

THE GENERAL MANAGER'S CONTRIBUTION.

By HAMILTON P. FAIRMAN.

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We had been on the road something over a week in an official private car. The business part of the trip was over and the several officials gave themselves up to cards, checkers, stories and other amusements during the return journey. Nearly every one present had related some thrilling adventure which had occurred to him or come within his notice, but the general manager, who had a little in the way of entertainment and had joined but reservedly in the laughter which some of the tales aroused, as we crossed the Mississippi into Illinois he in some manner got possession of a magazine which held his attention for the time. Finally he tossed it upon the table and observed:

"Well, they may talk all they want to about dispatchers, but in all my experience I have seen but one man who filled the bill in every particular. He was the man whom Old Fozzy couldn't hit. He had no consideration. That man was Dobbs," he went on, knocking the ashes off his cigar. "He's general manager of the Q-P system now."

"Dobbs always was a railroad man. He began with the shovel when they built the K. C. division of the B. & O., and when I met him we came together in the dispatcher's office. He worked the second trick and I tried the third. But with all of his ability he was a peculiar cuss and is today. He never cared whether he worked six, eight or fourteen hours. He could relieve him whenever I chose, it was all one to him. When I put in an appearance he would say something like this: 'Had to hold 17 at Mendon—can't get out on the siding at Bluff—will lay her out 15 minutes—be gone in ten minutes—24 light,' and take his hat and leave the office."

"The dispatcher, a man named Marshall, who died in Mexico a good many years ago, had learned that he could rely on Dobbs as he could not do on any of the rest of us. Not a single man on the road knew the division as Dobbs did. Every inch of grade, the length of every siding, and in fact every detail of the road and trainmen was catalogued in his mind. He knew what engineers he could depend upon to make up lost time; just what could be expected of each and every crew."

"He always called the dispatcher Billy with an easy, assured familiarity. I remember one day that 'Billy' was flurried out on a meeting point for a long local freight against number 4, the limited. Dobbs was looking over his shoulder when he finished the order."

"Never do, Billy. You'll lay out No. 4—27 can't get in at Bluff—fourteen empties on track there."

"She'll have to stay where she is, then," returned the dispatcher, crumpling the order in his hand.

"Lay her out thirty minutes," replied Dobbs. "Let's see. She's pulling twenty-three loads and twenty-one empties—five scarpion. Let her leave ten empties and the scarpion at Platt. Scarpion ain't perhabable. Jones'll pull her over all right and Burns' crew will handle the cars. And he went on whistling. Not another man on the division would have dared even to criticize 'Billy,' let alone dictate orders to him."

"But that wasn't what I started to tell about, Dobbs, with all his good qualities, had one very bad fault. About once a month he would absent himself from the office one or two and sometimes three days. He seldom said anything when he came back, would simply nod 'N' and pull out. He invariably returned on No. 4."

"On these occasions I was usually transferred to his trick and a new man put in my place."

"Well, one day in January, just as the ice began to come down from the north, the rate of ten to twenty extra trains a day, a messenger came for me to report in the Dobbs' place. When I arrived at the office the division superintendent and the dispatcher were just finishing what had evidently been an interesting conversation."

"His name was the same as the man who worked a wire out of this office—any other, for that matter," the dispatcher was saying. "When he's here there isn't the first thing to worry about."

"Yes, I know, but when he isn't here there's enough to worry six men for. I never know when he's going or what time he's coming back. Put Patterson in for the third trick and keep an eye on him for a day or two. When Dobbs comes back send him to me," and the great man stalked out of the office."

"It's all up with Dobbs, I guess," remarked the dispatcher as he gave me a hurried word picture as to how the trains were running at that moment.

his eyes flashed and he reached across the desk for his key.

"Hello, Dobbs," he called.

"Keep out, Billy, I'm too busy," came the reply.

"Billy settled back into a chair with a sigh of relief. His elbows rested on the desk and he folded his hands in front of his face. Slowly the color returned to his face. He seemed half asleep. At the first lull of the sounder, however, he reached for the key again.

"Hello, Dobbs, where are you?" he asked.

"Down the line away," came the reply.

"It's my trick, Billy, don't worry, every wheel is turning, but No. 12. Where was he last?"

"Don't know. Off the sheet."

"I'll find her, Goodby, Billy," replied the incoherent Dobbs. He reached for the key and he traced her from station to station until he found she had left Marshall at 9:40. It was then 11 o'clock. North from Marshall there was no night operator for thirty miles. He called the man at Princetown.

"Hello, you see No. 12?"

"No," was the reply.

"Go out and see if you can see her," came the order.

"No, she ain't in sight," came next. There was a pause.

"Gibson, Conductor. Extra south."

"Leave train at Princetown—take engine and crew, look for No. 12 south of Princetown," was the next order.

"No. 12 was found about half way between the two stations with a crippled engine. The crew were chasing about the village like mad men in search of the agent. But he was not found.

Then Mr. Utter would open a small aperture in the end of the box, to which the bees would crawl in order to escape. But sprinkled on the floor of the box over which the bees passed was a large quantity of flour. The bees, all sticky with honey, would coat themselves liberally with flour and then stagger out of the box and fly away home, looking like white miller moths. Mr. Utter would have a bunch of witnesses on hand and they would follow easily the white bees until they could see them fly into the hives in J. W.'s back yard. Thus was the identity of the bee thieves accurately determined, and the prospects of their never being able to establish an alibi for their removal.

Two hundred and fifty dollars have already been spent by Kentucky litigants over two hogs worth \$10. Trigg Moore and Will Erwin, two farmers living near Stottsville, Ky., got into a dispute as to their ownership of a hog. Moore had a hog which was instituted by Moore at Gainesville and a verdict gained. This suit cost \$100. Erwin appealed to the quarterly court and two more lawsuits were had, both juries disagreeing, and the two suits costing \$100. But Erwin refused to pay, and both to fight the case to the end and the struggle in the courts over those two \$100 hogs is liable to continue for a long time if it does not terminate, as the neighbors fear it will, in a bitter feud that may cost something besides money.

From New York is reported a lawsuit that originated in a fight over a plate of hash. Lawyer Michael Duffy appeared as complainant in court against Edward Reuter, who owns a restaurant. Reuter says Duffy ate a plate of hash and did not pay for it. Duffy says that he did not eat for pay, but seemed to want to get satisfaction out of his hide, as the restaurant keeper reached over without warning and struck him over the head with a chair leg.

W. E. Lyons of Iowa, Kan., has already spent \$20 to recover 40 cents, and will spend over \$40 more before the case is decided. The case now pending is made by T. Strickland, the defendant, had a horse pastured in Lyons' pasture lot. He paid for two months' pasturage, but did not take his horse away when he intended, owing to illness. The horse remained three days longer in Lyons' pasture. Strickland tendered to Lyons 40 cents in damages. Lyons demanded 40 cents more and refused to let Strickland take his horse until the money was paid. In the lower court Strickland won the case, but Lyons took an appeal and now it will be tried by a jury in the district court. It may take at least a year to try the case, and the cost of the jury alone will be \$24.

The amount involved in a lawsuit at Guthrie, Okl., was even less than that of the Lyons suit for 40 cents. Two citizens of Guthrie are the parties. The defendant won the first trial, but the judge ruled that the \$48 costs should be shared by both parties to the suit. Now the plaintiff has taken an appeal.

At Sharnsburg, Pa., Estella B. Wagner has brought suit against the Consolidated Car Company for \$100 damages done to a dress she was wearing and which she had purchased on the floor of a street car owned by the defendant company, and on which the plaintiff was a passenger.

WHERE THE SUN IS MOVING.

Orb of Day and the Planets Traveling Toward the Apex.

More than a century ago, says Popular Science Monthly, the astronomer William Herschel was able to fix roughly what we call the apex of the sun's way in space, or the point among the stars toward which that way is directed. Herschel found that a comparison of old stellar observations seemed to indicate that the stars in a certain part of the sky were moving toward him, and that the constellations in the opposite part of the heavens seemed to be drawing in, or becoming smaller. There can be but one reasonable explanation of this. We must be moving toward that part of the sky where the stars are coming. Just so a man watching a regiment of soldiers approaching will see at first only a confused body of men. But as they come nearer the individual soldiers will seem to separate until at length each one is seen distinctly from the others.

Herschel fixed the position of the apex at a point in the constellation Hercules. The most recent investigations of Newcomb, published only a few months ago, have on the whole, verified Herschel's conclusions. Late in the century, however, it was discovered that the stars in the constellation Hercules were moving away from him, and that the constellations in the opposite part of the heavens seemed to be drawing in, or becoming smaller. There can be but one reasonable explanation of this. We must be moving toward that part of the sky where the stars are coming. Just so a man watching a regiment of soldiers approaching will see at first only a confused body of men. But as they come nearer the individual soldiers will seem to separate until at length each one is seen distinctly from the others.

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But let no one think that the sun will ever reach the apex. To do so it would have to travel at a speed of 100 miles a second, while every consideration of celestial mechanics points to motion on a curve. When shall we turn sufficiently upon that curve to detect its bending? It is a problem which we must leave as a rich inheritance to some future astronomer. The visionary theorist is not to follow us. The visionary theorist is not to follow us. The visionary theorist is not to follow us.

RUSSIA'S MOVE ON THIBET.

A Correspondent Who Sees Thera in a Deadly Peril to English Empire.

In the valley of mystery, that has hung so long over the land of Lhasa and the Himalayas, there is a great commercial center, the traveler for Manchester textiles, and certainly some of the most recent statements of a correspondent, says the London Express. He says:

"For the moment we frankly admit that Russia is in a deadly peril to English Empire. In the valley of mystery, that has hung so long over the land of Lhasa and the Himalayas, there is a great commercial center, the traveler for Manchester textiles, and certainly some of the most recent statements of a correspondent, says the London Express. He says:

IRRIGATION IN NEBRASKA

Facts in the Case Recently Decided by the State Supreme Court.

DOCTRINE OF RIPARIAN RIGHTS UPHOLD

Legal Review of a Question of Great Importance to People in the Semi-Arid Region of West Legislation Annulled.

The citizens of Crawford desired to bring water down through their ditch for domestic use and also for irrigation at the mouth of the ditch. The ditch was numbered made a filing for a water right and began the construction of the ditch. The ditch was commenced just above the Fort Robinson military reservation and it was necessary to construct it across the reservation in order to reach the mouth of the ditch. The work was begun it was interrupted by the officer in command of the post, because no license had been obtained from the secretary of war to cross the reservation. Subsequently the license was obtained and the work proceeded and a company was organized to construct the canal was so far constructed that water was turned into it in April, 1896.

An action was brought in the district court of Dawes county for the purpose of adjudicating White River—that is, determining the order in which the rights to the water in any way were made parties defendant. The plaintiff alleged priority of right over all the defendants. Two mill owners were included with the other defendants. The plaintiff alleged that these mills were private mills and not for the use of the public and that they had not instituted ad quod damnum proceedings and had no right to maintain their dams. The plaintiff claimed that the irrigation act of 1877 and the subsequent act of 1889 and the act of 1893 had changed the law of riparian rights in the state of Nebraska. This act also authorized the protection of such rights existing by local customs. The original section reads as follows:

"Section 2323—Whenever, by priority of possession, rights to the use of water for mining, agricultural, manufacturing or other purposes, are acquired by individuals and the same are recognized and acknowledged by the local customs, laws and decisions of courts the possessors and owners of such vested rights shall be maintained and protected in the same and the right of the construction of ditches and canals for the purpose hereinafter specified is acknowledged and confirmed."

Afterwards, this act of congress was amended by section 17 of the act of July 9, 1870, so that patents granted for public lands should be subject to "vested and acknowledged rights in water, and to canals, ditches and reservoirs used in connection with such water rights as may have been acquired under, or recognized by the ninth section of the act of which this is amendatory."

16 Stat. C. 235, Sec. 17.

"Plaintiff contended that this was an involuntary taking of the property of the defendant by custom, or by legislative enactment, the running water on the public lands of the United States.

Irrigation Legislation.

This state, in 1877, accepted this offer of the general government, by the passage of the following act, contained in the Compiled Statutes of 1881, at page 159: "Section 2323—Whenever, by priority of possession, rights to the use of water for mining, agricultural, manufacturing or other purposes, are acquired by individuals and the same are recognized and acknowledged by the local customs, laws and decisions of courts the possessors and owners of such vested rights shall be maintained and protected in the same and the right of the construction of ditches and canals for the purpose hereinafter specified is acknowledged and confirmed."

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"Plaintiff contended that this was an involuntary taking of the property of the defendant by custom, or by legislative enactment, the running water on the public lands of the United States.

Contention of Plaintiff.

As the law passed by the legislature of this state took effect in 1877 it was claimed by the plaintiff that the passage of this law was notice to any one who might settle in Nebraska after that date that he took the land, if located upon the banks of a stream, subject to the right of any person above him, who might see fit to do so, to take water out of the stream and use it for irrigation purposes.

It is the contention of the plaintiff that the decision of the supreme court in favor of the defendant was in error, because the defendant entered upon public land of the United States in 1884, seven years after the passage of this act, and it was claimed by the plaintiff that Mr. Hall knew when he settled upon the land and built his mill upon the creek, or the river, it could not run through the natural channel on the premises of the man who claimed to own the banks of the stream.

Contention of Plaintiff.

that it was a step toward asking relief on behalf of the plaintiff from diverting the water.

There was also an allegation in the petition that the mill owners were threatening to tear out the plaintiff's dam. (This the friends of Mr. Hall subsequently did.)

The plaintiff prayed for an order restraining the defendants from interfering with the plaintiff's use of his dam and inlet ditch and its means of diverting water.

The plaintiff further prayed "that the irrigation act of April 4, 1895, insofar as it assumes to confer judicial power upon the State Board of Irrigation, shall be declared to be in contravention of the constitution of the state of Nebraska and the fourteenth amendment to the constitution of the United States of America."

Plaintiff also alleged in the petition that there was not enough water in White River for domestic purposes and irrigation and to run the said mills, and the plaintiff prayed that the mill owners, if found to have any rights, should be found to have rights second to the claim of the plaintiff, and that if it should be found that the mill owners had vested riparian rights and the court should so determine then that a jury should be empaneled to assess their damages and that the damages might be adjudged ratably and according to the benefits conferred on the several priorities of those who diverted the water for agricultural purposes.

Syllabus of the Court.

The second, third and fourth points of the syllabus prepared by the court are as follows:

1. Where the invalid portion of an act formed an inducement to the passage of the residue the whole act falls.

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