

TUNNEL THROUGH QUAKING ASP HILL

Union Pacific's Cut-off Work In-
cludes One 6,626 Feet Long.

SNOWSLIDE BURIES ROTARY

Splendid Cash Surplus Showing of the
Union Pacific—Paul Morton for
President R. C. P. & G.

A gentleman who has just returned from the vicinity of Piedmont Hill on the Union Pacific railway, says that the improvements contemplated by the railroad people for that point include some extensive engineering projects. In order to escape the big climb over the Piedmont grade the company is boring a tunnel through Quaking Asp ridge, seven and one-half miles northwest of Piedmont Hill, which will have a length of 6,626 feet. The big fills which must be made, in addition to this tunnel work, will go to the making up of some heavy construction contracts and will furnish employment to a great many men. It is expected that work on the tunnel will be prosecuted all winter.

FOUR MILLION SURPLUS.

Union Pacific Makes a Splendid Showing for Last Year.

The annual report of the Union Pacific for the fiscal year ending June 30th, has been issued. It contains the following figures: Gross earnings, \$19,811,641; operating expenses, \$11,412,103; net earnings, \$8,399,538; interest, dividends and miscellaneous, \$1,218,736; leaving a balance of \$9,618,299, out of which was paid interest on funded debt, \$3,330,000, leaving a balance of \$6,288,299, to which was added the amount received from the Oregon Short Line, \$284,134, which makes a total available to dividends of \$6,572,433, of which \$2,625,000 was paid, leaving a surplus on hand June 30th of \$3,947,433.

BIG SNOWSLIDE.

Rotary on White Pass & Yukon Rail-
road Completely Buried.

News of a big snowslide on the White Pass & Yukon railroad came by the steamer Tees, which arrived at Victoria, B. C., yesterday. A rotary and two engines were buried by the slide, and after they were shoveled out the rotary ran into a rock, knocking out thirteen of its twenty knifes. The train, which was behind the snow-bucking outfit, was not injured.

P. Oregon, one of those who endeavored to walk to Skagway from the snowbound train, was found unconscious with his face and hands frozen. The operator at Glacier reported that Skagway that the track there was covered for a distance of 550 feet from five to twenty feet deep. The telegraph wires beyond Glacier are down.

MAY ASK MORTON.

Thought of for President of the Kansas
City, Pittsburg & Gulf.

The Chicago Times-Herald of today is responsible for the statement that Paul Morton, third vice president of the Santa Fe, may be asked to accept the position of president of the reorganized Kansas City, Pittsburg & Gulf. His name was seriously considered at a meeting of the executive committee held last night, 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 seaboard and to the Gulf of Mexico on the south.

The proposed transportation 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, 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 of Mexico. By means of the Baltimore & Southern, which runs west to the coast, the Baltimore & Ohio and, consequently, the Baltimore & Southern.

KILLED ON THE D. & R. G.

Locomotive Boiler Explodes, Killing One
and Injuring Three Men.

Denver, Colo., Dec. 27.—The boiler of a locomotive on the Denver & Rio Grande railroad blew up at Minturn today, killing Engineer S. H. Quackenbush and injuring Fireman Sullivan so badly that he died a few hours later. Alexander H. Wilson, round house foreman, and T. E. Richardson, helper, were also injured, but not seriously.

RAILROADS IN JAPAN.

Mikado's Resin Pushing to the Front
Rank in Operations.

The official reports show that at the close of the last fiscal year, June 30th, 1899, there were in Japan 2,426 miles of railroad in operation, an increase of 472 miles during the year. Of these lines 785 miles belong to the State and 2,641 miles to private companies. The total mileage run by locomotive engines during the year under review was 24,917,425 miles; by trains, 22,877,400 miles; and by passenger and freight cars, 310,667,944 miles; showing, respectively, an increase of 21, 22 and 30 per cent, as compared with the preceding period. The quantity of fuel consumed was 439,781 tons of coal and 14,329 koku of liquid fuel. The traffic returns for the private lines was 99,061,889, while the freight transported amounted to 9,916,135 tons, besides baggage and parcels, which aggregated 36,705 tons. The aggregate receipts amounted to 20,832,094 yen (\$15,554,278), compared with the preceding year there was an increase of

TO INVESTIGATE SMALLPOX CASES.

Dr Beatty Will Send a Physician
to Wayne and Emery.

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BIG FAILURE IN BOSTON, MASS.

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of experiments with oats reported three years ago. In reply to the often-asked question as to which is the best variety of oats, the author says that there is no best variety for all soils and all conditions of the soil. Some varieties tested would do as well on gravelly soils as others. Some are better for rich soils, others for thinner soils. Some are not wanted at all because of weak grain, others because of the color of the grain, and still others because too late in maturing. As a rule the medium variety is the best.

Some of the varieties tested, which are divided into various groups, namely, the Welcome Group, which usually have weak straw, and include one-third of the varieties tested. Second, the Seizure Group, of fourteen varieties, all of which have heads on one side and are usually termed side oats. The third group includes twenty-three varieties, in general form resembling the Welcome oats, except that the berry is longer, more pointed, usually lighter and with stronger straw. This group is termed the Widewake class. The fourth group includes the mixed and black seed oats, having characteristics similar to the Welcome. In the Welcome group the average yield in three years has been from 45.5 bushels per acre to 54.4 bushels, the last yield that of the Lincoln oats. In the Seizure or side oats class the lowest average was 47.96, and the highest 51.18 bushels per acre. The average for the Widewake class was the poorest, making an average of over 20 bushels per acre less than the Lincoln growing along side of it. The results show that the Lincoln stands at the head in point of productiveness, followed by oats competitors in the Improved American, Clyde, White, Belgian and Colonel Lincoln varieties. The Widewake class, which can be prevented by the hot water treatment.

The oats of the Seizure group weighed more on an average than either of the other classes, and the average of the weights are given. The shortest season for any variety was eighty-one days, and the longest 103 days. In every class the average of the lightest yield was the lowest. Most people want an early oat, but the data given show that when the early sort is grown in preference to a medium variety, the loss in the expense of a lighter yield. There seems to be two extremes the earliest and the latest, neither doing as well as the medium. The early maturing sorts are nearly all of the Seizure class, while most of the later maturing Seizure oats are strong-strawed.

Comparison was made of the methods of preparing the seed bed. It seemed that the rolling and before seeding gave slightly better results than rolling after sowing. The same results were had in previous years. While compacting the soil seemed to be an advantage, it was not so in the case of the Seizure class. It seemed to be a disadvantage in the Seizure class. Heavy rains soon after planting seem to operate more unfavorably on land that has been rolled, but this is less marked where the rolling precedes the drilling. The results show that the more shallow the covering the greater the yield, both of oats and straw.

An experiment was made in mixing several varieties of oats together, and in blowing out all the light seed from another sample and sowing the light and heavy seed separately. A further lot was sown as common oats right from the threshing. It was found that when the heavy oats did not reproduce heavy oats, they gave five bushels more per acre and 100 pounds more of straw. Common seed from the threshing gave a larger yield than the light oats, and making varieties was a detriment rather than an advantage. It seemed that where the land was plowed six or seven inches deep the average yield was five bushels more than on land that was disced three or four inches deep.

It was found that where hot water treatment was applied to the seed there was no snout whatever, while untreated seed gave a large percentage of snout. It seemed that the amount of seed per acre, it appeared that with the Seizure class of oats the yield increased with the amount of seed sown to one bushel per acre, while with the Widewake class the heaviest yield was from seven pecks seeding, the heaviest grain from the eight peck seeding and the heaviest straw from the four peck seeding.

A remarkable effect in preserving fruit is shown by shelled bark from the tree and the Melaleuca leucadron, in which fruit is now packed for shipment from New South Wales. The prevention of sweating is a possible explanation of the preservative power.

A patriarch among working machines lately placed on the retired list at Petersburg, Austria, far greater interest than most old junk. It is a hoisting engine built by Daniel Schmidt of Vienna, and has the remarkable record of service since 1844, working at first with a steam pressure of two atmospheres, which was subsequently increased to six atmospheres. Its later use was in deepening the mine shaft. Its duties being to raise material and to raise and lower the miners. The engine has a single upright cylinder of 12½ inches, a stroke of 27½ inches, and is fitted with flat valve gear, the valve being worked from an eccentric crank shaft. The motion of the piston was transmitted by a connecting rod and crank to a flywheel shaft. This shaft, in addition to a small 18 foot in diameter, carried a cogwheel, which transmitted power to the drum through a larger toothed wheel and a pair of bevel wheels. To the original hand brake, mounted on one of the ends of the wheel, an automatic steam brake, acting on the winding drum, was afterward added.

The milk-condensing process of Mr. B. F. McIntyre, which has been under test for a considerable time, has been reported by Dr. H. O. Marcy, of Boston, as giving results that are most encouraging. The milk is frozen during gentle agitation, and the ice is removed, about eighty per cent of the water being thus abstracted at much less expense than by evaporation in a vacuum, and the solids are not affected. The fat globules are not broken up, the cream being unimpaired for the table. Late experiments show that the bacteria are nearly—not quite—all destroyed, and that the product will keep in glass jars for weeks instead of days. A brick of solid milk several months old may be further removed of water, is still in good condition.

A method of rendering cork very impermeable without affecting their elasticity has been patented in Germany by Herr F. H. Wundrum. Caoutchouc is dissolved in 15 times its weight of benzene, and the cork is placed in this solution and submitted to a pressure of 10 or 12 atmospheres by means of a force pump. They are then dried in a strong current of air.

Trying many colors, H. J. Moller has found that medicinal agents are best protected from light by black, red, orange, yellow, brown-yellow and pure green glasses. Blue or colorless glass offered no protection against the chemical rays.

Few opportunities have been offered for the accurate determination of the distance at which great explosions have been heard and felt. St. Helens, England, being in a thickly populated district, it seemed practicable to trace outward from its source the sound of the recent great explosion of 80