

tiently on, watching every sign that might give them an idea as to where they were, and how near to the banks of the Missouri.

"Though there were numerous traces of hunting parties and encampments, they were not of recent date. The country seemed deserted. The only human beings they met with were three Pawnee squaws, in a hut in the midst of a deserted camp. Their people had all gone to the south in pursuit of the buffalo, and had left these poor women behind, being too sick and infirm to travel.

"It is a common practice with the Pawnees, and probably with other roving tribes, when departing on a distant expedition, which will not admit of incumbrance or delay, to leave their aged and infirm with a supply of provisions sufficient for a temporary subsistence. When this is exhausted they must perish; though sometimes their sufferings are abridged by hostile prowlers who may visit the deserted camp.

"The poor squaws in question expected some such fate at the hands of the white strangers, and though the latter accosted them in the kindest manner, and made them presents of dried buffalo meat, it was impossible to soothe their alarm, or get any information from them.

"The first landmark by which the travellers were enabled to conjecture their position with any degree of confidence, was an island about seventy miles in length, which they presumed to be Grand Isle. If so, they were within one hundred and forty miles of the Missouri. They kept on, therefore, with renewed spirit, and at the end of three days met with an Otto Indian, by whom they were confirmed in their conjecture. They learnt at the same time another piece of information, of an uncomfortable nature. According to his account, there was war between the United States and England, and in fact it had existed for a whole year, during which they had been beyond the reach of all knowledge of the affairs of the civilized world.

"The Otto conducted the travellers to his village, situated a short distance from the banks of the Platte."

At the Otoe village, which was in Saunders county a few miles below Fremont, they met a couple of traders from St. Louis, one of whom was perhaps the Deroin after whom the old village in Nemaha county was named; Irving spells his name "Dornin." They got a canoe from him, and made the rest of the journey at their ease, reaching St. Louis April 30, 1813.

One interesting incident (to Nebraska City people) of their stay among the Otoes is gathered from an-

other writer. "The Shawnee Prophet had sent the Otoes a wampum, inviting them to join in the war against the Americans; but they answered the messenger that they could make more by trapping beaver than making war against the Americans." Wise Otoes! Their fathers had trodden the long warpath to Pennsylvania in 1755 to fight General Braddock, and had come out losers; and that was the last appearance of in war the Otoes, so far as the writer knows, fare against the whites. A. T. R.

#### AMERICAN AND BRITISH ENGINES.

The use of American engines on British railways, especially upon those in Egypt, is discussed in a report by the Earl of Cromer, the British Consul-General in Cairo, a copy of which has just reached the Treasury Bureau of Statistics. The report states that American manufacturers are able to furnish engines of their standard types at lower prices and in less time than British manufacturers, but that for specially manufactured engines upon orders, differing in detail from American types, the prices of British manufacturers are slightly below those of the United States, and that tests of American and British engines in actual service have shown that the American engines consume from 25 to 50 per cent more coal than those manufactured in England. Two offers from American and British manufacturers for specially made engines according to specifications issued by the Egyptian Railway Board are quoted. In one of these the British price is 2,240 pounds sterling, and the American price 2,700 pounds sterling; and in the other case the British price is 3,250 pounds sterling, and the American price, 3,575 pounds sterling. To this, however, Lord Cromer adds: "On the other hand, the American firm, (Messrs. Burnham, Williams & Co., whose works are known as the 'Baldwin' works) offered to supply engines differing in certain particulars from the Egyptian designs and specifications, but which they held to be of equal power, and equally suitable to the work which had to be performed. Under these conditions, the American prices fell respectively to 1,855 and 2,475 pounds sterling, that is to say, 19 per cent below the British. The reason for this great fall in price is sufficiently obvious; it is thus explained by Mr. Trevithick. The American firm, he says, 'were able to introduce their stock standards, and to advance work continuously without being hampered by, to them, unknown and unnecessary conditions, an advantage which, in my opinion, quite accounts for the difference in the cost and time of delivery between the two makes of engines.'

"It appears, however, that it is not so much in the matter of price as in re-

spect to the period required for the construction that the American manufacturers have had the greatest advantage, not only over British, but over all other competitors. The figures in this connection are, indeed, very remarkable. On the two occasions given by Mr. Trevithick, when British and American firms entered into competition, the former offered to complete the orders in 48 and in 90 weeks respectively. The American offers, on the other hand, were for delivery in 18 and 35 weeks, if the Egyptian designs and specifications were followed, or in 12 and 30 weeks, if the designs were allowed.

"It cannot be doubted that the main reason why so many orders for railway and other plant required in Egypt have recently been given to America, is that American firms have been able to execute them with extraordinary rapidity. For reasons to which I have frequently alluded in my annual reports, and on which I need not, therefore, dwell at present, railway development in Egypt did not, for many years, keep pace with the rapidly increasing prosperity of the country. The natural result ensued. A moment came when a large quantity of material was required for delivery in a short time, and inasmuch as American firms were in a far better position than others to comply with the requirements of the government as regards time of delivery, a large portion of the orders naturally went to America."

With reference to this particular question of time, Mr. Trevithick forwarded a memorandum to Lord Cromer, as follows: "The Baldwin works are at present turning out locomotives at the rate of 1,000 a year, or 28 per cent more than the combined turn-out of the four leading English firms, viz: Neilson, 300; Dubs, 150; Sharp Stewart, 140; and Kitson, 130. Their secret of success in rapidly and inexpensively constructing locomotives is their continuous day and night work system of piece-work, and working to fixed types and templates. It will be readily understood how great an economy can be effected in the construction of machines so complicated as locomotives when, by working day and night, double the amount of work is obtained out of the plant and buildings (capital), when no scheming nor drawings are necessary, and when complete sets of templates and patterns exist.

"Moreover, under this system, they are able to make use of labor-saving machines and tools specially designed for the manufacturing of the various parts forming their standard locomotives, the employment of which would be inadmissible in English workshops, where only a few engines are constructed to the same type.

"Thus it is that the Baldwin Works, so long as they have sufficient orders to engage their machinery day and night,