

THE FIELD OF ELECTRICITY

Connecticut Steam Roads Fighting the Trolley with Electricity.

SUCCESS OF THE THIRD-RAIL SYSTEM

The Experience of the New Haven Road Detailed by Its President—Ozone and Electricity as a Purifier of Water.

One of the most important phases of suburban railway traffic during the last five years is the capture by new trolley lines of an enormous amount of business formerly done by the steam roads.

The immediate occasion of his speech, says the New York Tribune, was the application of certain people for a charter for an independent trolley line from New Britain to Hartford, which are eight or ten miles apart.

Extreme interest attaches to the accounts which have been received from recent experiments by Prof. Murooka of Kyoto. The swarms of glow worms which adorn and illuminate the June nights in that region are suggested to the professor that they might be made to yield X-rays.

When the Nantasket branch was first equipped with electrically propelled cars the current was taken from the third rail laid outside the regular track and supported on posts at a slightly higher level.

That the field for application of electricity is practically unlimited is again demonstrated by a seafaring man who proposes to go out and kill whales with it.

At the time there will be a current of electricity in the water, and the whole of the fraction of a second.

Mr. Barnett tells an interesting story of how he came by the big birds. He was on the upper Kootenai river, in the northwest of Idaho, however, just as he commenced to study a large tract of land on the river.

All of a sudden the quiet of the camp was broken by the sudden introduction of two great eagles, which swooped down upon the party and the men fled in confusion.

Mr. Barnett, attracted by the noise, took to the water and swam to the bluff with his rifle, which he happened to have with him.

VETERAN OF THE THROTTLE

Recollections of the Oldest Locomotive Engineer in the Country.

FIFTY YEARS IN THE SERVICE

The Transition from Horse Power to Steam—Changes He Has Seen and Participated In Since 1833.

When the great and comprehensive collections of railroad antiquities were made with a view to showing the progress which had been made in that important branch of nineteenth century industry, one of the most important features was overlooked, and, although his neighbors and some railroad people in several cities know Christian Smith to be the oldest living railroad man, and the senior living practical locomotive engineer, the veteran is otherwise unknown and nothing has been done to give him a place among railroad notables.

Why He Began as a Teamster. "Nowadays," he said, "when a man goes into the railroad business he becomes a fireman, an engineer, a conductor, a trainman or something like that, and unless you explain the matter you will not know what I mean when I say that my first job with a railroad company was that of a teamster.

There was no timetable, we came and went as we got a load; there were no conventions, and it was hard work to travel and hard work to load on the road. My team consisted of three horses hitched tandem.

At the end of the stick will be attached a piece of metal twenty-four inches long and one inch in diameter. The point of that needle is practically as fine as the needle of a sewing machine.

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That is one of the things that I am proud of in my railroad experience and it shows that we old ones knew a thing or two about the people who came after us had to follow.

Mr. Smith remained, according to his autobiography, with the Baltimore & Ohio railroad and in Baltimore and its vicinity until 1852, when he was transferred to various capacities. When the road from Harper's Ferry to Cumberland was built he was assigned to that district and was placed in charge of an engine in the construction department.

On the Cumberland Line. "It was on hand when the last track was laid that I ran the first engine into Cumberland that ever entered there. He remained on the road between Harper's Ferry and Cumberland as an engineer, either a passenger or a freight train, until 1849, when he was transferred to a term of six months and ran an engine from Cincinnati to Springfield on the Little Miami road.

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