

THE BRAKEMAN'S PERIL.

Chats With Railroad Men as to Means of Diminishing the Number of Coupling Casualties.

"Killed while coupling cars," or "hurt while coupling cars," are phrases which in newspaper offices might be kept in type, so often are the words required to launch an item that tells of death or maiming. The alarming frequency of these mishaps was brought to the notice of a gentleman of much railroad experience to-day, and the following from an eastern exchange was also handed to him for reading: "So long as human life is as cheap as they (the railroad companies) figure it, there is no likelihood of any improvements being adopted to prevent the killing off or crippling of employees; and so long as they can call it 'carelessness' or 'accident,' they do not want a remedy, unless some one would change all their couplings in one night and without expense to the roads."

"There is much to be said on both sides of this question," said the gentleman. "I can't say that I take either of those sides. I can recall an expression from one railroad man who said that 'fishmen were cheaper than patent couplers,' but this is an extreme case, and intelligent railroad men by no means take this cold blooded view of the matter. On the contrary, the money annually expended by railroads right here in Pittsburg, in testing new coupling devices, and the money value of time devoted by busy railroad men to considering the claims of notice of inventors and inventions would build the Union depot twice over. It is only a few months since the Pacific railroad, in the midst of the greatest demand upon their rolling stock ever known, set apart fifty freight cars at Altoona, in order that Westinghouse might apply his brakes and experiment with new appliances. The greatest, in fact, almost the only, source of danger is in the coupling of freight cars."

"Is there no cheap and safe coupling patented for application to freight or stock cars?" "Doubtless there is. There ought to be, for the patent office record show that down to 1880 there were over 2,000 patents issued for car couplings. I have no hesitation in saying that there may be a time in the near future when something may be adopted which shall meet all requirements. But such a brake must be simple and not costly. Take the Janney coupler, for instance, now in general use on the Pennsylvania railroad. It can not be made and put on for less than \$100 per car. Now foot up what that would mean for the 30,000 freight cars on the main line of the Pennsylvania railroad."

"Why should freight brakemen be the chief sufferers?" "There are several good reasons. In the first place, a freight train may be made up of a lot of cars from different roads. No two are of the same build or height from the rails. Or their buffers may pass each other, and the platforms are so arranged that if the brakeman is not quick and wide awake he will not note the difference, and be caught between the cars, which will approach too near each other before the coupling can be made."

"Is there no possibility of more uniformity of build in this matter?" "There is. The master mechanics and the car builders' association have been discussing this question. There are many obstacles in the way, but time must remove them. It took a long time to have the uniform grade of four feet eight and a half inches to be established, but now this is done, and I think there will be uniformity in car building, and when the old patterns and styles will be discarded. A gentleman whose position as attorney for corporations interested in this branch of railroad affairs gave him opportunities for information, was next questioned on the subject of car couplings. He took down volume after volume of patent office reports, and from these it was found that up to 1873 1,000 car couplers had been patented. Since then the average has been such that the present number is 2,125. In roads centering in Pittsburg the Miller platform and coupler, and the Janney coupling were in universal use on passenger cars, and no brakeman had any excuse for being injured in connecting cars so provided. As to freight cars and their couplings, it was the interest of the railroad men to introduce something which would tend to lessen the accidents. The truth of the matter in this connection was, that the railroads were willing enough to adopt good ideas, but were so crowded with their business as to render it almost out of the question to give inventors the necessary time. Further, the gentleman intimated it was necessary, in order that an invention should find favor, that he give a leading railroad a sufficient interest in the device to make it worth while for him (the railroad) to use his influence and expend his time."

Meanwhile the list of mishaps to brakemen will keep on multiplying, though it seems certain that time will work a change, and that a perfect freight car coupler will at last be discovered and adopted. "She Passed It Along." "I send you my testimonial in reference to Spring Blossom, having taken it for dyspepsia, and receiving almost immediate relief. I passed it to my neighbor, who is using it with same results. MRS. J. W. LEELEY, "Elmira, N. Y." Price 50 cents, trial bottles 10 cents. 1w-od

EXTRAVAGANT M.C.'S. Why the Congressional Salary Does Not Go Very Far in Washington. Washington Cor. Philadelphia Press. The expense to many public men of living at Washington is not confined to those who keep house elaborately. The leading hotels this winter have a large patronage from men to whom there is \$5,000 pay from the government must be a drop in the bucket. To mention but one or two, Mr. Hiscock pays \$600 a month for the first floor of the Charles Sumner house, now a part of the Arlington hotel, with board for two. Mr. Farwell, of Chicago, pays at the same hotel \$700 a month for his suite of rooms, with board for himself, wife and daughter. Mrs. Farwell, a sterling woman, was

Miss Smith, of Williamstown, Mass., daughter of a worthy blacksmith, and herself a teacher in Chicago's earlier days, when her husband, one of the western city's rising young merchants, wooed and won her. Hon. Martin I. Townsend, United States district attorney for the western New York, and formerly in Congress from the Troy district, who knew Mrs. Farwell in her girlhood, makes this pleasant note about her: "Her mother was an angel. That makes her a half angel, and that's as much as most women are." Mr. Farwell has Gen. Garfield's old seat in congress, and fills it to the physical eye very much as the general did. His two daughters, but one of whom is sure to enter society this season, have undergone a thorough course of study. Nothing less would satisfy their New England mother. The one here is a charmingly handsome girl. As children they were great pets of ex-Vice President Wheeler when he and their father were in congress together several years ago. He often used to write to them during vacations.

Congress is divided into two classes: those who have to live within their income, and those who do not. The line of demarcation is plain after the women arrive. Men are more democratic than women, and then, too, the powerful possession of a vote gives to each member a respectful significance in the eyes of his fellows. Furthermore, men are less differentiated from each other in the matter of dress, but when the dry-goods half of creation get into winter quarters here, and Mrs. Congressman A., in her sumptuous velvet and diamonds, goes out calling in her elegant carriage with liveried driver, and meets Mrs. Congressman B. in plain black silk, with a cheap, serviceable cloak partially covering its country-dressmaker finish, arriving simultaneously in a one-horse coupe, evidently hired by the hour, or alighting from the street cars, then the law of polarity operates at once. A sensitive woman whose husband must save out of his salary, or at least not live beyond it, will go the rounds circles, probably, as a matter of duty. She will attend one or two parties, perhaps; then she will begin to feel that there is a wheel within a wheel even in the great community of congress, and she will say to herself, "People who can not give parties should not incur obligations," and her "season" ends quite in advance of our most interesting and gifted women, intellectually, are among these. It is encouraging to further add that the high prizes in public life are quite as likely to fall to the poor man in congress as to the rich one. Gen. Garfield and Speaker Keiser were men whose habits of home life always justified the belief that they saved a pittance at least out of their salaries.

Many a man comes here so burdened with election debts that he has to live almost sordidly the first year to pay them. One of our best Ohio representatives, who comes from a doubtful district, tells me that his legitimate election expenses will this year be about his first six months' salary, and another I have in mind came so hampered with them that he could not afford his wife a silk dress to wear to receptions till the second winter of his own term here, and then it was a very plain one. There are a few people of tact and "faculty" who heroically live within their salaries and have a good time, too, even to the entertaining of a few choice friends occasionally, and are given by these are necessarily so selected in numbers that it is really an honor and a privilege to be one of the invited, for it is understood that among so many to choose from they have sought the most congenial and best. Senator and Mrs. Hawley are of this number. Our wealthy senators, with homes of their own here, have, perhaps, the most enviable good time, though even a boarding-house has its advantages in the daily intermingling with a community sure to embrace some very pleasant people. Mrs. Logan makes her boarding place a choice and coveted resort by the atmosphere she imparts to its entire social life.

Don't take any of the quick rostrums, as they are regimental to the human cistern; but put your trust in Hop Bitters, which will cure general dilapidation, costive habits and all comic diseases. They saved Isaac from a severe tract of typhoid fever. They are the ne plus unum of medicines. Boston Globe. f-1-15

The Sierra Nevada Foothills. San Francisco Chronicle. Extensive, thickly populated and flourishing district, in Switzerland and France do not, in point of natural fertility of soil, surpass a vast region of country extending from the northern boundary of Amador county to the southern limits of Mariposa, and from the snow belt to the eastern verge of the great valleys. What were regarded by a nomadic mining population a quarter of a century ago as barren and utterly worthless hill-sides are now in numerous instances dotted with pleasant and prosperous homes. Early gold hunters, who left that region when the first sign of exhaustion of the placer mines began to appear, would be surprised to find numerous localities, then supposed to be utterly barren traces, habitable only by grasshoppers, jay birds and Digger Indians, now brought under a fair state of cultivation, and instead of being abandoned to chaparral and other worthless shrubbery, now covered with grapes, or annually yielding fair crops of cereals.

Before the utter abandonment of placer mining, sufficient in the way of fruit growing had been attempted to show very satisfactorily what was possible of achievement in that direction; and even then, when the jingling of bells heralded the approach of prairie schooners with loads of provisions from tide water to mining camps, the fact was demonstrated that good crops of fruit could be obtained from the hills so poorly tillaged. Where the people are now solely engaged in agricultural and horticultural pursuits, the change of occupation from mining to other production was probably not so much from choice as necessity, and the great improvement made in many localities by the alleged forced change of occupation by the inhabitants who remained after mining ceased to pay, is of itself sufficient proof of farming

and fruit growing possibilities of a vast region of country, the development of which nature's causes have long held in abeyance. The little farms, gardens and orchards that have sprung up where mining villages have gone to decay, and where no vestige of the early excitement consequent upon the feverish search for gold remains teach a quiet and instructive lesson that the first occupation of man—the cultivation of the soil—is certainly far preferable, and better calculated to insure a prosperous and happy rural life, than the vandalism that destroys the land forever in order to obtain what little precious metal may be gathered from it in a month or a year.

While farming and fruit growing in the mountain regions may not thus far have proved so remunerative as in section less remote from ready and profitable markets, yet the fact has been demonstrated that these mountain lands can be made productive to an almost unlimited extent, and that the quality of the fruit yield far surpasses in excellence any of the same varieties obtained from orchards in lower altitudes. In Amador, as also in Calaveras and Tuolumne counties, there are already many orchards and well managed farms; and encouraging signs in the material prosperity is notable in the fact that the inhabitants of these counties are year after year giving more attention to the utilization of their own cattle ranges. In years past it has been the practice of the owners of herds in the valleys to send the pasture in the mountains at certain seasons of the year, but this practice has become less common since the mountain lands were surveyed and thrown into market.

What is wanted to accelerate rural industry in the Sierra Nevada foothill region is cheaper transportation. The resources, in both agricultural and mineral wealth, are too vast for anything like accurate computation. They will prove sufficient to occupy hundreds of thousands, if not millions of people profitably for a time without limit, but this promising field of boundless wealth must be reached by other means than ox teams or mule pack trains. Neither will it meet the requirements of sound, healthy development to construct railroads forever to remain under the control of grasping jayhawkers and voracious cornorants, who will be content with nothing less than the total value of the product of labor for removing it to the nearest or most available market. What is really wanted is one or more narrow-gauge railroads traversing the region described north and south, with one or more outlets to tide water, where the greatest convenience may suggest or require. With such means of transportation, honesty managed in the true interests of economy and promotive of healthful progress, the foothill region of the Sierra Nevada would not only soon inaugurate a new era in our home industry, enlarge trade and greatly enrich the state, but would annually pour great wealth into the commercial centers of the whole country.

Physical Suffering. No one can realize, except by personal experience, the anguish of mind and body endured by sufferers from dyspepsia, indigestion, constipation, and other diseases of the stomach. BURDOCK BLOOD BITTERS is a positive cure for this direst of all diseases. Price \$1.00, trial size 10 cents. 1w-ood

A Waggish Hackman. St. Louis Republican. A man stepped up to one of the hackmen at the Union depot yesterday, and wanted to know where he could procure a bottle of whisky. "Jump right in, sir, jump right in, and I will take you to take you where you will get the finest kind of whisky very cheap." The unsuspecting individual in response to the invitation jumped into the hack, and was being driven down the street at lightning speed before he had time to collect his thoughts. The mercenary hackman drove out on Grand avenue, and north on that thoroughfare until he reached Washington avenue, when he turned east, and directing his course towards the river, finally halted in front of a saloon on Sixth street. Here he jumped from his box and opened the door of his coach, when the stranger asked him why the "mischief" he had taken him so far. "Well," retorted the hackman, "you wanted me to take you out to get a good bottle of whisky, and you can't get that everywhere."

Seeing it was useless to parley with the hackman the stranger procured the whisky and asked to be taken back to the train. The hackman said he had other engagements, and couldn't afford to do so unless he received a dollar for his trouble. As the stranger imagined it was five or six miles to the depot, he paid the dollar and said: "Well, then go ahead. I presume I must stand it." In about four minutes, to the man's astonishment, the hack halted in front of the depot. He couldn't understand how it took him such a long time to reach the whisky show, and only a few brief minutes to return. But that didn't alter the case any, as the hackman had the dollar, while the stranger had nothing to show for his trouble but a little experience and a bottle of whisky.

Wm. McCartney, 88 Lloyd street, Buffalo, N. Y., fell and sprained his arm. His employer, H. Anderson, 91 East street, procured some Thomas' Electric Oil, and he says that a few applications enabled him to go to work as usual. 1w-ood

FREE OF COST. DR. KING'S NEW DISCOVERY FOR Consumption, Coughs and Colds Asthma, Bronchitis, etc., is given away in trial bottles free of cost to the afflicted. If you have a bad cough, cold, difficulty of breathing, hoarseness or any affection of the throat or lungs by all means give this wonderful remedy a trial. As you value your existence you cannot afford to let this opportunity pass. We could not afford, and would not give this remedy away unless we knew it would accomplish what we claim for it. Thousands of hopeless cases have already been completely cured by it. There is no medicine in the world that will cure one half the cases that Dr. King's New Discovery will cure. For sale by I. S. & M. McMAHON, Omaha.

HOSTETTER'S CELEBRATED BLOOD BITTERS. In Hosts of Families. Hostetter's Stomach Bitters is as much regarded as a household necessity as sugar or coffee. The reason for this is that years of experience have proved it to be perfectly reliable in those cases of emergency where a prompt and convenient remedy is demanded. Constipation, liver complaint, dyspepsia, indigestion and other troubles are overcome by it. For sale by all Druggists and Dealers, to whom apply for Dr. Hostetter's Almanac for 1882.

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