RAILROADING IN THE OLD DAYS. Vice President J. M. Egan of the Central railway of Georgia has brought to light some old rules which governed the running of trains on the Central forty years ago. They sound strange today, even to those who are unfamiliar with the standard rules.

On the old Central the practice was to run freight trains through the day only, and to stop them off at some station at night. A freight train that would leave a station after 6 o'clock would run to some point that they could reach between 6 and 7 o'clock, where they would remain over night, starting out again the next morning. The time card shows that they occupied the greater part of two days in running a freight train between Savannah and Macon, a distance of 191 miles. Following are some of rules for engine men, taken from the time card of 1856:

"The engine man will be subject to pay the fare of any person who may ride upon his engine without proper authority.

"All engines unprovided with lamps, and running at night out of time, must keep their dampers open, so as to show a light.

"As a general rule, when trains meet between stations the train nearest the turnout will run back. Any dispute as to which train will retire is to be determined at once by the conductors, without any interference on the part of the engine man. This rule is required to be varied in favor of the heaviest loaded engine or worst grades, if they meet near the center. In case of backing a man must be placed on the lookout so that any danger to the remotest part of the train may be seen and the engine man at once receive notice—the backing must be done cautiously.

"The spark catcher or chimney of an engine getting out of order so as to endanger the safety of the train the conductor must put the train on the first turnout and return his engine to Savannah for repairs—a watchman must be left with the train.

"The conductor must not intrust his keys to any of the hands or suffer any person not duly authorized to enter his car, and he will in all cases be charged with freight lost or damaged while under his charge. On entering or leaving a turnout he will see that the switches are replaced to the proper track, and he will always be certain that he arrives at a station with the same number of cars with which he left the last station.

"All officers of this company will be required to pay freight on merchandise or produce transported over this road, except butter, eggs and fruit—those articles will be allowed to go free so far as they are required for the use of their own families. Other articles for the use of their families will be transported at one-half less than the usual rates."

On the South Carolina railroad time card No. 2, June, 1855, reads as follows:

"In cases of dense fogs the down trains will run with their whistles blowing. The up trains will shut steam off the engine at every mile board and listen for the whistle of down trains."—Atlanta Constitution.

NATIONAL CANALS AND DEEP WATERWAYS.

To the editor of THE CONSERVATIVE:

Andrew Carnegie is something better and stronger than a merely rich man. In the current number of the North American he writes with characteristic clearness and force in opposition to the tendencies of our people towards territorial expansion, and, among other things, says:

"A tithe of the cost of maintaining our sway over the Philippines would improve our internal waterways; deepen our harbors; construct a waterway to the ocean from the Great Lakes; an inland canal along the Atlantic seaboard; a canal across Florida, saving 800 miles distance between New York and New Orleans; connect Lake Michigan with the Mississippi," etc., etc.

This may remind the editor of THE CONSERVATIVE of my efforts through the late secretary of the Department of Agriculture to persuade Grover Cleveland to go to congress with a special message recommending the creation of a commission to examine and report upon the feasibility and importance of constructing a ship canal from broadwater on the Hudson to Lake Champlain to connect the entrance of New York harbor with the St. Lawrence and Lake Michigan, and the Mississippi river; and this river with the Missouri and the base of the Rocky Mountains by a deep waterway. Perhaps you may recall the plan outlined by me in a paper submitted to the late Charles A. Dana. Instead of expending thousands of millions in war and in a vain attempt to confer self-government upon races in the tropics who are unfit for it, the truly great and beneficent way of peaceful and prosperous development is to expend a few hundred millions upon the construction of these ship canals and deep waterways.

GEORGE L. MILLER.

THE GOLD STANDARD FOR INDIA. The New York Evening Post of Saturday, August 27, 1898, contains interesting and instructive matter relative to the gold standard for India. Editorially The Post comments on the proposed monetary system for that empire and remarks:

"Despatches from London say that the project for establishing the gold standard in India is to be carried into effect, or at all events to be tried. The British bimetallists have been proclaiming with great volubility, ever since the project was first broached, that it could not be done. They did not restrict themselves to the assertion that it would be unwise to make the attempt, but they affirmed that the thing was impossible. The India office thinks differently. Among the documents published on this subject is a brochure of fifty-five pages by Mr. H. D. MacLeod, the well-known writer on banking, credit, and currency, whose powerful essay against bimetallism, two or three years ago, had a wide circulation in this country, both in newspapers and in pamphlet form. Mr. MacLoed contends that it is entirely feasible to establish the gold standard in India. He shows that there is gold enough in India now for the needs of the undertaking, and that steps should be taken at once to utilize it. To this end he recommends (1) that the gold sovereign be declared the unit of value throughout British India; (2) that the Indian mints be authorized to coin sovereigns and half-sovereigns of exactly the weight and fineness of the British coins; (3) that the Indian sovereigns be legal-tender throughout the British empire, as the English and the Australian sovereigns now are; (4) that all persons bringing gold to the mints be entitled to have it coined for themselves at the same rates as gold at the British mint in London; (5) that the government keep the coinage of silver in its own hands exclusively; (6) that after a fixed date silver shall be legal-tender for not more than £5 or £10 in one payment. These are tentative steps merely, but extremely helpful in the way of promoting the end in view. They are also absolutely free from danger except perhaps the last one, (No. 6), which can hardly be considered essential to success. Success will be achieved whenever the rupee circulates uninterruptedly and continuously at par with gold at a ratio fixed by law. Mr. MacLeod favors the ratio of 16d. to the rupee, which is about the present market ratio."

It requires a good deal of boldness and a great deal of caution to make a great fortune, and when you have got it, it requires ten times as much wit to keep it.

Religion is universal, theology is exclusive; religion is humanitarian, theology is sectarian; religion unites mankind, theology divides it; religion is love—broad and all-comprising as God's love; theology preaches love and practises bigotry; religion looks to the moral worth of man, theology to his creed and denomination.

There is a great deal that is new under the sun, to a certain class of persons. Here comes a newspaper called The World, printed in a town named New York, somewhere in the East, which has heard of a startling novel regulation known as a Curfew Law being adopted in another settlement in that vicinity. The World looks at this innovation with suspicion, and thinks it is getting pretty near "state socialism."