

THE RAILROADS OF INDIA. Englishmen Have Covered Hindostan With an Iron Network.

SOME SUPERB EQUIPMENTS. The Lowest Fares in the World and How They Pay—Secured Cars For Hindu Ladies—Queer Passengers. Magnificent Depots. [Copyrighted 1889 by Frank G. Carpenter. Bombay, India, 1889.—Special Correspondence of The Bee.]—India has now 16,000 miles of railroad. It is as far from Calcutta to Bombay as it is from New York to Denver, and several trunk lines run across Hindostan from one coast to the other, and many branches from these which go up to the Himalaya mountains almost to the borders of Tibet, and others which shoot off to the Khyber Pass at the entrance of Afghanistan and not a great distance from the new Russian railway, which has been pushed on past Samarcand. The day will come when we can travel from London to Calcutta by rail, though this presupposes the cutting of a tunnel under the English channel. South India has many long miles of railroads, and the whole of Hindostan, which is half the size of the United States, has a railroad net covering it. The construction of these railroads has included engineering works fully as grand as the railroad making of the United States, and the engineering of them in order is more difficult. One of the great places of Indian railroad makers is the white ant. These insects eat every dead thing in wood form above ground. If a pile of wooden ties is left out over night an attack of ants will have carried it away by morning and there is no possible storage of wooden ties. Such ties as are in the roads are saved from destruction by the vibration caused by the running trains, which scares the ants away. It is the same with telegraph poles and fences, and the result is that the ties of most of the railroads are made of iron. I have traveled about three thousand miles over all kinds of railroads in India. The telegraph poles on many of the lines are hollow tubes of galvanized iron, about as big around as the average man's calf, so made that they fit into one another and form a pole about ten feet high. To these poles the lines are strung and many of the roads use such poles throughout their entire length. On other lines the telegraph poles are T iron rails, the same as those on which the car travels. Two of these rails are fastened together by bars about a foot wide and then this iron lattice work is set deep in the ground and the wires strung upon it. About one of the stations the fences are made of such iron rails, and through hundreds of miles along one of the roads the telegraph poles are made of wood. The platforms are of stone filled in with cement, and the cars run into the stations on a plane about two feet below the track and so that the floor of the cars is just even with that of the depot. Each station has its first, second and third-class waiting-rooms, and everything in India goes by classes. The cars are first, second, third and fourth-class and they are all on the English plan. They are about two-thirds the length of our cars and a trifle wider. They are not so heavy as the American passenger coach and they look more like wide, long boxes than anything else. Each of these cars is divided into compartments. In the first and second-class there are only two compartments to the car, and the chief difference in the two classes is in the number allowed in the compartment. If you will imagine a little room about ten feet long by five feet wide with a roof of seven feet high, in the center of which there is a glass globe for a light, you may have some idea of the Indian first-class car. You must, however, have two long benches along each side of the car, and at the ends of these have doors with glass windows in them, opening inward. Over the benches are the compartments, and these are windows which are let up and down like those of the American street car, and which are the same as the windows of the fish of the fish of the American Pullman, and though you are expected to sleep within it there are no signs of bedding or curtains. At the back of it there is a lavatory with towels, soap or brushes, and there is barely room enough for you to turn around in it when you are washing. The second-class cars are similar, but the compartments are only one second-class car and one first in the same coach.

INDIA. The bulk of the first and second class travel is made up of English and American. The natives, as a rule, go by the intermediate or third-class, and the third-class fares here are the cheapest in the world. They are by ordinary trains, less than one-half cent per mile and by mail trains only one-sixteenth of a cent. Still, the third-class passenger of the high railroads pay more to the roads than either the first or the second-class, and railroad managers tell me they believe it will pay to reduce this rate much lower than it now is. Mr. Ellis, worth of the Denver & Rio Grande railroad, is traveling with me, and he tells me that he has not begun to touch bottom in our American railroad fares. He thinks the Indian roads will make much as much if their rates were reduced one-half and says that the reduction is sure to come. The English managers would approve this and the third-class fares in England are the fares that fill the pockets of the stockholders.

Here in India there is a vast difference between the first and second classes. The first class is, on the great Indian peninsula railroad, which is a fair type of the whole, two and one-half times as high as the second, and just one-half that of intermediate one-half of second class. Third class is one-half the intermediate and the third class pays. The third class cars carry thirty-two passengers. They are divided into compartments with benches unadorned, running lengthwise of the car. The passengers face each other and the messengers are packed as close as sardines. They are always full and these east Indians travel as much as do the American railroad fares. He thinks the Indian roads will make much as much if their rates were reduced one-half and says that the reduction is sure to come. The English managers would approve this and the third-class fares in England are the fares that fill the pockets of the stockholders.

NOVEL INVESTMENT OF WAGES. One of the greatest roads in India is the Great Indian railway. This railway has a curious method of paying its employees, and the wages which it pays its hands, which is found to work both to the advantage of the railway and the employee. Wages are very low in India, but through this method many of the employees have become rich. All of the hands who receive over thirty rupees or \$10 a month, have to pay 10 per cent of their earnings into a certain fund. They can pay as much more than 2 per cent as they please. The road receives the money, pays interest on it, and upon their leaving the fund, honorably, gives them back double the amount they have paid in interest. This seems incredible, but it is assured, as an English clergyman told me that he knew a railroad employee who went in at \$10 a month and who will soon take out \$5,000. This method works in the same way on the other railroads he built. The managers were hard up for capital and they wished to bind their hands to the road. They did not want a prosperous and it keeps up the same system.

WHAT RAILROAD MEN MAKE. Speaking of railroad wages in India, I find that section men work here for from 3 to 5 rupees a month, and the car men just even with that of the depot. Each station has its first, second and third-class waiting-rooms, and everything in India goes by classes. The cars are first, second, third and fourth-class and they are all on the English plan. They are about two-thirds the length of our cars and a trifle wider. They are not so heavy as the American passenger coach and they look more like wide, long boxes than anything else. Each of these cars is divided into compartments. In the first and second-class there are only two compartments to the car, and the chief difference in the two classes is in the number allowed in the compartment. If you will imagine a little room about ten feet long by five feet wide with a roof of seven feet high, in the center of which there is a glass globe for a light, you may have some idea of the Indian first-class car. You must, however, have two long benches along each side of the car, and at the ends of these have doors with glass windows in them, opening inward. Over the benches are the compartments, and these are windows which are let up and down like those of the American street car, and which are the same as the windows of the fish of the fish of the American Pullman, and though you are expected to sleep within it there are no signs of bedding or curtains. At the back of it there is a lavatory with towels, soap or brushes, and there is barely room enough for you to turn around in it when you are washing. The second-class cars are similar, but the compartments are only one second-class car and one first in the same coach.

EVERY MAN CARRIES HIS OWN BEDDING. But how about the bedding? Every man carries his own bedding with him in India, and these Indian cars give you nothing else but a lounge on which to spread a cotton confederate, a shawl, or a rug. You carry your own pillows, and the bedding of half a dozen passengers would fill a car. The traveler of the class of the car who brings the most of his baggage into the train with him, and there is often as much as the contents of an American baggage car in the compartments. The men carry their dresses, but all lie down with their clothes on, pull their shawls over them, and sleep the best way they can. The men who are not so well made up at the proper time and your boots remain unblackened. Women traveling alone universally go into compartments reserved for women, and they are always with their wives have often trouble in keeping together.

UNDER GOVERNMENT CONTROL. Nearly all the railroads in India are under the government, and many of the roads were built by the government, guaranteeing five per cent to the stockholders on the condition that the profits above five per cent shall be equally divided between the government and the stockholders. Over others of the roads the government has a sort of control, and the result is that the tenure of place of the railroad is much the same as that of the civil service of England. Men expect to stay a lifetime when they enter the service, and there is no question of their discharge during good behavior. There are no strikes in India and a position on the railroad is considered very desirable by the natives. The laws are, on the account of the government owning the roads, almost altogether in favor of the road, and our farmers would be the Indian in the sense of the law. An American has a cow killed on the track of a road running through his farm, the railroad company is liable to a fine of \$5.00 for each animal. Any man who drives any animal across an Indian railway except at certain appointed times and places is liable to a fine of \$17, and any man who enters a car reserved for females can be fined \$35. The man who tries to get on a train here after it is started will be fined \$7, and anyone who attempts to defraud the railroad company in any manner is liable to a fine of \$16. The postal cars are in the middle of the train, and the postal clerks are natives. It takes about twice as long to

to manage the mail as with us, but the service is much cheaper. The best class of seats about 70 rupees a month, or less than \$30, and the others receive from \$10 to \$30 a month. Letters are sorted on the trains and extra postage is charged for the posting of letters at the trains just before the car starts.

Notes From the Paris Exposition. PARIS, June 1.—[Special to THE BEE.] Although by no means complete, never before has an exposition proved so great a success. On Sunday the 12th of May the number of visitors was 190,794, which paid to enter, and there were 57,233 gratuitous admissions, making a total of 248,027, without counting the numerous attendants. On the opening day there had been 335,854 tickets collected at the door, but this represented only 112,294 paying visitors. During the week after the opening day the paying admissions have been about 50,000 per day; the total for the first five days was about 238,423, or 538,989 tickets. During the first ten days of the universal exhibition of 1878 there were 285,211 entrances, so that in the first five days of the present exhibition there has been 247,778 more visitors than at the last exhibition in its first ten days. The total number of one franc admission tickets gathered in by the exhibition during the first week counting Sunday and the opening day amounted to 730,562; and if to this we add the gratuitous entrances and the attendants, it is safe to conclude that a million people have been to the exhibition during the first week. The arrangements for the exhibition were quite insufficient to meet the necessities of such a crowd. On the opening day after feeding about one hundred thousand people the restaurants ran short of provisions and a small bit of bread brought nearly two francs. The administration have now regulated matters so that no extortion can be practiced, since the price of each kind must be plainly printed, and only a fixed amount can be charged, and no one need go hungry. About one hundred thousand extra seats have been provided which can be hired at 10 centimes each, and there are extra benches free for 8,000 persons.

Two California Girls Make a Sensation. TO BE INVITED to a matinee musicale by Madame LaCarrange is an honor much sought after. As a dramatic soprano she has never been equaled and there are those yet living who remember the tremendous hit she made in the "Prophet." To be invited is a pretty sure presage of future greatness. Just now she is greatly interested in a young lady from Los Angeles, who has also been heard in Omaha. Miss Fuller has a voice of peculiarly fine and sweet quality, and critics predict that her debut in not distant future will give us an unique position as the greatest dramatic soprano of her day. She has a commanding presence and admirable versatility of her original and original manner to give a few concerts, and I am curious to know if she will make the same impression among her countrymen as she has made in Europe.

RELIGIOUS. Bishop Pette's centennial sermon in being a revival of a wide circulation. A third edition of 10,000 has just been exhausted. It is estimated that the Protestant churches of the United States contribute annually \$1,200,000 for foreign missions. A number of Catholic congresses were held at various points in Europe at the close of April and the beginning of May, and a notable unanimity of feeling was manifested at Oporto, Madrid, Vienna and Malines. The Rev. Peter Havermans, of Troy, N. Y., last week celebrated the sixtieth anniversary of his ordination as a priest. The length of service that is claimed by a priest in the Roman Catholic church in this country.

THE EFFEL TOWER. The Eiffel tower, has at last been thrown open to the public. Thirty-six stories up, that is on the second platform, the figures are being published and opening office, with 735 steps to mount, one must pity the poor devils and reporters. To build this tower 7,600,000 holes were pierced and 2,300,000 rivets used. In tracing the error of the tenth of a millimetre in selecting the spot to pierce for the introducing of a rivet was a most serious matter. It has also been calculated that, whereas, M. Eiffel himself, when sitting in his arm-chair before his desk, could not see the pressure of the floor of equal to four kilogrammes per square centimetre, the tower, though it is 298.30 metres taller than M. Eiffel, weighs upon the earth only one kilogramme per square centimetre. On the first platform is the brasserie and Restaurant Brebant, where fatigue is banished by the comforting attentions of comely maidens of all nations in short skirts, colored stockings and pretty slippers, and where the beer man is refreshed for a considerable consideration. H. R. B.

How to Grow Thin. One of the easiest ways to reduce weight is to wear a shirt laced with rubber and to ride a brisk trot. If the horse trots roughly, and the rider bounces up and down in the saddle, so much the better. Ten pounds a week can be lost by this process. The best kind of a sweater is made by taking four, six or eight thicknesses of flannel and wrapping them around the joints and the lower part of the chest. Angostura Bitters makes health, and health makes bright, rosy cheeks and happiness. Dr. J. G. B. Siegel & Sons, sole manufacturers. Ask your druggist.

THROGNS AT THE EXPOSITION. A Daily Average of 50,000 for the First Week. REGULATING THE ROBBERS. Rapacious Restaurateurs Limited as to Price—Two California Girls Create a Sensation in the Operatic Line.

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