

NEBRASKA'S RAILWAY ROLL OF HONOR.

Besides corn, barley, oats, rye and the best wheat-grain of both spring and winter variety, fruit small and large, and many other strong products for supplying ever increasing human wants and necessities, this state is opulent in strong men and good women. It is likewise prolific in putting the finish on adopted sons and daughters by the joint agency of a peerless climate and the unconquerable spirit of a pushing, energetic and progressive people. Proof of this higher capacity for achievement is found in every walk of the Nebraska life, in all occupations and among all classes and conditions. But in no field of endeavor has the state won a better harvest of successful manhood than is found in the record of those stout men who have risen to national distinction in the higher railway circles of the country by their labors in this transmissouri field of railway development. To do full justice to their labors and lives would require a volume.

Beginning with S. H. H. Clark, William B. Strong and George L. Bradbury, we find each and all clinging to the lower rung of the ladder with the advent of the Union Pacific and Chicago & Northwestern into the Missouri Valley. Each one of them began with pick and shovel or as obscure local freight or passenger agents. Clark was the precocious child of Sidney Dillon, Fred Ames and Jay Gould. Strong and Bradbury simply "grewed," like Topsy. Clark rose from the ties and rails to the service of a generation in the great Union Pacific and Missouri Pacific systems. Strong passed a local service in Council Bluffs for the Northwestern to the post of general manager of the C. B. & Q., thence to the same high place in the Michigan Central, and crowned his swift and brilliant career as president of the Santa Fe, whose ambition it seemed to be to control "the rest of mankind," while Bradbury dug his lone-handed way to the confidence of such men as Calvin S. Brice, and is now vice president and general manager of the Erie and Western system. Nebraska ozone, added to good blood, did it before the new state began to stretch itself out with its own native sons to show what it could do in producing railway stars of the first magnitude of its own.

And now we come to George W. Holdrege who had to get into this inspiring region for finishing himself up into a genuine prize for the B. & M. A poor and unknown young man, he drifted into the service of this railway and under the eye of Charles E. Perkins, one of the few great business men of the world. Beginning in the lower service he rose to the head of the great road, and for many years has been its always alert and always able general manager.

It remains to tell the story of the rise of three young men who belong to this

remarkable category who were pushed and polished into eminence in the railway circles of the country during a few years of service in the Union Pacific. The first of these brilliant young men is Mr. Samuel R. Calloway, who became general manager of the Union Pacific about the time Charles Francis Adams became its president. Circumstances which in no way discredited Mr. Calloway compelled his resignation, at a time, and under personal conditions which were very trying to this young man. He left Omaha with the resolution of a strong heart and a clear head. We soon find him at the head of the Toledo & St. Louis. His great character and abilities attract the attention of the Vanderbilts and he is translated into president of the Lake Shore & Michigan Southern. In less than a year afterwards this man of facts and quality succeeds Chauncey M. Depew as president of the New York Central & Hudson River, with his big head as level as it always was in his great calling.

But the end is not yet. President Mellen, of the Northern Pacific system graduated as a clerk in the auditor's office of the Union Pacific, and returned to his native New England, and into the service in some responsible capacity in the New York & New Haven railroad. Not long ago Mr. Pierrepont Morgan summoned Mr. Mellen to the telephone, when something like the following telephonic conversation occurred:

Mr. Morgan—"Is this Mr. Mellen?"

Mr. Mellen—"Yes, sir."

Mr. Morgan—"Will you accept the presidency of the Northern Pacific railroad on condition that you will carry out the policy and execute the orders of its directors?"

Mr. Mellen—"Yes, sir."

Mr. Morgan—"When can you leave?"

Mr. Mellen—"Tomorrow, if necessary."

Mr. Morgan—"Make your arrangements accordingly and come to New York at once."

President Mellen, the Union Pacific clerk, is today at the head of one of the great railway systems of the United States.

Nor is the end yet. Horace G. Burt steps out upon the canvas in this picture a reflection of the sagacious Hughitt of the Northwestern. From an humble and hard start on the lower rungs of the long ladder, this strong and able man came among us as the head of the Fremont & Elkhorn Valley railway. He was soon wanted at the head of the Northwestern instead of at the tail. Scarcely had he got warm in his seat before he was recalled from his new advancement to rise higher as president of the Union Pacific which he now adorns with his remarkable abilities and strength of character.

The stalwart Dickinson entered the railway arena from the cellar floor, so to say, and with abilities that have marked

his responsible career at every step he has grown to national prominence in the service of the Union Pacific. Called for a season to the Baltimore & Ohio, he was so important to the Union Pacific that after the Adams eruption, he returned to his native heath, and, as general manager of this great system, he continues to enjoy unbounded personal popularity and is everybody's peer in the railway work and world.

And now comes George F. Bidwell, of the Fremont & Elkhorn, succeeding President Burt, of the Union Pacific, a bright-headed product of the Northwestern system, who hasn't much room to grow any larger than he was when he came to us, but this sound man and accomplished gentleman has a place in our railway roll of honor which is creditable and honorable to the state, to which he is being warmly welcomed by its foremost men.

And this is the royal roll of honor which Nebraska has produced in the higher railway world of this country since the advent of the iron rail and locomotive upon the west bank of the Missouri river. That it is a long and brilliant list of brave, true and able men goes without saying, and every sound-minded citizen of the state is proud of them.

CITY CHICKENS. A party of visitors to the country

were very much interested last summer by the remarks of some New York children, sent out by the fresh-air fund for a week or two in the country. There were quite a number of them playing about a pretty farm-house one day, when some passers-by stopped and began to talk to them. "Did you ever see any chickens before?" asked one lady, as a flock of fowls came strutting down the lawn. "Oh, yes," said one of the eldest, wisely, with a knowing shake of his head, "we've always seen 'em—lots—only generally it was after they was peeled."—Argonaut.

When President Cleveland—in order to ascertain certainly what conditions confronted the United States at Honolulu, when annexation of the Hawaiian Islands was talked about—sent a single commissioner there to make diligent inquiry and report, he was unsparingly censured by the same newspapers which now commend President McKinley for sending five commissioners to Manila to report upon conditions in the Philippine Islands.

Times have changed. One commissioner by Cleveland was wicked, perverse and intolerable. But five commissioners by McKinley are a patriotic necessity. Paramount Blount and the usurpation of his appointment are no longer a topic of wrathfulness among the disciples of protection and expansion.