

BROAD GAUGE FOR JAPAN

T. HIRAKO, OF TOKIO, SAYS NARROW GAUGE ROADS WERE MISTAKE

GOING TO THE PAN-AMERICAN

General Manager of Largest Private Company in Flower Kingdom Talks of Railroad Conditions.

One of the most prominent railroad men of Japan passed through St. Paul yesterday in the person of T. Hiraoka, general manager of the largest private railroad corporation in the flower kingdom. Mr. Hiraoka is on his way to Buffalo, where he is to meet with the directors of the Pan-American company as may be of interest to him as a railroad man.

The company with which he is connected has a line running almost the entire length of the main island, from the capital north. It extends from Tokyo to Aomori, where there are extensive coal deposits. Along the line are some of the largest cotton mills which have been started in the past few years by wealthy native capitalists. As the raw material for these mills comes from the most part, from the United States, the road does a large freight business.

According to Mr. Hiraoka the greatest problem now confronting the railways of Japan is the growing necessity for adopting the standard gauge. At the time the first government road was built, some thirty years ago, from Yokohama to Tokyo, the narrow gauge was adopted, and the later roads, for the most part, followed suit. They are now discovering that expenses can be reduced by the installation of the broader gauge, but the initial expense of doing this would be enormous, and as some of the companies have not as yet reached a dividend-paying basis, the step is out of the question for the present.

The government is contemplating making the change on the road between Tokyo and Yokohama, and the company with which Mr. Hiraoka is connected has been asked to have the change made on the line between Tokyo and Yokohama.

Fifteen years ago the locomotives used in Japan were imported from England exclusively, but for the past five years every engine going into the country for private companies has come from the United States. The Baldwin works seem to have the largest share of the business, at least, he does not think there will be any extensive building in Japan, as the country was provided with plenty of lines before there was quite sufficient demand for them, and the Chinese Mutual Steam Navigation company.

Mr. Hiraoka will be in the United States for the purpose of studying the latest methods of operation.

MILWAUKEE PENSION SYSTEM.

Many Novel Features Are Included—No Age Limit.

The pension and relief department for employees, which the Milwaukee has recently established, differs from many other systems in that no age limit for retirement is prescribed, but any employee may retire at the age of fifty if he so desires. For the purposes of relief and pensions the employees will be divided into two classes, as follows:

First class, those engaged in operating trains or rolling stock; second class, those not so engaged. They will also be further divided according to their average monthly pay, as follows:

A. Those receiving more than \$35 per month, who shall contribute \$1 per month for the first class and 75 cents for the second.

B. Those receiving more than \$35 and not more than \$50, who shall contribute 50 cents per month for the first class and 25 cents for the second.

C. Those receiving more than \$50 and not more than \$75, who shall contribute 75 cents per month for the first class and 50 cents for the second.

D. Those receiving more than \$75 and not more than \$100, who shall contribute \$1 per month for the first class and 75 cents for the second.

E. Those receiving more than \$100 and not more than \$125, who shall contribute \$1.25 per month for the first class and 100 cents for the second.

F. Those receiving more than \$125 and not more than \$150, who shall contribute \$1.50 per month for the first class and 125 cents for the second.

G. Those receiving more than \$150 and not more than \$175, who shall contribute \$1.75 per month for the first class and 150 cents for the second.

H. Those receiving more than \$175 and not more than \$200, who shall contribute \$2 per month for the first class and 175 cents for the second.

I. Those receiving more than \$200 and not more than \$225, who shall contribute \$2.25 per month for the first class and 200 cents for the second.

J. Those receiving more than \$225 and not more than \$250, who shall contribute \$2.50 per month for the first class and 225 cents for the second.

K. Those receiving more than \$250 and not more than \$275, who shall contribute \$2.75 per month for the first class and 250 cents for the second.

L. Those receiving more than \$275 and not more than \$300, who shall contribute \$3 per month for the first class and 275 cents for the second.

M. Those receiving more than \$300 and not more than \$325, who shall contribute \$3.25 per month for the first class and 300 cents for the second.

N. Those receiving more than \$325 and not more than \$350, who shall contribute \$3.50 per month for the first class and 325 cents for the second.

O. Those receiving more than \$350 and not more than \$375, who shall contribute \$3.75 per month for the first class and 350 cents for the second.

P. Those receiving more than \$375 and not more than \$400, who shall contribute \$4 per month for the first class and 375 cents for the second.

Q. Those receiving more than \$400 and not more than \$425, who shall contribute \$4.25 per month for the first class and 400 cents for the second.

R. Those receiving more than \$425 and not more than \$450, who shall contribute \$4.50 per month for the first class and 425 cents for the second.

S. Those receiving more than \$450 and not more than \$475, who shall contribute \$4.75 per month for the first class and 450 cents for the second.

T. Those receiving more than \$475 and not more than \$500, who shall contribute \$5 per month for the first class and 475 cents for the second.

U. Those receiving more than \$500 and not more than \$525, who shall contribute \$5.25 per month for the first class and 500 cents for the second.

V. Those receiving more than \$525 and not more than \$550, who shall contribute \$5.50 per month for the first class and 525 cents for the second.

W. Those receiving more than \$550 and not more than \$575, who shall contribute \$5.75 per month for the first class and 550 cents for the second.

X. Those receiving more than \$575 and not more than \$600, who shall contribute \$6 per month for the first class and 575 cents for the second.

Y. Those receiving more than \$600 and not more than \$625, who shall contribute \$6.25 per month for the first class and 600 cents for the second.

Z. Those receiving more than \$625 and not more than \$650, who shall contribute \$6.50 per month for the first class and 625 cents for the second.

TRAVEL TO FAR WEST.

June 23 has the right to subscribe at par for this additional stock in the proportion of twenty shares for each 100 shares of the original stock.

W. H. Moore and D. S. Reid, both of New York, were elected to the directorate, succeeding respectively Henry M. Plummer and H. A. Barker. There were the only changes made in the board. All the old officers were re-elected.

TRAVEL TO FAR WEST. The regular semi-monthly excursions to the coast were liberally patronized Tuesday and yesterday. The flyer of the Great Northern went out in three sections yesterday morning, and the trains of both the Northern Pacific and the Soo were heavily loaded. Passenger reports that the fare for the most part of the travel on these excursions would be of the tourist order has not been realized, and that a surprising percentage of the travelers were genuine seelers.

In addition to the coast traffic there was a good movement yesterday to the points in northern Minnesota and the Dakotas. A special train bearing the Western roads being well filled both last evening and the night before.

R. R. Commissioners at Frisco. SAN FRANCISCO, June 5.—The thirtieth annual convention of the National Association of Railway Commissioners met here today. A special train bearing commissioners from twenty-three states arrived last evening from the east. In the party were nearly sixty commissioners and their secretaries, representatives of the interstate commerce commission, two delegates from the Association of American Railway Accountants of America, the attorney general of South Dakota, the president of the Order of Railway Conductors, the president of the National Association of Shipping Clerks, and about ninety other persons, including wives and friends of members of the party.

Excursion for Doctors. The Northern Pacific excursion to Yellowstone park for the benefit of the visiting physicians will leave for the city tomorrow evening at 10 p. m., and will return on the evening of June 16. It will consist of eleven Pullman sleepers, two dining cars and a baggage car.

New Steamers on White Bear. Two new steamers have been put in service on the White Bear lake, with a view to accommodations and appointments which have been made by the White Bear, can accommodate 275 passengers, and the other, Wildwood, about a hundred. Both will be operated by the Northern Pacific Railway company, and the street railway company.

Hahn Goes to Japan. Frank Hahn, who for the past two years has been stenographer for Comptroller Gray, of the Northern Pacific, has left for Kobe, Japan, where he will be acting as secretary for the China Mutual Steam Navigation company.

Earnings of C. G. W. The earnings of the Chicago Great Western for the eleven months of its fiscal year show an increase of \$23,234.23 over the corresponding period of last year. They amounted to \$4,041,262.25.

Sheet Metal Workers. President Laubaugh presided at a meeting of the Sheet Metal Workers' local union, which was held at the home of the strikers at Wilkesbarre, Pa. A communication was received from the union of the Tinners and Sheet Metal Workers' union of Duluth, which was in charge of the strike.

Stationary Firemen Elect Delegates. In the absence of the President, and vice president Secretary Eggleston presided at the meeting of the stationary firemen of the city of St. Paul, which was held at the home of the strikers at Wilkesbarre, Pa. A communication was received from the union of the Tinners and Sheet Metal Workers' union of Duluth, which was in charge of the strike.

Team Drivers Make a Scene. President Page presided at a meeting of the Team Drivers' union last night, which was held at the home of the strikers at Wilkesbarre, Pa. A communication was received from the union of the Tinners and Sheet Metal Workers' union of Duluth, which was in charge of the strike.

Bookbinders Have Wealth. President Anderson presided at a meeting of the Bookbinders' union last night, which was held at the home of the strikers at Wilkesbarre, Pa. A communication was received from the union of the Tinners and Sheet Metal Workers' union of Duluth, which was in charge of the strike.

All Lathers Are United Men. There are about thirty-five lathers in the city, all of whom have long been members of the lathers' union, with one exception, and at the meeting last night, which was held at the home of the strikers at Wilkesbarre, Pa. A communication was received from the union of the Tinners and Sheet Metal Workers' union of Duluth, which was in charge of the strike.

LABOR NOTES. The following unions will meet tonight, 8:30, disbursements: Stereotypers and Stonecutters. The Cabinetmakers' union failed to meet last night for want of a quorum.

Low Rates to Buffalo Exposition. Via the Nickel Plate Road, three through daily trains will be run, with sleeping cars and excellent dining service, meals being served on the American meals plan, ranging in price from 25 cents to \$1.00. Chicago depot Van Buren street and Pacific avenue, on the city loop.

Write John V. Calahan, General Agent, 111 Adams street, Chicago, for information and beautifully illustrated descriptive folder of the Exposition buildings and grounds.

Does the Kind You Have Always Bought. The Signatures of J. H. Watson.

Weak Women find Strength in Cressels' Food.

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J. W. KENDRICK DESIGNS

SECOND VICE PRESIDENT OF N. P. ACCEPTS POSITION WITH SANTA FE

IS THIRD VICE PRESIDENT

In Interview He Says That Offer Was Too Good to Be Refused—Headquarters at Chicago.

According to the Associated Press dispatches, J. W. Kendrick, second vice president of the Northern Pacific, was appointed second vice president of the Atchafalaya, Topeka & Santa Fe company at a meeting held yesterday. A report of this meeting was found elsewhere in the Globe. Mr. Kendrick, when seen by a reporter for the Globe, confirmed the dispatch, and stated that he would be taking up his duties at his new position within a few days. His headquarters will be in Chicago. He also stated that he was extremely sorry to leave the Northern Pacific after about twenty-two years of service with it, but the advantages of the offer made him were so great that he felt he could not decline it.

The news that Mr. Kendrick is about to leave St. Paul will be widely regretted by railroad men all over the Northwest, and in him the Atchafalaya company is securing the services of an exceptionally able man.

HIS RAILROAD RECORD. The Directory of American Railway Officials has the following regarding Mr. Kendrick:

He was educated at the Worcester Polytechnic institute, class of 1879, entered the service of the Northern Pacific Railroad company in 1879 on location of main line of the road, succeeding Walter A. Frost as chief engineer of the Missouri division. From 1880 to 1882, he was chief engineer of the St. Paul & Northern Pacific road, consisting of the line and terminal between Irkutsk and St. Paul. From 1883 to July, 1885, he was chief engineer of the Northern Pacific and leased line; July, 1885, to February, 1888, general manager for the receivers of the Northern Pacific road and the reorganized road, and since Feb. 1, 1889, second vice president of the same company.

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