

TIME IS SHORTENED

NORTH-WESTERN ANNOUNCES NEW SCHEDULE TO TAKE EFFECT DEC. 22

MAIL TO CARRY NO PASSENGERS

Limited Saves Thirty-Five Minutes, but Fifty Minutes is Added to Time of Fast Mail.

The time fight of the roads between St. Paul and Chicago, so far as the North-Western is concerned, seems to be settled for the present, as this road has announced a change in time between Chicago and St. Paul on Dec. 22, shortening the trip of the North-Western limited and lengthening that of the fast mail.

After Dec. 22 the North-Western Limited will leave Minneapolis at 8 o'clock p. m., and St. Paul 8:20, instead of 7:30 and 8:10, respectively, as is the present schedule. This train will arrive in Chicago at 8:25 a. m., instead of 8:30, as at present, thus shortening the time thirty-five minutes on this run.

The fast mail, however, will leave St. Paul at 6:15 p. m., instead of 6:35, and will arrive in Chicago at 7 o'clock a. m., as it does now. This makes a difference of fifty minutes in the time of the mail. The fast mail going to Chicago will carry no passengers at all, but will be strictly a mail and express train. Coming from Chicago it will carry passengers between the Twin Cities.

The following changes in the time of the Omaha train, to take effect at the same time, will be announced. The Omaha Limited No. 1 will leave St. Paul at 8:40 p. m., instead of 8:20, the present time of leaving, and the Twin City Limited No. 2, from Omaha will arrive in St. Paul at 8:10 a. m., instead of 8:30. This would seem to settle the dispute, as far as the North-Western line is concerned, but whether or not they will stick to the schedule announced, or whether the other roads begin to cut the time is a question.

Local officials seem to be skeptical of a slow time agreement between the roads running to Chicago, and they say that at any time the public may look for a big reduction in time between the points in dispute. It is acknowledged that at least two of the roads are not making anywhere near the time that they are capable of between St. Paul and Chicago.

CLEARING YARD FOR CARS.

One Will Be Opened at Chicago on Jan. 1.

After several years' work a novel clearing and switching yard for freight trains will be opened for business on the old Stuckey tract, in Chicago, Jan. 1. The plan of the company which has built the yard, is to provide a great center where the through freight trains may be switched, made into trains and delivered to connecting lines.

White the idea itself dates back nine or ten years, the clearing of the yard, started that the yard as it is finished is entirely different from the first drawings.

From the fact that Chicago is the central point of many railroads, there are continually arriving and departing trains of through freight destined for various parts of the country reached by different roads. Under the present system loaded cars from the West bound for points east, north and south of Chicago, and vice versa, must be delivered to the road reaching the point of destination. This work is gigantic, and has always been done either by the use of sidings or by the road over which the traffic is to go. It is to eliminate much of the expense and work of this delivery process that the new clearing yard of the Terminal Transfer company, was built.

The new yards are located near the village of Lyons, twelve miles from the Chicago city hall. They are connected with the Chicago Terminal Transfer, the Chicago Junction, and the Chicago Belt roads. In the yards are 165 miles of track, covering an area measuring 12,000 by 600 feet. The plan is to have freight coming into Chicago over any road shall be taken to the clearing yards without being brought into the city at all. In the yards the engines of the clearing company will switch the cars and make up trains for delivery to the roads over which they are to be taken to Chicago.

Tracks in the yard are laid out symmetrically on either side of a center and from both ends converging toward the operating tower. The tracks are built on an artificial embankment twenty-four feet high at the center point and sloping toward either end of the yard. The slope from the center is provided so that cars when cut off will quickly run to their respective tracks, allowing more rapid operation.

Managers of the new yards claim that trains can be classified at a speed of two to four miles an hour, and that from 5,000 to 6,000 cars may be handled in a single number out of the yards per day of twenty-four hours. There are sixty switches controlled by an electro-pneumatic system, to be operated by push buttons from a single tower.

There will be forty classification tracks, each 2,500 feet in length. A large power house, roundhouse and other structures have been erected, and the classification engines will be used in the yards.

Officers of the Chicago roads as yet give no opinion on the practicability of the new yards. The clearing company, however, has obtained contracts with none of the roads for use of the yards. The consensus of opinion among the railroad men is that the yard must prove its alleged features before any road will go into the deal.

FOREIGNERS ORDER ENGINES.

American Companies Build Them for Japan and Australia.

NEW YORK, Dec. 17.—A number of important contracts for locomotives to be used by various foreign governments and private railroads have been placed in the United States within the last few days. The American Locomotive company, of this city, has captured a contract for thirty locomotives, intended for the Japanese government's railways. The engines will be built at Schenectady.

The same American concern is also building twelve locomotives for the Kailash railway, one of the big private railroads operated in the Japanese empire. This makes the sixth order, seventy-two engines in all, that the American locomotive concern has secured from that road within the last two years.

The Hokkaido railway, controlled by the Japanese government, has ordered six American built engines. The Baldwin Locomotive works, of Philadelphia, has been awarded a contract calling for eighteen locomotives to be shipped to West Australia for government railways, and thirty-six American locomotives have also been contracted for on behalf of the New South Wales government railways. The E. K. Porter company, of Pittsburg, has been allotted an order for four locomotives for use in the coal mines near Johannesburg, South Africa.

ROADS WILL LOSE MONEY.

Rate Cutting Will Cost the Railway Companies Dear.

Traffic officials of Western roads say there will be a big decrease in freight earnings this month, in comparison with December of last year. The principal cause of the decrease will be the rate war on west-bound freight from Chicago and St. Louis. Merchandise is being carried at from 40 to 50 per cent below tariff. The tariff was jumped into the thick of the fight yesterday, while

Staples represented the commission at the meeting, which was an adjourned one.

North-Western Orders Engines.

The North-Western railroad has just placed an order for ten passenger and thirty freight engines of the most approved type that freight and passenger business of the road was never so great at this season of the year.

SPARKS FROM THE RAILS.

The Colorado & Southern railway is considering the establishment of a number of club houses in the vicinity of its yards in Denver, Pueblo, Como and Trinidad, each club to contain a library, reading room, billiard room, gymnasium, baths, lockers and other conveniences, and with an assembly room, where employees may meet for social purposes. The proposition provides for the cost of maintenance to be divided between the Colorado & Southern and the Pullman company.

The management of the Atchison, Topeka & San Fe has arranged to establish a sugar beet lands of the Arkansas valley in Colorado.

The New Orleans & Mississippi Midland has been authorized by Louisiana to build a line from New Orleans to Pontotoc, Miss., a distance of 400 miles, crossing the Gulf of Mexico coast through Mandeville, Covington and Franklinton, La., and Tyler, Monticello, Forest, Carthage, Chester and Houston, Miss.

The total disbursements of the Baltimore & Ohio railroad department for September were \$4,963,733. There were seven cases of accidental and nineteen cases of natural death, and one case of accident, injuries and 754 cases of natural sickness. The total benefits amounted to \$16,500.

J. J. Coleman has been appointed general freight agent for the Gulf, Eastmont & Great Northern road, an auxiliary of the Santa Fe.

The question of isolating consumptives in cars has been referred to the Pullman company again by the Transcontinental Passenger association.

Holiday Excursion Rates to Eastern Points Via "The Milwaukee." December 12th, 13th, 14th and 15th "The Milwaukee" will sell round-trip excursion tickets to Chicago, St. Paul, St. Louis and principal points in Canada and New England at one-half rates.

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All tickets issued on "The Milwaukee's" celebrated Pioneer Limited—the famous train of the world. St. Paul, agents or write J. T. Conley, A. G. P. A., St. Paul, for full information.

LOCAL LOW HOLIDAY RATES

Via the North-Western Line.

Fare and one-third for the round trip to any point within 200 miles of Minneapolis, St. Paul, or Chicago, with wheat, which can under no circumstances be loaded East, but they fill them up with coal, and they are also taking chances on getting them transferred into cars that can run East. If they are not transferred, they furnish temporary storage for the mills, so it helps part of the situation to a certain extent.

BRITONS ARE TOO SLOW.

The Burnham Road Will Purchase American-Made Locomotives.

LONDON, Dec. 17.—Presiding this afternoon at a meeting of the Burnham Railway company, Sir Auckland Colvin, the chairman, referred to the purchase of twenty American locomotives by the company. He said the board had been guided by the fact that the Americans were able to promise delivery within two or three months, whereas the English manufacturers could not deliver more than twelve to seventeen months. The price of the American locomotives was 20 per cent lower than that of the English ones. It was decided to expect a decided opinion of the respective merits of the different makes of engines. He recommended the American engine as suitable, and thus far the locomotive superintendent said they were, generally speaking, up to the required standard.

PRESIDENT MELLEN RETURNS.

But Declines to Discuss the Railroad Situation.

President Mellen, of the Northern Pacific, returned yesterday after a five weeks' absence in New York. Mr. Mellen has been in New York for the last few weeks, and would say nothing of the recent election of officers by the board of directors of the Burlington road. When asked about the report to the effect that the Northern Pacific had succeeded him as president of the Northern Pacific, he said: "I do not care to discuss my relation to this company. As to Mr. Mellen, he is a capable and efficient officer, and would make a splendid executive for this or any other railroad company. Further than this I have nothing to say."

New Car Company Formed.

The American Palace Car Company of New York city has been incorporated in this city with a capital of \$500,000. The directors are: Joseph H. Hoadley, William J. Arkell, Daniel S. Brown, Leroy W. Baldwin, George W. Baldwin, George Bouchie, of New York city; George A. Denham, of Boston; Henry W. Burgess, of Brooklyn; W. S. P. Melvin, of East Orange, N. J.; Prescott A. Sherer, of Brooklyn; and George H. Worthington, of Ohio. The company is authorized to issue \$4,000,000 of capital and the officers are: President J. H. Hoadley, of the International Power Company; W. Baldwin, president of the Empire State Car Company; and W. J. Arkell, of New York.

Directors of the leading railroads at home and abroad are interested. Among these are Rane Nagelmaier, the sleeping car magnate of Europe; J. H. Mendenhall, president of the Pullman company, because the heavy stockholders of the latter are interested in the new company, which is to build a different style of car. The main operations will be abroad.

L. & N. Builds Many New Stations.

The Louisville & Nashville is adding a new station at Louisville, Ky., and at Nashville, Tenn., and at other points. The new station is being built on the site of the old one at the foot of the street. The building is of pressed brick, with the waiting room in marble wainscoting and bases and the roof is of terra cotta with ornamental tower. The length of the station is 233 feet and 5 1/2 inches on the west side. The train shed will be 420 feet long, 80 feet wide, and the roof will be paved 800 feet—the length of the property.

New Road Out of Omaha.

Articles of incorporation are being prepared for the incorporation of a railroad from Omaha to Emporia, Kan. The line will form part of the Missouri, Kansas & Texas system, but the part running through Nebraska will be incorporated under a different organization. A representative of the "Katy" has been in Omaha for some time organizing the new line, and it is expected that it is to be held by Omaha capitalists, who will organize the new company.

Will Live in Chicago.

William B. Leeds, it appears, intends to make Chicago his home for at least part of every year in order that he may be near the West coast. He is the manager of the Rock Island road, of which he has just been elected president. Mr. Leeds has leased a house with a view to moving there after Jan. 1, when he will assume the executive office of the road.

Bird Island Side Track.

The railroad commission yesterday took under advisement the application of the Bird Island side track at the H. and D. division of the Milwaukee road. The side track is to be located on the space between the curb and the sidewalk, and is to be used for the storage of the railroad's right of way.

To Fix Live Stock Rates.

Commissioner Staples, of the railroad commission, was in Chicago yesterday attending a meeting of the representatives of the railroad traversing Southern Minnesota in regard to the rates on live stock shipped from the southern part of the state to South St. Paul, Mr.

Should you want to increase your business, use space in the newspaper that covers your field, in Minnesota that paper is

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