

moisture now supports a vast number of trees which adorn this beautiful valley. The Uintah and Wasatch mountains are covered at present with a heavy snow fall and more than two feet fell in the basin within the last month and all of it must drain into the basin this season which will improve the stage of water which was last season the lowest for many years.

"This subject is one of unusual interest and I thought you might take an interest in it through THE CONSERVATIVE. I will try later on to supply you with facts on the subject. I was west of Great Bend, Kansas, when your train went by the other day, and I thought maybe you might come back through Salt Lake City and would like this suggestion.

"Hoping you will enjoy your California trip.

Yours truly,
W. P. ANDERSON."

NEBRASKA'S RAILWAY ROLL OF HONOR.

Closing the record in the last issue of THE CONSERVATIVE with the name of William B. Doddridge among the general managers of our own and other railways of the country, it now gives it pleasure to extend the "Railway Roll of Honor," to which Nebraska has so generously contributed to a trio of men of mark upon whom has devolved even a higher responsibility than that of merely executive service in the management of railways which belong to their general managers. It refers to the traffic department, from which earnings are derived, through which dividends are declared, and from which means for current operating expenses are provided. This is the freight traffic department, and it means no reflection upon either the executive or passenger departments when it is said that this, of all other branches into which railway service is subdivided under our present systems, is the one which is most jealously watched and guarded. It follows, therefore, that men charged with the vast interests of general freight management on the great lines of road must of necessity be men of the best ability and training.

John A. Munroe.

The general traffic manager of the Union Pacific railway began his work in Omaha sixteen years ago and, through all trials and changes of control and business, holds his place today honored and respected by all who know him as a man of marked ability and force. Mr. Munroe is literally a born railroad man. He is a New Englander, a Dartmouth collegiate, and is one of the many men whom the higher education did not disqualify for practical business. His early boyhood found him in Bradford, Mass., a little town on the line of the Boston & Maine railway. The boy

seemed to have unconsciously selected the future occupation of the man by feeling a deep interest in the locomotive and other elements of railroading. Falling in love with the iron horses as they moved to and fro with the trains, absorbing interest in them grew upon him, insomuch that he made a record of their names, and could distinguish them by the sound of their whistles and bells. This kind of devotion to the locomotive and the trains naturally led to a general acquaintance with the engineers and conductors, and also with the officers of the local line, from whom he caught the spirit of the lives of railroad men, and which he has never lost.

Mr. Munroe began his railroad life at the foot of the ladder as a clerk in the general freight and passenger departments of the Green Bay & Minnesota railroad at Green Bay, Wisconsin. Advancing step by step from officeboy upwards through clerkships and accounting duties in all branches of the freight and passenger service, 1878 found him at the head of the freight department as chief clerk. Resigning this place to locate elsewhere, he was appointed first acting general freight agent, and afterward general freight agent, which he held until 1881, when he resigned to accept service with the Chicago, St. Paul, Minneapolis & Omaha railroad as general freight agent, headquarters in Omaha, his duties having special reference to the Nebraska division of that road. The next year he was called to Minneapolis as assistant general traffic manager of the same road, but as if his permanent future to be here had been ordained, in December of the same year he resigned to accept the place of assistant general freight agent of the Union Pacific. Two years later, 1884, he was made first assistant general freight agent of the U. P. R. R., and was transferred to Kansas City that he might give special attention to the Kansas divisions of the road. But these lower places, honorable and responsible as they were, were not large enough for the now trained abilities and capacity of Mr. Munroe, and in January, 1886, he returned to Omaha and was placed at the head of the freight interests of the greatest railroad on earth with the title of freight traffic manager, where he has remained since and to which he devotes the energies of a man of rare character and ability. That he has earned his way to this high place the record of his steady ascent of the railroad ladder amply shows. That he enjoys the confidence of his chiefs goes without saying, but it must be added that, in his personal life and relations, he is one of the most engaging and popular men Omaha and the trans-Missouri country has ever known.

In a future issue of THE CONSERVATIVE we hope to have the data for further record in its "railway roll of honor."

PECKSNIFF, CHADBAND, OR MICAWBER?

Leaving aside the ethical and moral questions involved in forcibly annexing the Philippines, the American people seem to be losing their sense of humor. The curious position into which the country has been dragged by the administration is calculated to cause Homeric laughter throughout the world—a country which has always professed to be "the asylum of the oppressed of every nation, kindred and tongue," which has always prided itself on giving at least moral support to other peoples struggling for liberty, which has sympathized with every oppressed nation from the Greeks at Navarino, in 1821, down to the Cubans who were struggling for independence in 1898. Yet this country is now engaged in attempting to "liberate" the Filipinos against their wills.

This situation has been aptly put in Senator Vest's comments on President McKinley's Boston speech the other day. President McKinley, according to Senator Vest, "says there has been no disposition to exercise the power of conquest; that the people of the United States are called upon now under an omnipotent Providence to dispose of the responsibilities placed on them by accident of battle." Senator Vest does not like President McKinley's assumption that he is an instrument of Providence." He compares the president to that eminent divine in "Bleak House," who lays his hands upon Poor Joe and says to him:

"'Young man, come with me and I will do you good.' 'Let me alone,' cries the vagrant; 'let me alone; take your hands off me.' In solemn and sepulchral tones the Rev. Mr. Chadband replied: 'Young man, I will not take my hand from your shoulder. I am a toiler and a moiler and I intend to do you good in spite of yourself.'

"'So,' continued Vest, 'it is with the president. He places a hand on the shoulder of the Filipino and says, 'I am a toiler and a moiler and I intend to save you in spite of yourself.' And he wants one hundred thousand missionaries with rifles to shoot his good resolutions into them.'"

Senator Vest has certainly made a very palpable hit. To refresh the memories of those who may have forgotten their Dickens, we may say that the Rev. Mr. Chadband is described as a "large yellow man, with a fat smile, and a general appearance of having a good deal of train-oil in his system." One of the most unctuous remarks of Mr. Chadband, which Senator Vest unfortunately failed to find, we give:

"My friends * * peace be on this house! * * on the master thereof, on the mistress thereof, on the young maidens, and on the young men. My friends, why do I wish for peace? What is peace? Is it war? No. Is it strife? No. Is it lovely and gentle and beautiful and pleasant and serene and joyful?"