### THE RAILROADERS COLUMN.

Interesting Notes and Jottings Among the Railroads.

JUSTICE TO ENGINEER JUDAH

The Original Projector of the Centra ! Pacific-The [Checking System-Big Damages-Train Lighting School for Conductors.

Justice to Engineer Judah.

A correspondent to the New York World writes as follows: Seeing in the obituary notice of the late Charles Crocker, "the Pacific railroad magnate and millionaire of California," this sentence: "Once a man named Judah unfolded to a little knot of cronies assembled there (Sacramento) a plan for building an iron highway from the Pa-cific to the Atlantic coast," the time has come when it seems in order to say something for the reputation and memory of Theodore D. Judah, the original practical projector of the Central Pacific railroad of California. And we insist that he ought to come in for the lion's share of thanks and recognition of the great work to which he gave his life. It was easy enough to build the road after the necessary capital had been secured from the counties, state and congress. Anybody could have done the job then, because no skill or energy or business talent was required to do a work whose real cost was under \$20,000,000, with a capital amounting to \$24,386,000 in United States bonds,\$22,400,000 in United States lands at \$2.50 per acre; besides over \$2,000,000 received from the state of California and the counties of San Francisco, Sacramento and Placer. In all they had \$49,286,000 given or loaned them to do a work that could have been better done with \$30,000,000. Judah was a man who mainly set the ma chinery in motion whereby these gifts loans and credits were secured. The success of the Pacific railroad came not from the formation of the company, but from the soul of Judah, who climbed to the summit of the mountains and from his lofty standpoint promised to draw the cars over the route which he had surveyed. This was proof that as the sky was above the sea and som above both so things outward came from inwas above the sea and soul above ward spirits.

It is a matter of fact that the Central Pacific railroad of California did not create T. D. Judah-rather he created Young man as he was at the time of his death, he went to California in 1854 with an established reputation as a railroad engineer, and for that reason he was selected to go to California to build the first railroad west of the Rocky mountains, viz., the Sacramento Valley railroad. Accepting the position and going there from the fact that he be-lieved in a continental railroad, and this step would place him in the front rank as the pioneer railroad engineer of the Pacific coast, and from which he could study out the problem of the Pacific railroad across the Sierras and the continent. There are abundant facts to prove his labors in that direction from that time on, and his work in Washington year after year until he obtained the

JUSTICE. The Checking System. Engineering News: The radical difference between the English method and our system of "checking" is that our railway companies early recognized this very carelessness and obtuseness' in the traveling public, and wisely con cluded that it was best to assume the responsibility themselves for the safe delivery of baggage at some destina-tion conforming with the traveler's ticket. The company is not only thus saved much annoyance, but the passenger is also greatly benefitted in the avoidance of any personal supervision over luggage in even complicated tranhe has once properly put it into the transporting company's care. The straying of baggage does occur with us at times; but it is comparatively rare under the system in general use. One feature that the article in our London contemporary does not touch upon in this connection is the fact that at railway termini in that country each passenger claims his own baggage, and gets it, without any check upon real ownership as far as the railroad company is concerned. The writer of this has had his own trunk hauled out of a luggage-van by a London cabman, and was on his way out of the station within three minutes after the stopping of the train. It was very convenient; no de-lay; but, for all the railway officials knew or seemed to care, the trunk of some unlucky traveler might just as easily have been secured. Under this loose system much baggage must an nually go astray or be totally lost to its owner, as the seisure may be charged to stupidity or dishonesty. English thieves are hardly "obtuse" enough to lose as good opportunity of this kind The fact is, that while we can undoubtedly learn some things from English railway methods, England would impose less work upon its lost luggage de

tempt at some such system, in many sections, but it too is susceptible of vast improvement in a similar manner.

\$4,000 Damages. The Burlington and Missouri railroad company have settled with Mrs. Charles Hewitt by paying her \$4,000 on account of her husband being killed in the Alma, Neb., wreck of last April.

partment by adopting in some form the American system of baggage-checking.

On the continent there is a lame at

Train Lighting. A test of the Egan primary battery and its application to the lighting of passenger coaches was made recently, says the Railroad Gazette, in Columbus O., on the Columbus, Hocking Valley & Toledo. A coach with the battery sus-pended underneath was attached to a train, and a trip made to Logan and return. During the entire trip a satisfactory light was given. For a time four 20power incandescent lamps were used, illuminating all parts of the coach Later, two 30-candle lamps were substituted. Probably the most pleasing experiment was with a single 50-candle satisfactorily than any two ordinary coal

Schools For Conductors.

Philadelphia Record: "You would pever have got Frank Downing's di-ploma if he had heard you say that," said a Pennsylvania railroad conductor to a fellow ticket puncher as they were arguing on the question of how many tickets must be punched for a horse and carriage car.

"Who is Frank Downing, and what kind of a diploma does he give?" asked a reporter who had overheard the re-proof for ignorance. "Don't you know Frank C. Downing?

Why, he's the conductor's schoolmaster, teaches the young idea, embodied in a brakeman or baggage-master, how

"Does a conductor have to go to a school for his train education?" innocently asked the newspaper man. "Why, I always thought that a real tor was born for the place—called

for the work, as they say in the min-"Bless you, no," ejaculated the rail-

# ATTEND the BIG ART SALE at HOSPE'S, 1513 Street.

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#### onder. "Conductors are evolved, and rom pretty poor stuff sometimes. All of us served an apprenticeship, first as orakeman and then as baggage-master, efore we were allowed to run a train. "You see," he continued, "it takes considerable experience even to open a car door with a professional air and get the name of the next station distinctly, and to be perfect in handling the multitudinous and nondescript packages that are rolled or tossed into a car takes continuous practice. After we have mas tered these minor details and booked up on the road service we are examined y a road official, and in my case it happened to be Mr. A. W. Moss, who asks you all about railway signals, train sigals, what to do in case of wrecks and

you it's a terrible siege.
"Well, if we are successful in answering these questions we are considered pretty good trainmen and fit to go to school. But before facing the terrible pedagogue we are examined for color blindness, range of vision, and all de-

"Were you ever down at the com-

ects of the eyes.

minor accidents, and so forth, and I tell

pany's office on Fourth street?" asked the conductor. "You have been, eh! Well, did you ever go up to the fifth floor? It is so high that the elevator tires before reaching it and stops on the door below. Up in that eyrie, where the sun's rays never cease to beat, and where the city zephyrs laden with the perfumes of a hundred factories, float in the windows all day, the trembling applicants for a conductors position are compelled to undergo a course of sprouts to fit them for handling a punch. First they are quizzed about the rule of three to see if they are mathematically capable of making up a train report. Then for three long days—and they were the longest days I have ever experienced—the men are initiated into the mysieries of local and foreign tickets; single trip, excursion and spec ial excursion tickets; monthly, quarterly and family tickets; summer excursion tickets, some of which are a yard long and which enumerate half a hundred destinations; special train tickets duplex slips, all manner of passes, and indiscribable train secrets. Then the general location of all the lines included vithin the system are drilled into their aiready bewildered noddles, and to wind up the torturing siege, a special exami nation of two hours is given each appli cant to see how much of the mass of stuff

when the occasion occurs. "I'll never forget an answer made by a Jersey baggage master of the cornstall order when the examiner asked how many tickets would be required to ride on the Limited by a man, his wife and one set of twins, occupying three berths. 'Why,' said the sand-skipper, 'supposen' one of the twins were five and the other six years old'— He didn't get any further. The room He didn't get any further. The room was in an uproar, and Auditor Gillingham came rushing into the room and sarcastically asked when the show was

he remembers. If all is satisfactory the

applicants are placed on the list for promotion in the order of their service,

or sometimes in accordance to favorit

ism, and allowed to wield the punch

going to cease. "I remember Mr. Downing asking a class what would be the proper thing to do in the event of a passenger dying suddenly on a train. Some of them wanted to put the body off at the next

others would notify the coroner of the county in which the death occurred, but the last man, a Philadelphia, Wilmington & Baltimore trainman, snatched the rag by saying he would take up his ticket and place the body in the ice cooler to preserve it until the destination was reached. The right thing to do is to put the body off at a station in the county where the death occurred. Did you ever hear of the New York division man who asked the examiner if the baby elephant could travel on a half ticket until it was twelve years old? No? Well, he was only equalled by a through conductor who thought that dressed beef rates ought to apply to the rates on passenger tickets.

Conductors and Porters. Special agents go every week or two on each train that runs with the Pullman Palace car company's cars. They are the company's check on the conduc tors and porters. The special agents are sent from the company's headquarters and are known only there. correspond to the spotters of street car companies, though they are better paid and have a more pleasant time of it, as they have nothing to do but to travel around, watch what is going on, and re-

port it. A special form is printed by the company for the use of these agents. A copy of it came into the hands of a New York Sun reporter. It is form 109 of the company's blanks, and a number of things are to be filled in. These items include the line, the car, the conductor's name, the porter's name, from where to where, the time of departure, the time of arrival, and the route, the number of the special agent's ticket, the office he bought it at, the cost, and the number of his check. These are required as a check on him and his ex-

After this prelude he is to tell the condition of the ventilation of the car, whether the hand railings are wiped the platforms swept and the stepping box put out at important stations. The agent must observe whether the porter uses the stepping blocks and wears his acket in making berths and in putting hem up again, and whether the conductor assists the porter when the passengers are in a hurry to go to bed. The technical expression of the report is: "If Conductor assists Porter in making up and down borths when passengers are in a hurry to retire." Conductor and Porter in the report are spelled with capital letters as of importance. men pecomes The agent is to watch is soiled linen is exposed unnecessarily and if the conductor or porter drink play cards, smoke, or take naps when they ought to be awake. If the conductor or porter pay visits to other cars or leave their own car for a moment. the special agent is to report them. They are also to be reported if they are unduly familiar. The porter is to be reported if he does not occupy a position commanding a view of the berths while he blacks his shoes, and the conductor is to be reported if he allows train em ployes to remain in the body of the car. Trainmen must stay in the ends of the

One side of the folded report is to tell these things. On the other side is a blank for a detailed statement of every

station, others wanted to telegraph to bert h in the car, both upper and lower. the superintendent for orders and The berths occupied by the conductor and porter are to be marked specially. The occupant of each berth is to be given and the distance he travels. At the foot is a marking space for the manner and efficiency of the conductor and the porter. When the blank is filled out it is turned in at the company's office. It is not likely that the special agent can get much sleep if the train makes many stops. He would have to be watching the passengers to see who got on and off.

Early Days of Railroading. Scribner's Magazine for September: When we picture the surroundings of

the traveler upon railways during the first ten or fifteen years of their existence, we find his journey was not one to be envied. He was jammed into a narrow seat with a stiff back, the deck of the car was low and flat, and ventilation in winter impossible. . . . The springs of the car were hard, the joltintolorable, the windows rattled like those of the modern omnibus, and conversation was a luxury that could be indulged in only by those of recognized superiority in lung power. The brakes were clumsy and of little service. The ends of the flat bar rails were cut diagonally, so that when laid down they would lap and form a smoother joint. Occasionally they became sprung; the spikes would not hold, and the end of rail with its sharp point rose high enough for the wheel to run under it, rip it loose and send the pointed end brough the floor of the car. called a "snake's head," and the unlucky being sitting over it was likely to be impaled against the roof. So that the traveler of that day, in addition to his other miseries, was in momentary apprehension of being spitted like a Christmas

There is an enormous demand for ties rom all the railreads on the coast, says a California official of the Southern Pacific, and, in fact. all over the country. The woods are full of the tiemakers and the saw mills in the tie-making districts are very busy. Wages have gone up, and ties have gone up, the ruling figure now being 40 cents spiece for good redwood ties. Our company cannot get them fast enough to lay its new track, letting alone the immediate necessities in the way of repairs and renewal. The scarcity of this class of material has kept us behind in the opening of even our shortest branch lines. The question of the supply is getting to be a very serious one with the railroads of this

The oldest railroad official in the world lives at Norfolk, Conn., namely, Colonel George L. Perkins, treasurer of the Norwich & Worcester Railroad company, and his many personal friends elebrated his 100th birthday on the 5th of August. He has outlived every railroad man he served with in 1812-15. every business associate in the first fifty years of his life, and every presidential candidate he ever voted for except Hayes and Blaine, yet the wife of his youth is still with him, in fairly good health and they celebrated their golden wedding in 1869.

Union Pacific surveyors are now run ning a line between the southern terminus of the Utah Central and the Atlantic & Pacific. The construction of

about three hundred miles of road will be necessary to connect with the Atlan-tic & Pacific, and the new line would penetrate a rich mineral region with extensive deposits of coal. Over such a line as has been proposed the Union Pacific could carry its freight to southern California points with a saving of several hundred miles in distance. The diversion of Union Pacific business rom its present channels, which would follow the building of the new road, would be a matter of importance to the California Southern and other lines. Some of the friends of the Southern Pacific company, when asked their opinion as to the alleged Union Pacific chemes, said, for reasons apparent, that the line proposed would not pay expenses, and that when it is built the Union Pscific will find itself with just

as much loss on account of the Utah Central as it does now. Hundreds of new cars have been purchased in recents months by the Nortern Pacific, and orders for about eighty ocomotives are said to be now unfilled. Some \$2,000,000 of the third mortgage bonds sold were used for the acquisition of equipment. Mr. Colgate Hoyt says: 'I am president of this new equipment company which was organized about two months ago. Our corporation is known as the Northwestern Equipment company, and a number of Northern Pacific people are prominently inter-In fact, it can be said that ested in it. it was organized with the special purpose of supplying the Northern Pacific company with the equipment which it President Harris says that the company has already delivered about 1,000 cars. It is hinted by those supposed to be close to Director Wright, that the interest of J. D. Rockafeller, of the Standard Oil company, in the new equipment enterprise is the con-

Digging for Buried Treasure.

Macon Telegraph: It seems that some man in Macon had a peculiar dream, which worried him so much that he decided to have it interpreted, if such a thing were possible. In some accidental way he heard a negro living in Montgomery, Ala., who could interpret puzzling dreams, and he was sent for, It is not known whether he gave the dreamer any satisfaction, but it is certain that a few days ago he turned up on the place of Mr. John Stokes, a wellknown farmer of Twiggs, and heldlong and private conversation with him. The negro possessed a certain instrument, which somewhat resembled a small candlestick in appearance. The base is a silver dollar, to which is ... tached a silver rod, on the toy of which spins a large needle, suggesting a compass. With this instrument, which served the purpose of a divining rod, he proposed to Mr. Stokes to locate a spot on his land where \$75,000 in gold was buried by the famous John A. Morrill years and years ago. He proposed that a party of men be formed to dig for the treasure, he to receive \$5,000 for his share, the three other negroes who were to assist in digging \$1,000 each and Mr. Stokes to have the rest. The agreement was duly drawn up in writing and the three negroes engaged in the work were Dick Stevens, Smith Calhoun and Burrell Wall. The men to begin at

On the edge of Mr. Stoke's field, at

the foot of a ridge just back of the Hardy Solomon place, the needle of the instrument, heretofore passive, now began to swing around and point in a certain direction. A stake was driven down as indicated. Another point was made and another stake was driven, and so on until a square of ten feet was staked off. The instrument placed in the center of these stakes caused the needle to spin around slowly. The work was to begin early next day The negro told Mr. Stokes that the

nearer they approached the treasure the faster the needle would spin, and thus they could know how deep the treasure was buried. He also said that when they began digging the buzzards would begin to collect in the nearest trees, and great quantities of blowing flies would make their appearance. Bright and early next morning the party went to work. The instrument behaved just as the negro said it would, and the buzzards and blowing flies made their appearance. If Mr. Stokes and the negroes had any doubts as to the dream man's ability to point out the spot, or that the money was buried there, all such doubts were removed that morning. The deeper they went into the ground, the faster spun the needle and more flies ap-

peared. When Mr. Herring left home, the diggers were still at work and had gone down into the earth some fifteen Mr. Herring's son who was there a lit tle later, says the needle is spinning around like mad, the buzzards were perched in neighboring trees, the blowing flies are as thick as hops, the perspiration is pouring in steady lets, and all goes well with the quiet workers who seem to feel that they are within a few feet of dirt of \$75,000 in gold. The crowd of spectators think that at the rate they are digging, gold or China will be reached by night.

The Modern Political Boss.

It isn't as easy to manage a ward caucus as it used to be. I remember the time in this town when I could go to the office of a certain street company and get fifty or 100 men any time to pack a ward caucus, and have had them many a time from a man who was not of my politics. Of course he wouldn't give them to me to pack his own ward caucus unless it happened that he had some work for them to do in a caucus of the opposite politics, but there was trouble to get the men for a distant ward-men that would vote "yes" if I pulled my right ear, and vote "no" I pulled my left ear, and the known forces couldn't nll move or buy 'em-their 'situations were at stake. I remember once this same street car company secretary—he's dead now, poor fellow-pulled one of his own men away from the poll window by an ear, and shoved me into his place and I voted the straight ticket which he was fighting. We had only a busiacquaintance up to that time, you see. When my ballot was in he caught my arm and said: "Well, there's one more good democratic vote anyhow. Come over and take a drink." I said: "No, that was a straight republican ticket, without a scratch on it." He laughed and replied: "That's so, I always took you for a demodrat. Well, never mind, let's take a drink anyway," and we did.

## A GREAT STEAMBOAT RACE.

The Biggest Contest Between Boats Ever Known.

RUN ON THE MISSISSIPPI.

More Than a Million Dollars Said to Have Changed Hands on the Result-Two Conti-nents Interested.

The Lee-Natchez Race.

The greatest steamboat race that was ever run in the world, says the St. Louis Globe-Democrat, was that which oc-curred in June, 1870 from New Orleans to St. Louis between the Robert E. Lee and the Natchez. The latter was built at Cincinnati, was commanded by Capt. T. P. Leathers, and in June of the above year made the fastest time on record from New Orleans to St. Louis-1,278 miles in three days, twenty-one hours and fifty-eight minutes. The Robert E. Lee was built at New Albany during the war and was towed across to the Kentucky side to have her name painted on her wheel houses, a matter that was deemed prudent in those exciting times. She was commanded by Captain John W. Cannon, who died at Frankfort Ky., in 1882.

There was great rivalry between the boats, and when the Natchez made her great run Captain Cannon determined to beat it. He stripped the Lee for the race-removed all parts of her upper works which was likely to eatch the wind, removed all rigging and outfit that could be dispensed with to lighten her, engaged the steamer Frank Pargond to precede her a hun-dred miles up the river to supply coal, arranged with coal yards to have fuel flats awaiting her in in the middle of the river at given points, to be taken in tow under way until the coal could be transferred to the deck of the Lee and then be cut loose and float back. He refused all business of every kind and would receive no passengers. The Natchez re-turned to New Orleans and received a few hundred tons of freight and was advertised to leave for St. Louison June 30. In the afternoon the Robert E. Lee backed out from the levee and five minutes later the Natchez followed her. The whole country watched the race with breathless interest, as it had been extensively advertised by the press, and telegraph attended its progress along the river at every point. At all the principal cities-Natchez, Vicksburg, Helena and Memphis—people from many miles were present to see the racers pass, and the time of passing was cabled to Europe. When Cairo was reached the race was virtually ended, but the Lee proceeded to St. Louis, ar-riving there in 3 days 18 hours and 14 minutes from the time she left New Orleans, beating by 3 hours and 44 minutes the previous record of the Natchez. The latter steamer had run into a feg and grounded between Memphis and Cairo, which delayed her more than six hours. It is said that thirty thousand people crowded the wharf, the windows, and the housetops to welcome the Lee on her arrival at St. Louis. Captain Cannon was tendered a banquet by the business men of the city, and was gen-erally lionized while he remained here. It was estimated that more than \$1,000,000 changed hands on the result of the great race. Many of the bets were withdrawn, however, on the ground that the Lee had been assisted the first hundred miles of the trip by the power of the Frank Pargoud added to her own, and many steamboat men have ever since regarded the Natchez as the faster boat of the two, but think she was outgeneraled in the race by the Lee. There was so much adverse comment afterward by the press that there has been no attempt since to repeat such a performance.
Upon reading the above account, Mr.

Benj. Wash is reminded of the fact that he was the only person from St. Louis who came in the Lee. He says: "I was nineteen years old at the time, and was employed in the Atlas Insurance company's office. The race had been extensively advertised, and of course I im-bibed considerable of the enthusiasm which prevailed in this city. I determined, if it was possible for me to get away, that I would go down the river come in on the winning boat. 1 asked for and obtained a short leave of absence, and left St. Louis on the steamer Rubicon, July 2, 1870. this boat at Cairo and began a still hunt for an opportunity to get on the Lee. which boat was known to be in the lead at the time. Of course I knew the Lee would not stop, but I learned that she was to be coaled at Cairo. I therefore watched all the tugs in the harbor, and finally found the one that was to take the coal barge into mid stream; when the tug was about to start I asked permission to get aboard. which request was promptly and emphatically refused. I determined, however, not to be left, and as the tug started I jumped on her stern, When the tug captain came aft to make fast the stern tow-line he found me and threatened to throw me overboard. By a deal of coaxing, however, he allowed me to remain aboard. The tug went to mid stream, and started up the river with a full headway, so that the Lee could lie to the barge without stopping. The winner was soon seen coming up the river like an express train, overwas made fast, and as soon as this was done I jumped aboard the Lee, and hunting up the captain and clerk, told them who I was and my object in coming down the river, offering to pay my fare back to St. Louis. They would not take my money, saying that my pluck and enthusiasm to go in on the winning boat should be my passport. There were several ladies on board, and I can assure you we had an enjoyable time. Next morning, as soon as it became light, we could see the crowds on banks cheering us. When we neared home it became a grand ovation. The shores were literally black with people auxious to obtain the first glimpse of the fastest boat on the 'Father of Waters." We reached St. Louis about noon. Never in my life will I forget the wild excitement as we tied up. If it had been possible the boat would have been taken If it had been posfrom the water and paraded through the streets.

Storks Fight a Battle With Eagles. Frankfort Zeitung: A truly Homeric battle of birds is reported by an eye witness in a letter from Sophia. Early on Thursday morning, he says, we saw an unusually large number of engles, probably two hundred, taking their flight toward the mountains of the Jantra, A crowd of persons watched the spectacle and the crowd greatly increased a few hours later, when a number of storks, not fewer than three hundred, flew straight toward the regiment of eagles, evidently bent on war. In an instant eagles and stocks were mingled in deadly affray. It was a fearful com-bat. Every now and then a wounded or dead bird, stork or eagle, fell to the ground. The battle lasted for nearly an hour, when the two armies, apparently weary of flight, flew off in opposite directions. Upon a rough reckoning it was estimated that at least a third of the combatants fell in the severe struggle.