

tive went crashing into the rear of the other train, the crew jumped to save themselves, a fire broke out, burning a bridge and some cars, and of the men whose misfortune it was to be in the wreck, one was killed outright and three others badly crushed, two of them so severely that they may not recover. The man who was killed was James Hughes, of Shelbyville, Missouri; he was on the caboose of the train which was run into. It had stopped to cool a hot box, when the other train came up.

There are strong indications that the proposed extension of the Union Pacific from Milford, Utah, to California, will be commenced in earnest within a few months. The careful survey made has developed the fact that the "overland route" has before it the most practicable line for the building of a railway through the mountain ranges to the coast, and one which will make it more attractive to the traveler than either of the other transcontinental lines. The Oregon Short Line extension, while it opened a good field for trade, yet has not accomplished the object sought, and so far as the general traffic is concerned, the Union Pacific is still an interior line. This will be changed with the proposed extension, and will give an outlet that, while it does not parallel either of the other lines, will raise the road to a dignity that it has not hitherto reached. The proposed route will be through rich sections of country that only await the facilities of rapid transportation for their wealth to be poured out to the world. The shrewd managers of the U. P. have noted all these points, and intend to take advantage of them before others can get in the field.

The action of the Union Pacific in antagonizing the proposed new through line from Sioux City to Salt Lake is variously commented upon. The projectors of the new scheme are, however, apparently unabashed, and the only effect the opposition that has developed has had is to increase their activity. Additional preparations are being made to get men in the field in the early spring, and the intention is to give the Union Pacific all it can do to keep up, and show it that it has a foe man worthy of its steel. The Illinois Central is not the only road backing the new line, but there are others who are reaching out for the great west, having become dissatisfied

with the terms they have been able to make with existing lines. There is no doubt that the next few months will see lively times in this connection, and it is not unlikely that the Union Pacific will drop its opposition to the Sioux City line and devote its energies in opening a new route from the east and south to California and Oregon.

The Union Pacific officials are having a lively debate just now on the question of a time table that will radically change the present train service. Some of them, it appears, seem to think that too many trains have been launched this year, and to determine whether that is a well-grounded factor or not is the principal question. As near as can be ascertained the passenger and operating departments are clashing, though it is not believed that anything serious threatens their relations. One very significant feature of the discussion is shown in the fact that Chicago is being taken into consideration as the starting point for all proposed changes of time, thus showing that there is a strong foundation for all that has been said about alliances between the Union Pacific and Northwestern or Milwaukee for running through trains between Chicago and the west. There is little doubt that the Golden Gate Special will be sent on to Chicago and make its start from that city within the next few weeks.

Every one who has traveled in Denmark has noticed the great number of guard houses along the railroads and the fact that women usually signal the trains, says a writer in the *Philadelphia Press*. As a measure of economy man and wife are employed by the state, the former as track walker and the latter as guard. The rules specify the relationship to exist between these two classes of employes, and rules are made to be obeyed. When it happens that either dies the survivor has just six weeks in which to find another partner. Neglect to do so is disobedience, punished by dismissal. The employment of brother, sister or servant to fill the vacancy is not allowed. The guard or track walker must marry in six weeks or leave. A case of the kind occurred recently near the old town of Ribe, on the German frontier. The stricken widower petitioned the government to allow him an extra week or two, alleging that his work of walking all day along the railroad track did not give him a chance to look for a wife, but his request was refused as in itself an infraction of

discipline. The hapless widower had only six days of grace left, but he did not want to lose his job and went skirmishing with such energy that before the end of the fifth day he had a new wife flagging the trains.

The January number of the *Railway Age* contains an interesting article on railroad construction in the United States during 1888. The statistics, which have been carefully compiled and may be accepted as reliable, show that within the year new track was laid in all but two of the forty-seven states and territories, the exceptions being Rhode Island and Nevada. The total number of lines embraced in the summary is 365, representing 7,120 miles of track that have been laid since January 1, 1888. While this is much less than the phenomenal increase in the years 1887, 1886, 1882 and 1881, when the new mileage was respectively 13,000, 9,000, 11,560 and 9,796 miles, the record for the past year exceeds that of every other year in the history of the country, with the further exception of the year 1871, when 7,397 miles were added. Commenting on the rather surprising results of the year's work in this direction, the *Railway Age* says: "The continuance of public hostility to railway interests in some portions of the country and the destruction of revenue by repeated rate wars and by the division of business among too many competitors, all combined to discourage the investment of capital in the construction of new lines, and the impression became widespread that the additions to our railway system made during the present year would be comparatively insignificant. But the result has proved that the expansive and creative capacity of this great land was not generally realized."

#### HE WASN'T OUT.

Wm. A. Hibbard, who was believed to have made his escape on January 3, has not been outside of the penitentiary walls; so the chasing that almost every tramp in this part of the country has been treated to, by the deputies and others, was unnecessary. The discovery of the fact that Hibbard had not escaped was not made until nearly midnight on Saturday night. The change made in the record by this discovery leaves it as before, that since Warden Pratt has had charge of the Penitentiary not a prisoner has escaped from his custody, though it was only by the ut-