

NEAR TO DISASTER

RAILROAD MAN TELLS OF NARROW ESCAPES.

Forward Truck Lost from Under Box Car While Train Was Moving Rapidly—Train Flagged in Nick of Time.

"There are actual happenings in railroading every year which are far more sensational than the wildest dreams of any writer of fiction," said a railroad man, and he proceeded to tell stories to demonstrate his theory. The first story related to a freight train on the New Haven railroad. William Dellert, now traveling engineer on the New York division of the road, was the engineer. When the train reached Stamford the car inspectors examined the cars and in the middle of the train saw a sight that caused them to start back in amazement. The forward truck of one of the box cars was missing and the only thing holding that end of the car up was the coupling.

A hurry call was sent out for every available man to start in search of the missing truck, for an object of that kind loose on a four-track road was likely to cause a lot of trouble. The truck was located down a bank on an out curve at Cos Cob, six miles west of Stamford.

It seems that as the car started around the curve the pin connecting the car and the truck broke and the truck shot out from under the car and then ran down the bank, leaving the forward end of the car suspended only by the coupling. When it is considered that the train was running at a speed of 35 miles an hour when it rounded the curve, and that this gait was kept up into Stamford, the escape from a bad wreck was surprising.

Engineer Charles M. Clark, formerly on the Connellsville division of the Baltimore & Ohio railroad, had an experience somewhat similar. He was firing an engine with three large driving wheels on each side, the middle wheel being without a flange. They had passed Glencoe and were mounting the grade to the long Sand Patch tunnel when they were flagged and stopped.

The engineer utilized the delay to get down and oil up a little. A moment later Clark heard him gasp: "Clark, for the love of heaven, come down here and see this engine!"

The middle driver on the engineer's side had twisted off its axle flush with the outside of the journal box, but the massive wheel was still in an upright position leaning at a slight angle on the side rod, which was the only support holding it on the rail. It was evident that in this condition the loose driver had been running along the rail for at least two miles of straight track at the end of which they were.

It was thought that the wheel was twisted from its axle as the engine rounded a sharp curve about two miles below, and it was pretty certain that it would have jumped the track and fallen in the way of the hind driving wheel as soon as the engine started to go around the very next curve. That this did not happen was due to the accident of the train being flagged. The engine ran along all right until the train was flagged, but once stopped, the engine was completely dead and had to be hauled to the end of the division.

OWN RAILROADS IN BRAZIL.

American and Canadian Capitalists Securing Control.

American and Canadian capitalists have secured a more or less perfect control over the system of rail and water transportation forming a "belt line" around the most productive portion of Brazil, says the New York Sun. In a report to the bureau of manufactures Consul-General C. E. Anderson at Rio Janeiro says that this "belt line," with the help of the government railroads and subsidized steamship line, practically reaches every important commercial center in the whole republic.

The "belt line" system of railroads is distributed over the republic in three main lines, as follows: The Sao Paulo-Rio Grande railroad lines, which cover the southeastern part of Brazil, reaching into the coffee districts; the Amazon-Bolivian line, which connects the republic of Bolivia and the great rivers of the northwestern part of Brazil, which is principally grazing country.

American interests are now organizing a syndicate for the further development of the Paraguayan and Bolivian connections. The amount of money at present invested and which will soon be invested in several enterprises now being begun, including the Bolivian development, will probably exceed \$150,000,000. The movement of American railway and other material to Brazil, he says, represents the most active and the principal element in the export trade of the United States to Brazil and Bolivia.

Cars Run by Man Power.

Street railways with cars operated by manual power are in use at Mambasa, in East Africa. The light, narrow gauge tracks are laid through the street, and the cars are for hire, like cabs, or are the private property of officials and wealthy residents. They are little four-wheeled cars, with one or two cross seats, and each is propelled by two natives. Spur tracks are run into private grounds, so that persons can take the cars to their doors.—Philadelphia Record.

NEWEST IN STEEL CARS.

Union Pacific Man's Invention May Have Solved Railway Problem.

Representing the highest form of passenger coach construction, the new Union Pacific steel car, which was on exhibition in front of the headquarters recently, attracted a large crowd of spectators and many scientific men who were interested in the possibilities it holds out for the future.

It is built on the very latest model, with round windows—which offer far greater resistance in case of accident, and side entrances, which also lessen the danger of telescoping. It has ventilators on the roofing which carry an air stream around underneath the car and distribute it evenly over the entire surface. There is scarcely a stick of wood in the whole car and



The Perfect Steel Car.

conflagration in case of a wreck will be practically impossible.

The car is the work of Superintendent of Motive Power McKeen of the Union Pacific and is greatly admired by those who make a specialty of railroad construction. It has a large seating capacity. The car will soon be placed in active service and others will be immediately turned out of the shops in case it proves successful.

Growth of Canadian Town.

As an example of the increasing railroad facilities for the west, comes the report of the marvelous growth of Nokomis, Canada, as a center, caused by the increase of the wheat industry of that section of the country. Two lines have already been established in the town and the rich country lying between the Quill Plains and the famous Regina district is to be tapped with a line running direct from Regina, crossing the main line at this point, and running in a northeasterly direction to the fertile Swan river valley.

Government support has been given to the part of the new transcontinental lines that connect Winnipeg with the great lakes, and the Grand Trunk Pacific company, which builds the section to run from Winnipeg, is doing its utmost to get the rails down as far west as Edmonton before the ground freezes.

Already the line has been completed and is opened for freight as far as Minnesota, 136 miles west of Winnipeg.

The increased railroad facilities have made Nokomis the junction point with the Canadian Pacific and have also made it the most promising and the liveliest town in that part of the dominion.

Despite the fact the town is but six months old, it has 30 buildings, two banks and three hotels. Two great transcontinental lines run through the town, the Grand Trunk Pacific and the Canadian Pacific.

Eating on the Train in Spain.

As even express trains seldom attain a higher rate of speed than twenty-five miles per hour, travel is slow and tedious though fairly comfortable, and to enjoy Spain one must assume the leisurely indifference of the Spaniard to whom manana is always the chosen time. He is wise who carries his own luncheons and never are dainty tea baskets more indispensable than on these long journeys. Spanish etiquette demands that the traveler before partaking of his food must politely offer it to those who share the compartment with him. It may either be graciously accepted or declined. In no country is it so difficult to travel and to secure information, as but little English is spoken even by important officials.—Travel Magazine.

The World's Railroads.

A year and a half ago, according to a German statistician, the railroad mileage of the world was 563,771 miles, or 13,036 miles more than in the preceding year. Of the world's mileage the United States had 215,713 miles, and Europe 192,247 miles. The world's capital in railways is estimated at over \$43,000,000,000, and the average cost per mile, with equipment, etc., is \$76,850. In the United States the average cost per mile was \$68,038; in England, \$305,000 per mile. If the reflective person considers what facilities for transportation the various countries have in their rivers and canals, the cost of their railways will appear to mark the extent of the deficiency of water transportation.



"Hello, Little One!"

THE ASSOCIATED SANTA CLAUS

By CHARLES FREDERIC GILLIAM

"HELLO, George, what's the matter with you?" asked Will James, as George Johnson stepped into his office in one of the sky-scrapers, and sank wearily into a chair.

"I'm clear fagged out," was the reply. "Do you know, this Christmas business is something awful!"

"James laughed. "Are you finding that out for the first time?"

"No, but it seems worse than usual this time. It appears that my folks have nearly every little thing they need, and when I find some particular thing that strikes my fancy, it costs so much, by the time I even up all around, I can't afford it."

"Well, if misery loves company, you've got plenty of it. We're all in the same box. I confess it strains me



Joy Over a Cherished Toy.

so that it takes all the pleasure away from the giving, because the expense is really greater than I can afford."

"That's it exactly. It wouldn't be so bad if the gifts were restricted to one's own family, but some relative or friend makes some of the family a present and it has to be met in kind, or with something a little better, in order to relieve one's self of the sense of obligation. If these presents were all dictated by affection, a fellow wouldn't object to making considerable sacrifices, but when a large proportion are merely for the

thing for us two, why not push it along a little? What's the matter with getting four or five or a half dozen of the other boys interested?"

"Nothing at all. There's Scott and Corwin and Wilson and Thompson and Smith, all of 'em good, wholesome fellows, and all here in the building. Suppose I phoned 'em to come up, and we'll talk the matter over. They're all pretty well fixed, too, and I believe will be glad to take a hand."

"Just the thing, George. The sooner we take hold and get it under way, the better."

Accordingly an urgent message was telephoned in a half jovial, half mysterious way, to each one mentioned, to come to James' office at once on important business. All responded promptly, undecided as to whether it meant a practical joke or business of pressing importance.

Will called the meeting to order in a very formal manner and requested George to state its purpose.

Every one seemed to enter into the spirit of the object of the meeting, as well as into the half jovial, half

"I'm glad you told me that, Will. I had a sort of a sneaking idea that I was about the biggest fool in town in that direction, but I guess you and your family and I and my family and everybody else and his family are all in the same boat. But what's to be done? Can't we make a declaration of independence? My wife and I make resolves every year, but we keep stretching the limit a little, until by the time we get through the list we find we have sent more than the preceding year."

"I'm with you on two things, George; that is, that we economize some on our expenditures, and that what we do spend shall be in a way to bring most enjoyment to ourselves, by giving the most enjoyment to others. Let's give, what we give outside our own families, to those who need it."

"I don't think I follow you exactly."

"Well, take myself, for instance. I am very fortunate if I get off with a hundred dollars. How much does it cost you?"

"I can't say definitely, but fully that much, I should judge."

"Suppose, then, we take our families into the scheme with us and agree to spend only \$50 for ourselves. Then we can spend \$25 each for a number of worthy poor families who are unable to provide for themselves out of the ordinary, yet too proud to have too much self-respect to themselves of the public charity that day. In that way we would \$25 ahead, and at the same time be able to furnish 10 or 15 families a turkey and the other things for a good Christmas, and some candies and toys for the children."

"Good for you, Will. We'll get down to the ground work. My wife will be right with me. I'm glad it's settled. Good-bye, George."

formal, parliamentary manner in which it was conducted, and they were soon discussing the various suggestions offered with the enthusiasm and abandon of a lot of school boys.

While there was no posing as philanthropists, there was a whole-souled spirit of consideration shown for the worthy unfortunate, that gave them a much deeper insight into each other's characters and drew them into closer bonds of sympathy than would a year of ordinary intercourse.

It was found that after they had all pledged themselves to the fund in accordance with the rule laid down, as to ability and percentage of ordinary expenditure, there would be something over a hundred and fifty dollars available.

It being essential to the carrying out of their plan that their families should be interested, a meeting was called for a subsequent evening at the residence of Mr. Corwin, at which all were represented.

The ladies and other members of the families entered into the movement with even more enthusiasm than the originators. Before the labor was completed of making out the list of those to be aided and the various things to be contributed to each one, several meetings were required. More enjoyment came from these meetings, twice over, than if the money expended had been for gifts for themselves.

The organization was kept secret from the public, but at the laughing suggestion of Mr. Scott, adopted the name: "The Associated Santa Claus." With each basket, delivered late on Christmas eve, at the door of various homes, was an envelope addressed to the recipient, containing a postal directed to "The Associated Santa Claus," Box 619, City; requesting that the receipt of the basket be acknowledged, so that it might be known that it had not gone astray.

It is not the province of this story to tell of the joy of the little children in these 30 or 40 homes, over the receipt of some cherished toy and the ever welcome candy and nuts, or of the heart-felt gratitude of the parents, that, for that one day of all others, their families had been permitted to partake of the comfort and luxury of a well filled table.

At the final meeting of the year, held the night after Christmas, at which the acknowledgments were read to the association, more than one woman's eyes were brimming with tears, and more than one man had a lump in his throat that was difficult to swallow, as he listened to the burning words of gratitude, for the joy that had been brought to their homes. Some were expressed in uncouth, and some in the most refined language, but all bore the impress of sincerity.

There was not a dissenting voice, when Mr. Wilson presented the following resolution:

Resolved, That the Christmas just passed has been the happiest one of our lives, and that we continue, as a permanent organization, "The Associated Santa Claus."—Ohio Magazine.

Christmas Superstitions.

There are many Christmas superstitions long held as articles of faith that are recalled, says Country Life, by the sight of the oxen kneeling in their stalls at midnight on Christmas eve, in adoration of the Nativity, and for one hour the power of speech—the lost spirits have returned. Herod ceases to clamor, the daughter of Herodias, which she ever, as wandering believed, bells, church, mated, see his, see his, see his.