Some Facts About the Society of Jesus, How It is Managed, Training and Duty of Members and Its Present Strength.

OMAHA, Dec. 11 .- To the Editor of The OMAHA, Dec. II.—To the Editor of The Bee: The smoke of battle has cleared away and the vanquished battalions have capitulated to the electoral majority which rules this "land of the free" and "home of the brave." How the battle was fought and how the victory was won is now a thrice told tale, which the secular press would thas with ancient bistory. Not so, however, with the religious press. A recent number of the Omaha Christian Advocate would have us believe that this country to concerned. They exercise most of that influence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears of the brake with an electronal majority which rules in fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in reality, and appears still fluence for good or evil which is no doubt very great in the mists conjugate in the mists conju has had a miraculous escape from a Jesuit of Canada, and a few in far Alaska, doing conspiracy, which, through the election of Bryan, sought to gain control of this republic. In support of this startling reve-

The Italian assistancy numbers 1,874 members, the German 3,790, the French 3,011, the Spanish 2,949, the English 2,435. Thus there are, all counted, 14,659 Jesuits in the world. A rather small number for

ment.

But what about the secret Jesuits? They are counted in the 14,059. In free countries like this there are no secret Jesuits whatsever. But when, in the reigns of Queen Elizabeth and her successors, to be a Jesuit in England was accounted high treason, there was no choice for them but to be hanged, drawn and quartered or to live and labor incognite, in all manner of disguises. In the fall of 1894, when political excitement ran high in our midst a rumor had been spread in Omaha that a treasonable plot existed to murder ineffensive citizens. The paper stated that a large number of these traitions defilled every night at the Jesuit institution called Creighton college. Of course, most people understood it was an asportsman or a gentlement at leisure, might be a Jesuit in disguise. When, a few years ago, the May laws expelled the order from Germany, it is now known that a few of its inembers managed to clude the vigilance of the magistrates and remain in their fatherland, thus continuing the traditions of disguised Jesuits. It seems there are some such in Corea now, and some years ago there such in Corea now, and some years ago there such in Corea now, and some years ago there. such in Corea now, and some years ago there were a few in Sweden, Norway and Den-mark. But the persecuting laws of those lands have been much relaxed of late and with tyrannical laws disguises have ceased.

THE GENERAL OF THE JESUITS at present is a Spaniard called Father Louis Martin. He was elected in December, 1892, by a general congregation of the order which met by its delegates in the College of Loyola, in Spain the birthplace of their founder, St. Ignatius That spot was chosen because Rome is a safe place now for Catholic assemblies, lear of all for Jesuite. The general holds office for life. When he dies a general congrega-tion is again convened for the election of his successor. The delegates sent to it are three fathers from each province, namely, the provincial superior with two associates of masculine attention.

Selected by ballot in the provincial congreWhile she was arranged. are divisions of the assistancies; there are now in the order twenty-three provinces, two of which are in the United States. Omaha belongs to the western or Missouri province, whose superior resides in St. Louis Mo., and is at present Rev. Thomas S. Fitz gerald, well known in this city as a former president of Creighton university. The present assistant for the English-speaking Jesuits, who lives at Flesole, is Rev. Rudolph Meyer, a native of St. Louis, Mo., and a former pupil of St. Louis university.

But we must hasten to consider the ways which these 14,059 men are, or at least used to be thought, dangerous to the wel-fare of the human race. They are divided into three classes. The priests count 5.995; those in training for the priesthood, called scholastics, 4,346; and the lay brothers, 3,718. From the lay brothers no special evil is apprehonded. They are employed in prayer and other religious exercises, and in house-hold duties of the colleges and residences of the order, as sacristans, porters, cooks rejectorians, etc., for no women are ever admitted into the interior of Jesuit houses further than the pariors and the public halls. In times of bloody persecutions some of the lay brothers in England made themselves very edious to the magistrates by construct-ing most skillfully hiding places for the missionaries to elude the vigilance of the "pursulvants." The scolastics, too, inspire no special dread. They are either receiving their own education or employed as pro-fessors in the classical courses of the col-leges and universities. It may surprise a thoughtful reader to learn that they are numerous, almost equalling the priests in The reason is that a Jesuit is usually kept fifteen or seventeen years be fore his education is completed and he is admitted to his final yows.

TRAINING OF THE JESUITS. Received into the order after the conclu-sion of their classical studies, the young men spend two years of novitlate in prayer and initiation into the religious life, after which they are admitted, if the life suits them and they suit that life, to their vows

# FACE RAW BLEEDING

My little boy was afflicted with Eerema 12 acuts form for a year, during which we tried without success every known remedy. The disorder appeared on the right cheek and was of a history and bloody form. His pillow, mornings, would bear the bloody imprint of the side of his face, while it was impossible to prevent him from scratching his face owing to the itching. Advised to try Curicuss, I bought a box. The first application was made at eight, and it is a fact, that the appearance of the affected parts showed a noticentic improvement the next morning, and, continuing the treatment, as a result, my child has as fair and smooth skin as can be found anywhere.

found anywhere, W. S. NEEDHAM, Pataskala, O. W. S. NEEDHAM, with with SPEEDY CORE TREATMENT. — Warm baths, with CETICHEN SOAN, gentle applications of divitives a forthement, the great skin cure, and mild dose of CUTTOURA RESOLVENT, greatest of humor cures. RESOLVENT, greatest of humor cures.
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VISIONS OF A CHOST DANCER of poverty, chastity and ebedience. The next two years are spent in a post-graduate course of ancient and modern literature; then three Wonderful Discovery Made by a Local Religious Editor.

CONJURES UP A JESUIT CONSPIRACY

Some Facts About the Society of Then he is allowed to take his last your and is ready to enter upon the exercise of those duties to which the Jesuits owe the warm love of earnest Cathelies, and the fear and hatred of the world at large. The number of Jesuit priests thus employed within the boundaries of the United States is about 640. With these we are chiefly concerned. They exercise most of that influence for good or evil which is no duty.

THE MISSOURI PROVINCE.

Take a glance over the central portion

Bryan, sought to gain control of this republic. In support of this startling revelation the Christian Advocate affirms its belief in a statement made on what it regards as good authority, that when the Jesuits were driven out of Berlin and Fruscat they declared that they would colonize the western territories of the United States, and by that means got control of the United States government.

There was a time when the workings of the United States government.

There was a time when the workings of the Jesuits were wrapped in mystery that mystery has long since been dispelled, and information concerning them is now accessible to everybody. The almost total suppression of the order near the close of the last century, when their houses and effects, books, records, etc., were solzed, afforded ample scope for exposure and publicity. Still more recently Leo XIII, himself ordered the most secret receases of the Vatican library thrown open to inspection and transcription to friend and foe. All is now thoroughly revealed and the so-called secrets of the Jesuits and Jesuit life have ceased to be secrets.

ORGANIZATION OF THE JESUITS.

As the embodiment of the church militant the so-city of Jesus, as it is atyled, is organised like an army. Its highest officers is called "Father General," a title expressive of the military spirit of the sound from the last several years he has been banished from that city, and has taken up his abode at a village of Fiesole, near Florence. There he is surrounded by his council, which is made up of five assistants, as they are called, and a secretary, Each assistant represents the Jesuits who speak one of the leating innegages, the lish.

The Italian assistancy numbers 1874 to be the extension of the kingdom of Christ in the hearts of men. History speaks of many a bold little army that achieved wenderful success; such seems to be their bond. be their bond.

in the world. A rather small number for the influence they exercise and the noise they have made among mortals. But facts are stubborn things. The Jesuits must make up for fewness of numbers by thorough organization and individual efficiency. At the time of the suppression there were about 22,000, and they were then at the fullest period of their fullest development.

But what about the secret Jesuits? They we not lately had occasion in our own city. GHOST STORIES.

> fian Advocate is one of these can only be surmised, but his alleged discovery of a Jesuit conspiracy to capture the government of the United States has no more foundation in fact than has the plot to drench the streets of Omaha in human

# A SHREWD TRICK.

Charms of a Pretty Girl Spoiled by Singing.

She was visiting in the city, and she was the prettiest girl in the room, relates the Chicago Tribune. When she stood up to sing the other girls regarded her enviously. A pretty girl who can sing is doubly dangerous, and they considered that the visitor had already received more than her proper share

While she was arranging her music and whispering to the accompanist the two girls just behind the plane were exchanging con-

"I do think it's a shame," said the first girl, vexedly. "She's captured all the men already with her airs and graces, and if she sings well—and I just know she does—we won't have a bit of fun tonight."

"Oh, yes, we will," answered the secon-girl, smiling happily. "We'll be all right." But the other was not to be so easily con-"I wonder who asked her to sing?" she

fretted. "It must have been some one who knows all about her little tricks, too, for all the girls in the club are taiking about

"I asked her," said the second girl, calmly You'll know why in a minute. Just wait a Two minutes later the first girl leaned

over the other and touched her arm.
"Why, she makes awful faces," she whis pered, delightedly. "She's positively ugly when she opens her mouth that way." responded the second girl with a satisfied smile. "That's why I asked "You clever darling!" exclaimed the first girl, and only the fact that there were others present kept them from hugging

# TO BE BUILT OF GLASS.

An Architectural Oddity to Be Erected at Newport. A magnificent mansion, built entirely of colored glass bricks, has been planned to be built at Newport, R. I., for a Pacific coast millionaire. The architects are not yet permitted to disclose the name of the prospective owner of this unique architectural oddity-first, because he is still abroad, and, second, because certain details of construction have not yet been determined. This building, which will be designed somewhat after the style of an old Pompeiian palace, is to be begun during the winter. On account of the elaborate-

ness of the design and the great care and skill required in the construction of the building, it will not be completed under two The architects say that the ground plan of the house will in some respects resemble that of the house of Pansa, familiar to readers of "The Last Days of Pompeil. bricks will be of various sizes, shapes and colors, and the effect will be of an ori-ental richness which will defy description. This will be the first residence in the world constructed of such material and on these lines. It is to be built in the form of a square, inclosing an open court, inside of which a fountain will play. By means of electric lights in many-colored globes con-cessed at the source of the fountain the water will fall in a shower of vari-colored hues. It is said that the owner of this fountain contemplates on certain occasions having perfumed water flow from the fountain, thus scenting the entire court, and on

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"ECONOMY IS THE ROAD TO WEALTH, SAME AS EVER."

NET EARNINGS OF \$6,000 AN HOUR

Facts About the London and Northwestern Railroad, Its Enormous

Traffic, Capital, Stock

and Profits.

This country is so indubitably impressed with the belief that the hughest things in he world belong in America that it comes as a bit of fresh news to learn that the greatest business institution in existence lies on the other side of the water and that it is merely one of the many railroad lines which radiate from London. The fact comes into notice from the celebration this year by the London & Northwestern Railway comcany of its fiftieth jubilee. This, the first of the great rallway lines to come into exstence, is still the first in point of capital, raffic and income among all the transportaion companies of the earth. It began when here were not a thousand miles of railway yet laid, and it still maintains its primacy then three hundred thousand miles of track

over the globe as in a network of steel. vestern has £120,000,000 of capital. \$600, 000,000. And its stock,-f100 per share, is worth £200. In other words, the present valuation of the line is close to a billion and a quarter of dollars. There is no railway line in America which is worth one-quarter of this, nor is there any American ine which has an income which will compare for a moment with this great English corporation. Very close to £12,000,000, a litle short of \$60,000,000 a year, is the princely revenue of this single railroad. With every stroke of the minute hand of the clock it has earned \$100; when the hour hand has made a single revolution \$6,000 is added to its wealth.

Yet, whereas many American railway systems have five, six an even seven thou-sand miles of traffic, that of the London & each other as they urged the visitor to sing Northwestern to this day is only 1,900 miles. When it came into existence just fifty years of the largest lines in England and their total length was only 400 miles. The amal-gemation brought together the London & Birmingham railroad, which was partially opened in 1837, the year of Queen Victoria's September 17, 1838; the Grand Junction from Birmingham to a point on the old Liverpool & Manchester railway, opened on July 4, 1837; and the Manchester & Birmingham, which was never more than a Manchester and Crewe line, thirty-one miles in length, opened in 1840.

THE MAIN LINE. Of these lines the most important, the London & Birmingham was laid out chiefly by Robert Stevenson, with the assistance of his father in the earlier stages of the work. It was intended at first to start from far on the outskirts of London, at Chalk Farm on the outskirts of London, at Chalk Farm or Camden Town, about a mile and a half, then, from the outer residence portion of the city. It was a neighborhood where fields and market gardens were only just begin-ning to yield before the advancing tide of orick and mortar, which has long ago stretched far beyond them. But it was soon found necessary to reach farther into London and an extension was made to the pres-ent Euston station. On this extension was a considerable gradient, and as the aristoratic and exclusive residents near by could not tolerate the idea of locomotives hissing and puffing past their windows, this portion of the line had to be worked by two sta-tionary ergines, dragging endless ropes passing round horizontal wheels, placed just outside the station at the foot of the in-cline. This worked well enough for a few cline. This worked well enough for a cline. This worked well enough for a months, but one day the massive hempen cable, two and a quarter miles in length, full seven inches in circumference and full seven inches in circumference and this entire pearly twelve tons, snapped occasions of festivity a continuous current of California wine of his own vistage will flow from the pitcher held in the uplifted hand of the Bacchante in the interior of the fountain.

Weighing entire Bearly twelve tons, snapped in two, and one portion flying back, dashed out the brains of a passenger. This was before the days that people had become accustomed to the railroad as an agency for the decimation of the population, and Eng-

of road, and the country through which the railroad ran was for the most part hilly.

THE ORIGINAL COST.

The Grand Junction line was built by oseph Locke, a pupil of George Stevenson, and possibly a greater railway engineer than either his famous master or the latter's son, Robert. Locke believed in the climbing power of the locomotive when no one else in England did, and by adapting his lines to the surface of the country was able to build them far more cheaply than any one eise could, and just as sub-stantially. The London & Southwestern railroad from London to Southampton, was built by Locke and cost only £28,000, or \$140,000 per mile, and the Grand Junction line but \$11,000 per mile, while the Lou-don & Birmingham had cost upwards of

\$250,000 per mile.

These figures of railway cost sound oddly to the ears of the present day, when steel is cheaper, in a builder's sense, than iron, and railroads are graded and tracks laid largely by machinery. The railroads of the United States have an average capitalization of only \$60,000 per mile, and this, if experts are to be believed, is a sum enormously in excess of the actual ex-

ense of construction.

Shortly after the consolidation of the Laneaster & Carlisle, and the Chester & Hely-head lines were added, and the Lindon & Northwestern then attained that monopoly of the London and Ireland traffic, and the large share of the Scotch, which it has held ever since. At the time of the incorporation the united system had a nominal capital of fil7000,000, or an average capitalization of \$212,000 per mile. The line has been continuously extended until it now comprises, as already noted, about 1,000 miles, of which 381 miles are single track. It will be seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of the seen that with a contribution of 170 miles of 170 m that with a capitalization of £120,000,000 the average capitalization is now more than half again as great as it was fifty years ago, or \$333,000 per mile. Even stocked at this enormous rate, it earns a steady dividend of about 6½ per cent per annum, which, as securities rule in England, puts the stock at 100 per cent premlum.

CONTROLLED BY THREE MEN. It is rather curious that this colosual corporation has been dominated almost from its very inception down to last year by but ago it represented the consolidation of three of three men. The first chairman of the beard of the largest lines in England and their of directors, a position which answers to the total length was only 400 miles. The amaiwas Mr. Glyn, who held the post down t 1862, when, after a short interim, Mr. Mcon ow Sir Richard Moon, became chairman. The cession to the throne, and completed on latter is by odds the most interesting and ptember 17, 1838; the Grand Junction from easily one of the greatest figures in the railway world of the last half century. He had been a director in the London & Northwestern for fifteen years when he became its head, and its head to remained in literal fact as well as in name for more than thirty

Moon was one of those Englishmen who give their lives up to the business they con trol. There was not a foot of the London & Northwestern he did not know almost & Northwestern he did not know almost accurately as the trackwalker, and over ne conduct and affairs of the road his vigil as unceasing. Down to the day of his retirement, about a year and a hilf ago, be was accustomed to be at his office by 7 o'clock in the morning and it was not infrequent that he was to be found there at mid-As a manager he was stern and un-

bending, a good deal of a martinet, but within no respecter of persons. The stories that are told of his addities and charpness of speech are endless. It is related that one day one of the chief directors of the line made an appointment with him for fifteen minutes late, the director jestingly apologized for his lack of punctuality. eir," the old manager retorted y. "It's a very bad habit, sir." On another occasion at one of the directors' meetings, a noble lord was observed

reading a newspaper. Sir Richard rapped

reading a his deek and announced abrustly, "A directors' meeting is no place for read-ing newspapers. John," turning to his servand take Lord So-and-so's news-

land was horrified. Thereafter the lines were run with locomotives, and the aristocratic residents moved out.

The London & Birmingham was one of the costliest lines of railroad of any considerable extent ever built, the outlay on a little over 100 miles amounting up to nearly steep grades, and Stevenson would have no gradient worse than a foot rise in 300 feet of road, and the country through which

And forthwith there was a lively scramworking men out of the compart They had falled to recognize their ir Richard left pronunciation of the guards

THE MANAGING FORCE. Associated with the London and North-estern's management for an eyen lenger period, and likewise one of the most re-markable railroad men of the day was Sir George Findlay, who was the general manager of the line down to his death thre years ago. Findlay came to the road with the lines represented in the consolidation, and remained with it, rising from one position to another, throughout his entire life. His successor and present ctive manager of the road is Frederic Har-izon, for a long time chief goods' manager, a position corresponding to but rather more mportant than that of a general freight agent in this country.

The huge corporation is ruled by a board thirty directors, of whom the duke of Sutherland is allowed to name one. The business head is the chairman of the board. and under him is the general manager, and then come the chief goods' manager and the superintendent. The line is divided into ten districts, each of which is in charge of an inspector, and there are likewise six goods' managers. Each is held strictly accountable for the conduct of his department, and so in turn is each subor-dinate in charge of some miner division. Whether it be the system or the stric regimen transgurated by Sir Richard Moon

tive, and namy curious old customs still obtain; the guards of the road still carry ruge time-pieces suspended on a leather elt, decorated with heavy silver braca uckles, and pursuant to a resolution adopted more than a generation ago, the Sunday traffic is still discouraged as much as possible and kept down to a minimum. This, however, does not prevent it from carrying scretching like 70,000,000 passengers, and 38,000,000 tons of merchandise and minerals a year.

THE ARMY OF EMPLOYES. The employes of the London & Northwestern alone comprise an army of 60,000 men. At Crewe, where its machine shops and rolling mills are located, is a manufacturing town of 39,000 people, supported entirely by the railroad. Here the road builds all its engines, all its cars, rolls its own rails, makes its own machinery; in short, does almost every variety of manufacturing which the road requires. machine shops and rolling mills of Eng-land or the rest of the world might close, but this colossal enterprise would go on undisturbed. It even owns its own coal mines and does its own laundry work. It boasts of 2.800 engines in actual use, all built at Crewe, which last year covered spwards of 41,000,000 miles on the Northrestern's own lines, and some 20,000,000

goods and coal wagons (freight cars) and ast wagons. It is with the aid of these, an enormous number of freight vans and horses for dis-ribution, that the Northwestern is able to rform feats of quick carriage and delivery y. A merchant may buy a stock of good.

London one morning and find it delivered his door in Birmingham or Liverpeol the attmorning. In this country, the country of the midnight of the many day of the sail sea. On the midnight of the many day of the midnight of the midn

miles more on adjacent lines. The rolling stock comprises over 5,000 coaches and

half again as many more vehicles carried in the passenger trains, and it has 58,000

rallways are unquestionably far ahead of our With all its vast traffic a policy of rigid and almost scrimping economy prevails. The engines are painted black because black is the cheapest paint obtainable, and many of the parts of their machinery are made of east

olvency or corruption, presents a curious contract to the average American railread. CARL SNYDER.

# SAVED BY A DREAM.

Vision of a Sail Brought Hope and Rescue to Castaways. The American brigantine, May T. Kimball, sailed from Mobile for Guantanamo, Cuba, on August 29. Head winds bothered her and she was still in the Gulf off South Florida on September 22. At one bell of the forenoon watch that day, relates the New York World. a howling gale jumped out of the southeast. Under naked poles the brigantine ran before it. Soon the seas had charge of her decks and all hands manned the pumps.

A chain pipe leading down into the chain locker was knocked away by the sea and the cap that covered the mouth of the pipe to obtain a small quantity Gallium is a went floating from the side. Captain Bowers very odd metal. At the ordinary aummer ordered the second mate to close the aperture of 86 degrees it becomes liquid like mercury, the latter becoming solid at brigantine began to sink. Captain Bowers ordered all hands aff and sang out to the mate. Mr. Flood, to fetch the ax that was the cabin.

While the mate and the steward were car-

rying out the order the second mate with about equal in value to gold.

Spats, braces, cargo and a confusion of wreckage crashed over the side.

to face with death, it really saved their lives. Jeffers caught hold of one of the top-sall varies that the first part of this century.

Iridium is used to some extent to make insail yards that drifted near him. With a reverberating crack like thunder and a "rip, rip," the compressed air burst the cabin roof off and it shot into the air. A large splinter from it was driven by the force of the explosion four inches into Joffers right the explosion four inches into Jeffers' right

All three sailors, Madison, Jeffers and Cash, gained the cabin roof and, turning, they paw the brigantine's five remaining men. Captain Bowers, the two mates, staward and a fourth seamen, Peter Mitchell, standing together on the weather bulwark, which was one foot above water. me foot above water.

At 5 p. m., while the five men on the rail were looking wisifully at the frail raft with the three castaways, the May T. Kimball three castaways, the May T. Kimball was with all who were left aboard. The sank with all who were left aboard for raft on which the three sailors depended for life was fifteen by ten feet, with a broken skylight, to which they clung with desperation. The men had no food, no drink, no tobacco and very little hope. Jeffers is an
Epiacopalian. He told his fellow-castaways
that their only chance for life lay in prayer.

So before prayed, and on the second day So Jeffers prayed, and on the second day and ready for work so early in the day and after the shipwreck Cash and Madison became converted and confessed their aims has stirred around, got the blood to circulation of the many converted and confessed their aims has stirred around, got the blood to circulations of the many converted and confessed their aims the secretion directive. For six days the turbulence of the wave-did not abste. There was not a minute when the castaways were not half submerged Many times they were washed off the roof, but regained their raft. There was nothing to do but pray and keep watch for a sail.
On the fourth day hunger pangs became

leaward, but she made no response to their ! tignals. The men then resigned themselves That night a piece of board became de-tached and wounded Jeffers in the other leg. at his door in Birmingham or Liverpool the midnight of the same day Jeffers dreamed that morning. In this country the average merchant is happy if he gets a constanment within a week. In this regard the English showed a beard underneath the raft, but found no bottom. Before they could restrain the country of the country

orming a human chain, he was pulled back, I was twelve hours before he came out of

ming on his part, and by his brother seamen

him, Jeffors jumped into the sea, six feet away from the raft, when,

Jeffers waked the others and after they they were seen and the ship, which was the Nerwegian brig, N. S. Hansen, bound from Apalachical for Liverpool with rosin, picked them up. Captain Rasmussen did all he could for them and landed them in Liverpool. Madison is now in the Marine hospital in that city. Jeffers and Cash arrived in New York on the Umbria.

# MORE PRECIOUS THAN GOLD.

Rare Metals that Are Largely Curt-osities of the Laboratory. Gold is commonly considered the most valuable of metals, because it is the most precious metal produced in sufficient quanti-tics for general use. There are many metals, however, that are far more costly than gold. Gallium, for example, is quoted at \$3,000 an ounce avoirdupois. Traces of gallium are in zinc ores tong of which must be worked over 38 degrees below zero.

Germanium comes next in its cost. It is quoted at \$1,125 an ounce. Numerous other

Most of these metals mentioned have no commercial value, but are curiosities of the wreckage crashed over the side, smashing the boats.

An onslaught of destroying waves knocked some of them might be coined, but the sup-James Jeffers and two shipmates, Elijah class and Peter Mudison, all negroes, over-board. Though that wave brought them face platinum, which the Russian government

to work to a charm, others need three meals, and some car, get along with one meal and

ing and the glands to secreting digestive fluids. He especially recommends the plan for those who are dyspeptic, fat or addicted to an excessive use of alcoholic atimulants. Some men advise dispensing with the noon-day meal, saying that when the nerve and

gan to drink full water, which increased their sufferings. At 4 p. m. of the sixth day a bas to learn what his own will stand and do leaward, but she made to reserve the sufferings. The overfed brain worker who dines and wines late and who arises in the morning with a thick taste in his mouth may well breakfast on a glass of cold water, but the farmer who rises at 4 o'clock and does two hours' work before breakfast is ready and prepared for a hearty meal. Yet the latter should eat lightly at noon if he has to work in the hot sun afterward. Food should not be laten after severe exercise nor should very hearty exercise follow a meal. Too much food is exactly as had as too little.

In the parish register of Kirton-le-Moor, Cumberland, England, under date of July 31, 1781, mention is made of a man and wife who, together with their thirty chil-dren, walked to church so as to be present paper away."

Occasionally, however, the old gentleman caught a tartar. Riding on one of the branch lines one day, passing Lyidesley Banks he