern of the Methodist Episcopal church. He was twice a lay delegate to the general conference of the church, twice delegate to the national republican convention and United States commissioner to the Paris exposition; also to the New Orleans exposition; was president of the Indiana board of world's fair managers, a member of the Carriage Builders' National association and at one time its president; was appointed by President Harrison a member of the Pan-American congress during the winter of 1889 and 1890; was a member of the board of trustees of Depauw university and president of the Chautauqua association.

Ex-Mayor Magor, Rawlins.

RAWLINS, Wyo., Nov. 27.—(Special.)—R. Magor, ex-mayor of Rawlins, died at his home here last night. He was one of the most prominent citizens of this section and held large property interests. He was insured in a New York company for $100,000, which policy was the largest that has been carried by a Wyoming man in many years.

Mrs. Mary Day, Humboldt.

HUMBOLDT, Neb., Nov. 27.—(Special.)—Mrs. Mary Day died yesterday at the home of her son, Silas Day, at the age of 85 years. Her husband died in 1885. She leaves four grown sons, two of whom live near here, one in Wyoming and one in Arkansas. Funeral services were today and interment was in the city cemetery.

WESTERN PACKING STATISTICS

Marketing of Hogs Still Further Increases Over Preceding Week and Same Week Last Year.

CINCINNATI, Nov. 27.—(Special Telegram.)—The Price Current says the marketing of hogs has been further increased. The total western packing is 735,000, compared with 665,000 the preceding week and 625,000 last year. Since November 1 the total is 2,385,000, against 1,950,000 a year ago. Prominent places compare as follows:

	1901.	1900.
Chicago	800,000	655,000
Kansas City	295,000	250,000
OMAHA	190,000	145,000
St. Louis	145,000	140,000
St. Joseph	176,000	121,000
Indianapolis	158,000	109,000
Milwaukee	82,000	72,000
Cincinnati	62,000	60,000
Ottumwa	53,000	41,000
Cedar Rapids	47,000	35,000
Sioux City	90,000	75,000
St. Paul	65,000	60,000

TRAINMEN REMAIN AT WORK

Switchmen Must Wage Their War Without Other Union's Help.

FREIGHT TRAFFIC CONGESTED BY STRIKE

Some Mills Have Closed Down and Unless Settlement is Effected Others Will Have to Follow the Example.

PITTSBURG, Nov. 27.—The railway trainmen decided officially and finally, at a delegate meeting held in the Avenue theater today, that they would continue at work, notwithstanding the strike of the Switchmen's Union of North America. This means that they will take out trains made up by nonunion men and that the switchmen who are members of the Brotherhood of Railway Trainmen will not join the strike of the other union.

At a late hour tonight Messrs. Morrissey and Fitzgerald are in secret conference with Robert Pitcairn, general superintendent of the Pennsylvania lines. What the subject of the conference is has not been learned yet. The strikers continue confident of ultimately winning the strike and say the action taken by the Brotherhood of Railway Trainmen will not materially affect their cause. They say the roads are to all intents and purposes tied up and that tonight even passenger trains are being blocked.

The company officials say that what delay there may be in passenger service is caused by the unusual congested condition of the roads here and elsewhere.

Freight is Tied Up.

The conditions as found today are about as follows:

The Baltimore & Ohio made little attempt to move freight, locally, although several trains were made up in the Glenwood yards and sent over the "pike."

Four crews worked until noon, when two were laid off. The yardmaster says eight solid trains were made up in the yards today.

The Allegheny Valley road has experienced little if any relief and business in the yards is practically at a standstill. Only a few cars filled with perishable freight were moved. The Crescent mill at Forty-ninth street is reported partially closed down and the Carnegie at Twenty-ninth and Thirty-third streets it is feared will have to suspend if the Allegheny Valley fails to get supplies to it soon.

The Pittsburg & Western has fared pretty well today. It landed in the yard at Bennett station fifteen men from Philadelphia and three shifts were working. The officials now have hopes of breaking the strike in a few days. They have given their old men until tomorrow to return and if they fail new men will be put to work at once.

A meeting attended by 300 switchmen was held tonight.

It was announced that notwithstanding the action of the Brotherhood of Trainmen today, prohibiting members of the brotherhood from joining the strike, 100 men eligible to both organizations declared themselves in sympathy with the strike and willing to go out.

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