THE COMMERCIAL TRAVELER.

A Toast--Local Organization--Honoring the Tourist.

THE CAPITALIST OF BIGTOWN.

A Splendid Response—W. C. T. Board—A Suggestion—Small Orders—Omaha's Sunday Guests Thawing Out—Samples.

A Toast.

Could I sip of the nectar the gods only can,
I would fill up the glass to the brim,
And drink success to the traveling man,
And the house represented by him.

And could I but tincture the glorious draught
With the smiles as I drink to him then,
With the laughs he has laughed and the jokes he has told,
I would fill up the goblet again,

I would drink to the sweetheart who bade him good-bye,
With a tenderness thrilling in bliss,
He thinks of her now, as his heart heaves a sigh,
Recalling the sweets of the kiss.

To the purest of hearts and fairest of hands
I'd drink with my hopes and my prayers
That the one she must trust is a traveling man,
Who will share all her joys and her cares.

I would drink to the wife with her babe at her knee,
Who awaits his return bye and bye,
Who opens his letters so tremulously,
And reads as the tears fill her eye.

I would quaff to the feeble old mother,
Who sits by the fireside alone,
Who murmurs and weeps o'er the stocking she knits,
As she thinks of her wandering son.

I'd drink long life and health to the friend
Who meets him with many a cheer,
To the generous hands the strangers extend,
To the sojourner wandering here.

And at last, when he quits this earthly abode,
And has paid the last fare that he can,
"Mine Host of the Inn," at the end of the road,
Will welcome the traveling man.

A Local Post.

At the annual convention of the T. P. A. held in St. Louis in June last, Mr. O. P. Pindell was re-elected president of the association and placed on a salary. In consideration of this salary, a very generous figure by the way, President Pindell was to "take the road January 1 in the interest of the association." In accordance with this Mr Pindell began his new duties the first of the year and is now "doing" the southern states. His mission is to establish local posts of the T. P. A. and he will visit every city in the country where there is a disposition among the commercial travelers to organize. Any city where fifteen traveling men make their headquarters is legitimate prey for the national organizer, and the number of local posts is expected to increase very rapidly from this time forward. The promotion of social good fellowship being the chief aim of the T. P. A., its officers can readily fraternize with the sectional organization of drummers, and Mr. Pindell states that he has been most cordially received wherever he has met the officers and members of such bodies as the Western Commercial Travelers' association. It is not likely that President Pindell will omit in his tour the city of Omaha. On the contrary it was stated by him in a recent conversation with an Omaha traveler that this city would certainly receive a visit from him, as Omaha as a jobbing center was prominent throughout the country. When "the T. P. A. drummer" does visit Omaha it is not likely that he will meet with any opposition in his effort to establish a post in this city. Among the number of travelers who represent the commercial interests of Omaha are many with the ability requisite to make such an organization a success. The promotion of good fellowship is not alone the object of such an organization. While it will educe all the kind and brotherly feelings possible in such an organization, it will furnish a resort where the many things affecting the interest and welfare of the traveling man can be discussed and steps taken to remedy the wrongs and inconvenience incident to their affairs.

There are many propositions which may be made which when acted on will prove beneficial to the commercial traveler; and it will be noticed that in nearly every instance these propositions affect matters in which every citizen is interested. The organization of the Omaha traveling men will be beneficial to the citizens generally as well as to the fraternity. In conversation with a number of leading traveling men, a representative of the BEE was assured that there would be little trouble to organize a post in this city as the greatest of interest in the matter would be manifested by all concerned.

Honoring the Tourist.

It is a pleasant custom now being observed by many of the hotel managements throughout the country, that of giving banquets to the commercial travelers of their respective sections. The hotel derives more patronage and benefit from these travelers than from any other class of people and these recognitions have been fully appreciated by the guests at the banquet table. The number of traveling salesmen who come to Omaha and patronize the hosteries of this city is exceedingly large. It will be strange if an enterprising hotel management of Omaha does not, in the near future, tender these tourists a banquet. It is all the go now and the Omaha hotel cannot afford to be behind that of other prosperous cities.

The Capitalist of Bigtown.

The friends of Captain C. V. Bainsford, and he has many of them, tell of an interesting experience which happened to this gentleman in southern Iowa in the early part of December. Mr. Bainsford has for four years represented the house of Peycke Brothers, and is to-day traveling for Peycke Brothers company over a territory where, by upright dealing, he has maintained a flattering trade.

On one of the first Tuesdays in the month of December Mr. Bainsford arrived at a small village in Iowa, and after registering at the only hotel in the town, proceeded to visit his patrons. The house of F—— & Co. is the only establishment of any importance in the place, and it did not take long for the traveler to sell a very satisfactory bill to this firm. This completed, he found that he could not get away from, say Bigtown, until next noon, and with characteristic contentment the genial traveler proceeded to make himself at home at the store of his patron. Now, Captain Bainsford knows one or two things, but is not especially observant only when occasion demands it.

Not in the least curious, he did not notice that during all the time he was selling his bill a well dressed stranger was an attentive witness to all the proceedings. Had he been observant he would have noticed that all the time he was in the store this stranger kept a curious gaze upon his ample form. It was late in the afternoon when "C. V." was enjoying his cigar and endeavoring to keep warm by an antiquated stove, that a lull in the trade occured and Mr. F——, the senior member of the firm, came around to converse with him. Seeing the stranger, Mr. F. turned to the traveler and remarked: "Bainsford, are you acquainted with Mr. Henry W——? Mr. W——, Mr. Bainsford. Mr. B. is a traveling man. Mr. W. is the capitalist of Bigtown." Now if there is anything Bainsford has a weakness for it is a capitalist. He is never more at home than when discussing the financial question, means for reducing the surplus, etc., and it was with unusual cordiality that he seized Mr. W——'s hand. Mr. W. himself was equally glad to meet the traveler. He had many warm friends in the fraternity, always found them well-informed gentlemen and was pleased to become acquainted with one of the class. It did not take long for the commercial traveler to perceive that the new acquaintance bore a troubled look as if burdened with some hidden sorrow; but this he attributed to perhaps some family affliction or complicated disease.

Quite a pleasant hour was spent by the two in exchanging mutual views and so pleased was the traveler with his new acquaintance that he invited him to take supper with him. Mr. W—— declined, however, and "C. V." proceeded on his way to the inn, where he did full justice to the hospitality of mine host. It was perhaps 8 o'clock that evening when Mr. Bainsford was seated in the "office" of the hotel, that Capitalist W—— made his appearance.

In response to an invitation to be seated the capitalist declined and asked if he could trespass on the time of the traveler for about thirty minutes. He desired to see him in private and would not trespass longer than absolutely necessary.

The accommodating Bainsford was only too glad to comply and taking a candle invited the capitalist to his room. Arriving in the apartments set aside for his use the traveler handed his visitor the only chair in the room and seated himself on the bed with a "now what can I do for you old fellow" expression on his genial face.

"I want to confide in you," exclaimed the capitalist in husky tones.

This was somewhat startling to the traveling man and he moved his rotund form uneasily as visions of some horrible tale being entrusted to him rose before him. With commendable firmness, however, Bainsford replied, "confide away."

From this on the events of the night are more like a vision than reality to the traveler. An absolutely accurate account of those events will perhaps never be received and they are given in as brief form and with as strict adherence to facts as is possible with the data at hand.

"As you must be aware," continued the capitalist, "I am possessed of considerable means. For some time past I have had a premonition that I shall soon die. I am not a man of family, though I have many relatives who would like to secure my property. They are not entitled to it by reason of their treatment of me in the past, and I wish to arrange so that they shall not secure a cent. To do this I desire to make my will. There is only one lawyer in this town, and him I do not trust. I appeal to you as a new found friend to aid me. Certainly with your knowledge of fiscal affairs and general information you can frame my desires on paper so that my hard-earned money shall go where I want it."

This was a startling request. It happens, however, that Bainsford has some acquaintance with legal forms; in fact it is stated that when his parents realized the impropriety of making a minister out of him they started their young hopeful in a legal course, and in this way the gentleman became somewhat acquainted with the forms of law.

Obliging in all things, the traveler agreed to undertake the task, and from the folds of his coat the capitalist drew forth pen and paper, Bainsford took his seat at the table and the stranger prepared to walk the room. It is unnecessary to go into details. With masterly skill the commercial traveler drew up the preface to the legal document, which assured a curious public that the devisor was a man of sound mind, etc., and then prepared to take a list of the legacies. These will be as interesting to the public as they were astounding to the traveler. To the county commissioners he bequeathed in trust $10,000, to be used in a movement to discountenance sewing teas among women over twenty-five years of age; to the Bankers' association he entrusted $2,000 to be used to reward with a comfortable funeral bank cashiers who die this side of the Canadian line; to a prominent citizen of the county he gave in trust $15,000 to be expended in curing Sarah H. Grimpson, a local spinster, of stuttering; for the erection of a town pump in Bigtown he gave the liberal sum of $500; out of his abundance he remembered the commercial traveler with no sparing hand, $5,000 was the amount he donated for the agitation of the subject of better rates to the traveling men. These rates to be a fare of one cent per mile and permission to carry 2000 extra pounds of baggage. In addition to this he gave $20,000 to aid in the erection of a home for retired and destitute traveling salesmen, to be located in Omaha. To the secretary of the treasury he entrusted $10,000 to be paid out as a prize to the person offering the best means of reducing the surplus in the national treasury; contestants for this prize to be over the age of fifteen years, bank cashiers, coal barons and newspaper reporters not eligible as contestants. As an incentive he bequeathed in trust to the Western Commercial Travelers association $30,000 to be by the board of directors distributed into three prizes first $15,000, second $10,000, and third $5,000; to be paid out as a prize to the three commercial travelers who during a period of five years subsequent to his death should sell the largest amount of goods west of the Mississippi river.

And so the distribution of wealth went on until nearly $150,000 had been disposed of and the capitalist turned to the man of commerce and remarked: "And now I'll fix you for $2,000."

"No; no," exclaimed Bainsford, I wont take a nickle."

"How then can I pay you for your trouble?"

"I don't want any pay," said C. V., "if you've got an extra couple of thousand to spare give it to build a school house here. Lord knows you need it. I won't take a darned nickle."

"Very well put down your $2,000 for a school house in Bigtown."

The legacy went down and the instrument was finished, barring the acknowledgement and witnessing of the same, which the capitalist said he would do before a justice the next morning; and bidding his traveling friend good night withdrew, leaving the tired man of commerce to dream of the events of the evening.

The next morning Bainsford arose bright and early and after finishing his breakfast went out in the "office." Presently a citizen entered and remarked, "Well, poor old Capitalist W—— is no more."

"What," exclaimed Bainsford, "you say he is dead!"

"Yes, died last night at 12."

Drawing on his coat Bainsford hastened to the store of F—— & Co., where meeting Mr. F——, the senior partner, he asked to see him in his private office.

"I say F——, they tell me Mr. W—— is dead. Is it possible?"

"Yes, poor fellow, he died last night at 12 o'clock. He's better off."

"But, say, let me tell you in confidence, I wrote his will for him last night, and he was to have signed and acknowledged it this morning."

"Wrote his will! Great Cæsar, man, the fellow didn't have a cent. Been living on the charity of his brother-in-law here. I forgot to tell you why we called him the capitalist.'

"Why was it?" gasped Bainsford.

"He imagined he was one. Crazy as a loon," replied F.

Bainsford fainted.

A Splendid Response.

At a banquet given the traveling men of the northwest January 3, in St. Paul, Mr. J. C. Applegate responded to the toast "The Commercial Travelers," in the following words: "The commercial traveler is the offspring of the evolution of ideas in commerce. He occupies with a graceful hauteur a position in the universe around which revolve the constellations of finance. The starters in the race for gold wait for him to give the word.

The speed at which the world moves, the quality and degree of its success, depends upon his diligence. In these days of arbitration and highly developed diplomatic service, there is no more striking example of the success of the system than is furnished by the unprecedented growth of the fraternity of commercial travelers during the quarter of a century that has elapsed since its inception. Doubtless a large majority of the ablest diplomats of the age have stood without recognition in the ranks of the commercial traveler. They have been men, too, who, their patriotism stimulated by a proper pecuniary consideration, would joyfully have sacrificed themselves by consenting to adorn this department of their country's service. When such a condition of affairs as this is possible of existence it indicates some radical defect in the civil service. But, gentlemen, the day star of hope is visible in the horizon, our deliverer is at hand. We have with us to-night, as one of our most honored guests, a statesman of no small caliber and influence, who, doubtless, having now had this matter properly presented to him, will desire no greater boon than the privilege of devoting what remains to him of a well-spent life to the achievement of so lofty an ambition as that of securing to every commercial traveler due recognition of his talents at the hands of the general government.

"Standing sentinal-like upon the highway of progress, the commercial traveler makes the era when the drones of the past were succeeded by the rustlers of the present; the pathway behind him, as far into the past as history enables us to discern, is thickly strewn with the empty shells of the birds of genius who are now soaring into the realms of discovery, delving into the debris of time, and the accumulation of exploded theories in conscientious search for grains of truth, or wandering, grip in hand, over the broad domain of his majesty, the storm king, in a more or less successful endeavor to razzle-dazzle the unsuspecting granger merchant. Since our eminent brother De Laitre crossed the raging St. Anthony in a dugout in '67, the fraternity has grown from three or four pioneers to an army exceeding 1,000 men representing mercantile interests located north of Chicago; since that many changes have been wrought touching matters of vital import to the commercial traveler, but gentlemen, as heretofore, jacks or better are still necessary to the successful opening of a "jack pot."

"The commercial traveler is one of the most conspicuous and important features of the advancement of the century. Conspicuous because omnipresent and so entirely cosmopolitan; important because he furnishes so large a proportion of the railway and hotel patronage of the country; conspicuous because everywhere heard; important because everywhere felt; conspicuous because he roams the country with an air of holding letters patent to no small portion of it; important because he leaves a cash trail behind him in keeping with the width of the swath he cuts; conspicuous because to him the art of kicking is by no means a lost art; important because no guest knows quite so well as he how to express his satisfaction with fair treatment; he is conspicuous finally because when through some misdeal he finds himself in a village church, he looks as if he realized that he had been steered against a brace game; he is important then because he is frequently the only man in the house who, when the collection is taken up, chips in as if he had a cold thousand in his inside pocket and was prepared to bet 'em to a standstill should they give him provocation. Among all professions that of the commercial traveler is, by its chief characteristic, raised into preeminence: the preacher with his prayers, the lawyer with his lies, the doctor with his doses retire into the oblivion of insignificancy before the dazzling splendor, the impressive ponderosity, the transcendent incomparability of the gall of the commercial traveler.

"The distingue and utterly irresistable hotel clerk, who all the ladies say is perfectly lovely, bows in tacit admission of the innate knighthood of the commercial traveler.

"To the rural merchant our traveler answers as a substitute for an international gazetteer, is considered undisputed authority in law, politics, love and religion; in fact, he is a perambulating cyclopedia of events past and present, to his customers, and at times when it seems to him expedient he essays the role of astrologer and, giving rein to the Pegasus of his imagination he horoscopes startling advances in the near future in the commercial value of goods he is endeavoring to unload. The well-known reputation of our traveler for sagacity serves to protect him from the assaults and machinations of some of the deadliest enemies of society; the confidence man marks him down and passes by on the other side, while that inhuman creature who vacillatates to and fro in the train, vending indegestible and nerve-shattering literature to the unsalted, disturbs not his meditations. No class of society is more susceptible to the "tender passion" than are commercial travelers. At times they seem to fall about us "like leaves in wintry weather." Time, however, is the essence of the drummer's contract at love-making, and, as is frequently the case with his dinner, he must bolt it or go hungry.

"If our traveler be a married man he commands the respect of his neighbors and the love of his wife and babies is his. If he be single he stands 'way up in G' in the regard of his best girl, while he is considered a lawful target for the smiles and blandishments of the rural beauty.

"In conclusion, I hope that every member of the fraternity here present will so conduct himself as to gain and merit the respect and confidence of his employers, and by uprightness of demeanor 'win golden opinions from all sorts of people,' that when his last trip has been made, his last earthly account adjusted by the square of virtue and honor; when the mist that rises over the verge of life has wrapped him in its folds, and he has turned his face, radiant with hopeful longing, toward the eternal holiday, he may need no further passport into the realms of the beyond than the blush of modesty—so characteristic of and so unerringly proclaiming the commercial traveler."

W. C. T. Board.

At the first regular monthly meeting of the board of directors of the W. C. T. A. held in St. Louis the following applicants having conformed to the requirements of the constitution were admitted to membership: Howard U. Ackerman, Patrick J. Brown, Robert Burnie, Charles C. Brooks, Henry E. Tanner, Elisha P. Jackson, Emil J. Kramer, Joseph M. Levy, John F. Lynn, Edwin Massa, Allin Mellier, Henry E. Naffz, Lawrence S. Pearson, Fielding A. Randall, Daniel R. Super, Robert C. Scott, John Weisert, Charles F. Plumer, Harry B. King, all of St. Louis; George H. Brush, Montreal, Canada; W. W. Humphreys, Memphis, Tenn., Charles H. Gillham, Quincy, Ill., Charles Evertz, Washington, Mo.; Augustus F. Noll, Quincy, Ill.; William L. Oates, Washington, Ark.; Charles F. McLain, Toledo, O.; George H. Linderberger, Louisville, Ky.; Samuel N. Lewis, Sedalia, Mo.; Isaac M. Leffingwell, Clinton, Ia.; William A. Kromer, Emporia, Kan.; Philip G. Johnson, Independence, Kan.; Louis N. Holberg, Macon, Miss.; Clarence R. Hambleton, Keokuk, Ia.; Corwin E. Goldsmith, St. Joseph, Mo.; John A. Randolph, Denver, Colo.; Lyons Saunders, Fort Smith, Ark.; Freeman O. Smith, Little Rock, Ark.; James D. Rogers, Kingston, Ga.; Joel A. Ray, Canton, Miss.; Horace B. Thompson, Hannibal, Mo. The president appointed the following committees:

Finance—I. R. Trask, S. C. Bunn and James D. Malin. Beneficiary—James F. Coyle, George W. Wilson and Mark Taylor. Printing—D. W. Caruth, W. E. Schweppe and A. F. Shapleigh, jr. Total membership to date, 2,032.

A Suggestion.

M. B. Roberts, a traveling man of the northwest, makes the following suggestion: "My suggestion is that the several railroad companies issue a 5,000-mile ticket for $100, good over any road, and to avoid imposition they require each purchaser to paste in the cover of the book his photo, the company's stamp to be stamped part on the book and part on the photo, so that the conductors can see that it is properly stamped, and can identify from the photo the owner and holder of the ticket, and if others present the ticket they can take it up and avoid imposition. This plan has been in practice by the government for the use of the railway mail service, so that no one could ride in the mail cars without this identification, and I understand it has proved very satisfactory, thus cutting off any chance of parties not entitled to these ticket buying a piece of a ticket and using it to as much advantage as a commercial man, whom the companies are willing should have this advantage. I hope this much-needed arrangement can be satisfactorily made."

Omaha's Sunday Guests.

There was a large and jolly crowd of knights of the grip at the hotels yesterday. A majority of the boys were caught out in the blizzard of the past few days and they report having had a pretty tough time of it. They put in the greater part of Sunday thawing out, and will to-day swoop down upon the merchants of Omaha with their samples and inducements to place their orders now.

The arrivals at the Millard were: George Seibert, New York; W. S. Emery, Grand Rapids; S. Danzinger, Milwaukee; L. B. Shattuck, Chicago; W. Scott, Chicago; S. B. Hathaway, New York; T. Kimball, New York; John Tebbetts, Chicago; H. P. Gleason, Boston; Frank Newhouse, Philadelphia; H. Leigh, St. Louis; R. M. Cherrie, Chicago; C. Dobriner, St. Joseph; O. Leister, Moline; C. D. Luce, Chicago; W. O. Evarts, Milwaukee; John B. Warner, Boston; G. B. Salter, Burlington; W. D. Hunt, St. Louis; J. Flanagan, Chicago; H. D. Martin, Indianapolis; H. Schoker, Baltimore; S. Ticknor, Philadelphia; A. B. Cole, Grand Rapids; H. C. Stewart, Des Moines; H. W. Gordon, Rochester; F. C. Butler, Newark, N. J.; A. M. Erinstein, Chicago; W. B. Roberts, New York; J. C. Singer, Chicago; S. Ernst, New York; H. Douglas, Chicago; H. C. Black, Dayton; D. V. Bishop, Chicago; L. J. Leon, New York; E. V. Johnson, Chicago; J. V. Berg, Chicago; Mat Jacobson, Philadelphia; A. Linderbaum, New York; S. P. Skinner, New York; R. Dodd, St. Aaul; F. T. Sherwood, Chicago; O. R. Price, Chicago; J. B. Maguire, Chicago; S. Hass, Cincinnati; H. A. Thayer, Chicago; L. J. Stitch, New York; H. M. Crane, New York, A. W. Buck, Chicago; R. H. Gilmore, Chicago; Ernst Clark, Minneapolis; P. H. Dean, New York; R. A. Donnelson, San Francisco; R. W. King, New York; Dawson Mayer, New York; M. Cohen, Chicago; R. S. Hawkins, Albany; W. C. Stevens, Boston; H. M. Goold, Rochester; J. L. Hano, Boston; F. W. Gerold, Chicago; F. S. Miles, Chicago; W. N. Foster, Chicago; C. Brackebush, Chicago; F. Barnar, Bloomington; Charles Eastman, Chicago; G. Bean, Chicago; C. W. Hubbard, Sioux Falls; W. H. Turner, Chicago.

The guests at the Paxton were as follows: J. M. Wolfe, Chicago; J. L. Bell, New York; W. H. Todd, Troy; J. B. Finey, Pittsburg; G. W. Solomon, St. Louis; William F. Reuziehousen, Newark; C. S. Kirk, Chicago; J. W. Ellsworth, Cleveland; J. F. Wertz, Boston; J. E. Dean, Chicago; G. W. Perkins, New York; Charles Randretz, New York; E. B. Parker, Boston; D. Withkowsky, Chicago; E. F. Whithkowsky, Chicago; L. A. Kohn, Chicago; A. A. Uffindil, New York; C. D. Miller, St. Louis; F. W. Stevens, Chicago; G. W. Wheeler, Chicago; S. I. Pope, Chicago; C. D. Garrett, St. Louis; G. M. Lowery, New York; E. W. Cudahy, Chicago; D. Morgan, Cincinnati; E. N. Fenn, New York; C. G. Codman, Boston; M. Salinger, Philadelphia; M. M. Miller, New York; Wm. G. Fairleigh, New York; G. H. Harvey, Des Moines; I. Nathan, New York; A. J. Hodge, Chicago; H. E. Cobb, Chicago; E. Delisle, New York; R. H. Douglas, Chicago; E. A. Smith, New York; H. L. Kinkman, New York; B. G. Yocom, Duluth; B. Phillips, New York; H. C. Morehouse, Missouri Valley; T. H. Lark, Missouri Valley; H. H. Osgood, Chicago; L. F. Blue, New York; C. M. Landuer, New York; F. B. Clark, Chicago; P. Meyer, Chicago; O. G. Tuttle, Painsville; H. L. Dougherty, Binghamton; J. Hickok, New York; F. Charles, Binghamton; M. W. Cane, New York; H. Brebenstool, Rochester, N. Y.; H. Hazelton, St. Louis; I. L. Tucker, New York; M. Folda, New York; M. I. Larson, Rochester; G. J. Spitz, Boston; W. K. Kent, Chicago; A. Acherson, New York; H. M. Gaylord, New York; D. A. Halt, New York; J. T. Bonebough, Chicago; G. D. Chasan, Chicago; J. C. Hocigstoff, St. Louis; E. C. Michner, Minneapolis; Chas. Smith, New York; H. L. Shauffer, St. Louis; H. C. Cutter, Boston; C. Hemp, New York; H. A. Fitzgerald, New York; J. E. Glaus, St. Paul; F. B. Newell, Peoria; C. F. Knapp, Jackson; A. Martin, Denver; J. A. Mathews, St. Louis; T. J. Bowman, Le Mors; C. H. Smith, Chicago; I. H. Green, Chicago; I. H. Rich, Boston.

Samples.

It is stated that since the advent of fast trains out of Omaha the jobbing trade of this city has increased materially.

A movement is now on foot for a 5000 mile interchangeable railroad ticket for the use of members of the national association. The proposition has already been made to the railroads. In the event that the railroad companies comply with the request of the association, this ticket will be sold to members at the rate of 2 cents per mile and will be recognized by conductors on all railroads in any one traffic association.

The thirteenth annual convention of the Commercial Travelers' association of the state of Indiana was held at Evansville January 6; between 12,000 and 15,000 were in attendance, great preparations having been made by the local society to welcome them. Every part of the state was well represented. The visitors were received at the depot by the local members of the association and several bands of music. A grand reception and ball and banquet took place after adjournment.

A correspondent in the St. Paul Globe has this to say of a well known Nebraska traveler: "Nick Sloman, not Slowman, has been getting off one of his dynamite jokes. Now he can do it as well as anybody. Nick came from a town some hundred miles east of Omaha, but he has been out in the great west so long that he ceased to be a tender-foot years ago. The writer knew him when he was about knee-high to a toad. He comes from a class of natural born traders, and will get there as persistently as anyone."

The commercial travelers of St. Louis want a club house and have devised a novel plan for the fulfillment of their hopes. They propose to name their post after the firm which shall behave most liberally in helping to establish them in suitable quarters. The proposition looking to this, and which received most favorable consideration was the sale of associate memberships in the T. P. A. at $25 each, such memberships to be honorary and to be taken by members of the firms not eligible to active membership. It is estimated that $2,500 will fit up a club house in fitting style, and for the present the local post would be contented with a rented house or flat; but its members confidently expect to own their house and furnishings, as do the local posts of other large cities, within a short time.

Sam Jones in a talk delivered at Kansas City recently, said: "I heard a commercial traveler say once that a fellow went with him selling a different line of goods—he gave this for a truism—the fellow commenced cursing and cursing and he said he traveled with him a full week, and he didn't sell a hundred dollars' worth. 'How is it,' he said, 'that I cannot sell goods?' I said 'I expect the reason is you take it out in cursing.' [Laughter.] At the end of the second week the fellow quit cursing. That week he had sold thousands of dollars worth of goods. He had quit cursing. I would not patronize a house that would send out such black-mouthed drummers. [Applause.] What do you want to go around the country tingeing the atmosphere of the country for? You are sent out to sell goods and not to defame the word of God. It has been a long time since you fellows caught it this way [Laughter.] God help me to rub it in on you till you feel like a dog." [Laughter].

For fear of losing a day's work, many persons put off taking physic until Saturday. The better plan is not to delay but take it as soon as needed, it may save you a hard spell of sickness. If you want the most benefit from the least amount of physic without causing you any inconvenience, loss of appetite or rest, take St. Patrick's Pills. Their action on the liver and bowels are thorough, they give a freshness, tone and vigor to the whole system and act in harmony with nature.

A Wealthy Darkey.

When the New York papers a few days ago referred to N. W. Cuney as being the wealthiest colored man in Texas they had evidently not heard of the Lincoln family, now residing at Dallas, six children in all, who have come into possession of $48,000, giving them the snug little sum of $8,000,000 apiece.

One of the heirs to this immense property is in Galveston, and a News reporter looked him up yesterday, as much much out of curiosity to see a a negro possessed of such enormous wealth as in search of an item.

The following item from a paper published in Paris, Tex., in connection with the information that one of the city, is that which directed the redorter in his search:

"The Lincoln heirs (colored), living in Dallas, who a year or so ago became the wealthiest colored people in America, have recently come into possession of all of their property. The amount due them was on deposit in the Bank of England, and aggregated the enormous sum of $48,000,000. Forty-eight million dollars! This has been divided among the heirs, Abraham, Ed, Bur, Mat, Fannie and Lulu, each having received $8,000,000. Eight million dollars!"

The party in Galveston bears the illustrious cognomen of Abraham Lincoln. He was traced to a colored boarding-house on Twenty-fourth street, between Postoffice and Church, but not being found in, he courteously responded to the request of the News man to call at the office, which he did last night, coming in as meekly as though he wanted to borrow $1 instead of owning $8,000,000. Abraham is a young man, apparently not over thirty-five years of age, of a saddle-colored complexion, and evidently a man of more than the average intelligence of his race. He has credentials, printed letter-heads, etc., wherein he is styled Governor Abraham Lincoln, showing him to be the manager of the estate.

When asked by what means such enormous wealth had been acquired by his family, he replied that its was an inheritance from his grandmother, Fanny Ellis, who resided at Dalias when she died, a year or two ago. Fanny Ellis was a Mexican woman, and some forty years ago her husband acquired immense wealth in speculation in Mexican woman, and some forty years ago her mining claims, which was deposited in the Bank of England. Preceding the late civil war they bought and sold slaves, and among one of their purchases from a slave trader was the father of the six children who have recently come into possession of the $48,000,000. The father married the daughter of his mistress by whom he was set free, and the six children being the direct issue of that marriage, establish the chain of direct inheritance. Some litigation was necessary in establishing their claim, and it was only a few days ago that they acquired actual possession of their fabulous inheritance.

Abraham Lincoln is here, as he says, with the view of probably locating at Galveston.

When asked if he had matured any plans for investing this vast estate, he replied that they had decided to invest it all on January 1 in United States bonds. The interest on the bonds, said he, will give us more than enough to live on, with a good margin for speculation without touching the principal. It is also a safe investment and carries with it an immunity from taxation.

Men Who Run the Flyers.

Chicago Herald: The starting out of so many limited trains to the west has caused quite a shaking up among the locomotive engineers of the Chicago roads. Not a few ambitions have been stirred only to be disappointed, for only one engineer in a hundred of those anxious to get a run with the flyer could be accommodated. Only half a dozen men on each road could gain the honor which a hundred craved. A run on the limited is about the top notch of locomotive engineering. Yet those who were lucky enough to gain the prizes find their tasks anything but easy ones. The new fast runs out of Chicago are not so very fast, but they are exceedingly difficult to make on schedule time. This is because of the large number of stops which it is necessary to make on account of railway crossings and other obstructions.

The schedule time of the new trains between Chicago and Council Bluffs is rather less than thirty-five miles an hour, but in making the trip engineers often find it necessary to steam ahead at the rate of fifty to sixty miles. Between Chicago and the Missouri river a train must come to a halt about thirty times for railway crossings or other causes that may be depended upon day after day. In addition to these certain stops are several contingent ones, making an average of probably forty full stops en route. As each full stop is equivalent to the loss of four or five minutes at the least, a little calculation shows us that the time spent in stopping and starting amounts to nearly three hours on the trip. This brings the running time up to almost forty miles an hour, and as along a goodly portion of the line it is impossible to make any such speed, on account of steep gradients and passing through towns and cities at street grade, the engineers find it necessary to speed up to sixty miles an hour on the most favorable stretches of the road. The fast runs out of Chicago are all night runs, and it is the night run that tries the engineer's courage. Driving ahead at a mile a minute into a sea of darkness which human eye can not penetrate is work such as no cowardly or even timid man could perform.

Among engine drivers there are bold men and timid men, but only the former were selected for these fast runs. A timid man, prone to shut off steam for every shadow seen on the track, or for every imaginary danger, for engineers are called upon continually to beat back their own apprehensions, could never make time on a run like one of the limited trains to the west. Some of the best and bravest engineers in the world are on these foot-plates, and in this climate and under the disadvantages besetting them they will find enough to try their mettle.

A Dog Mail Carrier.

San Jos Times: Dorsey, the Scotch colley, who has just had his picture painted, enjoys the distiction of being the only regularly employed canine mail carrier in the world. Dorsey, has, for upward of three years, carried the mail between Calico, San Bernando county, and Bismark, a mining camp between three and four miles distant. Calico is a station, and has a post office. Bismark is without stage or post office.

Without the aid of the dog many a miner would have a hard time getting his mail, as the country is very rough and steep in places, and most of the year the weather is very warm. Dorsey belongs to the postmaster at Calico, and in his youth was not regarded above the average pup. The picture shows him to be about the average size, with very intelligent eyes, black and white color, shaggy coat and bushy tail.

The way the dog became a mail carrier was as follows: One day the postmaster wanted to send word to his brother at Bismarck, but did not want to make the trip. It occurred to him to try the dog. He wrote a letter, tied it around the dog's neck, pointed the animal's nose toward Bismarck and told him to go. He trotted off a short distance, and then turned about to see what else was wanted. Some of the small boys showered stones at him, and he ran on to Bismarck. Next day he returned with an answer tied on his neck, and he showed that he had been well treated. The experiment was repeated, each time with success and additional dignity on the part of the dog.

As soon as it became known that Dorsey could be depended upon, requests were constantly made by the miners to send their mail by him. The loads soon increased and it became evident that they could not tie on all the letters. The miners then ordered a handsome little mail bag and fitted it to the dog's shoulders. It is fastened around his chest by one strap and around his body, back of his fore legs, by another. He has never missed a trip for about three years, nor lost a letter. Now, when the stage comes in he gets up, stretches himself, walks to the post office, waits to have the mail strapped to him and starts off as soon as he is told all is ready. He will make a long detour to avoid meeting a stranger, seeming to realize the importance of its mission. As might be expected, Dorsey is a great favorite with all who know him in that section. The picture should be in the postoffice department at Washington, to show the expedient used to transport the mail in the western frontier.

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