

"CITIZEN" TRAIN'S CAREER

Exciting and Interesting Episodes that Marked His Busy Life.

MERCHANT, TRAVELER AND LIBERATOR

Great Commercial Enterprises Organized and Consummated and Efforts for Freedom of Speech and Thought.

George Francis Train, pioneer, speaker, financier and American citizen, has passed away at the age of 75 years.

Mr. Train was probably more successful than that of any other American who ever lived.

"Citizen" Train was born in Boston, Mass., March 24, 1829.

He remained on the Pickering farm until he was 13 years of age.

His mother was a descendant of John Pickering, who was a general in the Revolutionary war.

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When 14 years of age Train went to Cambridge, Mass., to seek employment.

He was engaged as a grocery boy by a man named Holmes.

At 19 years of age, through the efforts of the father of ex-Major Bemis of Omaha he entered the shipping house of Train & Co. in Boston.

At 21 years of age he was sent to Liverpool, England, where he opened a shipping house with nineteen clerks.

The business proved successful from the start, but did not grow fast enough to suit the spirit of the young financier.

He accordingly left Liverpool and went to Melbourne, Australia, where he opened another house.

In the second venture his net profits for the first year amounted to \$100,000.

He erected a warehouse which cost \$60,000 and flew the American flag over it before it was completed.

The spirit of the traveler was in his blood, however, and even this brilliant start was not enough to hold him to business.

He took a fifteen-months' trip through the East Indies in 1856.

During this trip he met the sprigs of royalty and laid the foundation of an acquaintance which later enabled him to raise on short notice, what were in those days considered fabulous sums of money.

On his arrival in London in 1857 he organized the Atlantic & Great Western railway, which was later built in the United States.

He received from the company \$150,000 for his services in addition to a tenth interest in the contract for building the road.

In order to promote the enterprise in Europe and make it found it necessary to speak the languages of those two countries and set about learning them.

It required just six weeks' time for him to master the two languages and during the process of learning them he lost over twenty pounds in weight.

Queen Christina of Spain was one of the stockholders in the new railroad and the subscription for stock was taken by Train himself.

The queen's nephew and private secretary accompanied the promoter to New York, where they succeeded in selling the large land holdings of the queen in Pennsylvania and Cuba.

The proceeds of the sales went into the bonds of the railroad company.

Experience in London.

After the completion of the railroad enterprise Train returned to London, where he arrived in 1858.

He engaged in the building of tramways, the first one being constructed at Birkenhead, opposite Liverpool, on the banks of the Mersey.

Later he constructed no less than seven other lines, five of which were in London.

During the building of these lines the civil war broke out in this country. The "citizen" was not slow to decide which government he stood for.

Immediately choosing the side of the north, he dropped all his business enterprises and established an American newspaper in London.

activity for the union cause, and his five street railways in London were ordered taken up. The order was carried out. This was accomplished by the systematic charging every accident which occurred within a mile or more of the car lines against Train.

In the Boston Jail. Train did not believe that all of the slaves should be liberated at one time, feeling that a gradual liberation would be all that could be thought in fairness to both sides.

Following the organization of the Union Pacific Railway company, which occurred in 1862, Mr. Train helped to form the Credit Mobilier, which took the contract for building the road, which amounted to \$2,000,000.

During 1865 Mr. Train bought several hundred acres of land in Omaha. This land extended south from the Union Pacific tracks to the Missouri river and to Twentieth street.

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bound for Southampton, and finally reached the United States.

In 1869 Mr. Train announced his candidacy for the office of president of the United States, and made a tour of the country lecturing.

At various times in his life he was in fifteen different prisons, his imprisonment being due in every case to his freedom of speech and his love of fighting the battles of the "under dog."

He was charged with having a great deal to do with the Paris commune.

Several publications owe their authority to the first book written by him being, "Young America Abroad," and the last, "My Life in Many States and Foreign Lands," which was published in 1902.

Prattle of the Youngsters.

Mamma—Come, now, Willie, you must have your neck washed.

Willie—Aw, say, who invented neck-washin', anyhow?

Little 4-year-old Margie was a model of politeness.

"How is your baby brother this morning, Margie?" asked the doctor when she opened the door in answer to his ring.

"Oh, he's dead, thank you," she replied.

"Remember, Johnny," said his elderly uncle, "that actions speak louder than words."

"Sometimes they don't," objected Johnny.

"Good mamma's spenk'n' me I can yell a good deal louder than she can spank."

The little daughter of a well known musician was much chagrined the other day by the innocuous remark of "my friend."

Said the little girl, proudly: "My father is an organist."

"And does he have a monkey?" was the prompt rejoinder.

Tommy's Mother—Perhaps it is just as well, Tommy, that you never eat anything oatmeal, or cracked wheat, or any of these breakfast foods.

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