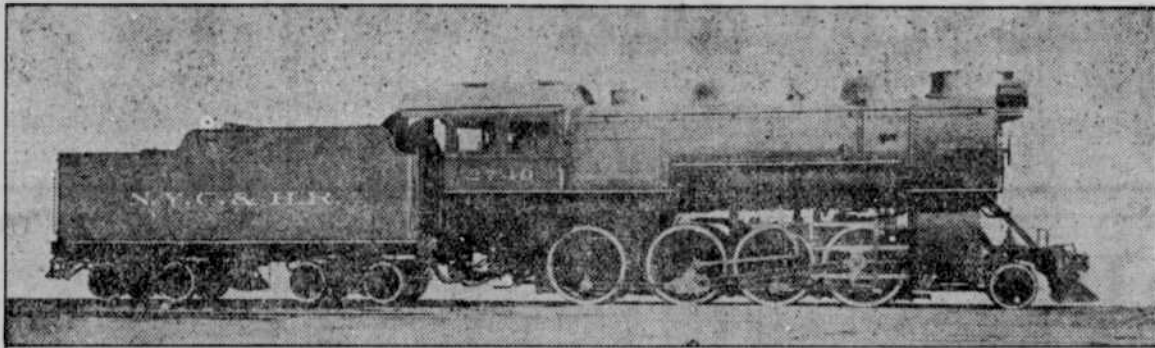


## MONSTER NEW YORK CENTRAL LOCOMOTIVE.



One of the largest locomotives in the world has been built in the locomotive works at Schenectady, N. Y., for the New York Central and Hudson River Railroad Company. It will haul heavy freights. This monster weighs 100 tons, bare of coal and water. It has but one pony truck, but carries four trucks of five-foot drivers. From rail to dome the locomotive stands nearly fifteen feet. It can be turned only on the largest tables. Most of the large locomotives used weigh but about seventy tons, and from this one can get some idea of the size of the Central's monster. A new valve system is being used on this locomotive, the invention of a German. Despite its great size and hauling power, good speed can be obtained from this engine, and in an emergency it can be pressed into passenger service.

### A PACIFIC PIONEER.

Col. Isaac L. Requa One of the Men Who Transformed California.

One of the pioneers of the Pacific coast passed away recently in the person of Colonel Isaac L. Requa, of Oakland, Cal. He was one of those men of keen perception, large faith, unlimited energy, wholesome ambition and bold aggressiveness who threw every atom of their beings into the work of transforming the Trans-Rocky region and but for whose untiring effort the



COL. REQUA.

empire of gold and gullt would never have been changed into a great State whose industries, commerce, wealth and peaceful pursuits have become a source of pride to the nation. In the development of the mines he had a part. In the building of the railroads he was associated with other giants of finance whose names have become a part of our commercial history. In the realm of finance he was a leader. He was a patron of the arts and those things which tend to beautify and adorn and his home was an example of refinement, good taste and delightful domesticity. Large wealth was the fruit of perseverance along intelligent lines; length of years was his because of inherited strength of physique and prudent living.

The Requas were Huguenots who settled near New York in the seventeenth century and successive generations lived and died in Westchester County. The grandfather of the subject of this sketch was captain of the revolutionary company to which were attached the men who captured Major Andre. Isaac L. Requa was born in Tarrytown, Nov. 28, 1828, and received an academic education, after which he went to New York. In 1850 he took a sailing vessel and went to California, by way of Cape Horn. He went out from Sacramento and in 1861 drove his stake on the famous Comstock lode at Virginia City, Nev. He had studied mining engineering and became superintendent of the company which furnished the machinery for the Comstock. He shared handsomely in the enormous yield of the famous mine and later returned to California, locating at Oakland. He became associated with Huntington, Stanford and Crocker in their railroad enterprises and was made president of the Central Pacific. He was also a director in the later lines projected by Collis P. Huntington. He took an active part in Whig and Republican politics, was long chairman of the Republican State Committee and several times refused the nomination for Governor when the election was certain, preferring to keep out of office. He was president for years of the Oakland Savings Bank and was helpful in every way to those less fortunately situated than himself. He was a millionaire. He used his money to open up new avenues of in-

dustry all over the State. Besides the famous men mentioned, D. O. Mills, Claus Spreckels and Mark Hopkins were his intimates. The conditions which these men faced were hard and the fruits which came to them were only produced by years of self-sacrifice and perseverance. They lived decently, but simply until final triumph over adverse circumstances enabled them to enjoy life's sweets.

When Colonel Requa settled in Oakland he selected Piedmont Heights, with a splendid view of San Francisco and the Golden Gate, as an ideal spot. He built a mansion and called it and the estate of twenty acres which surrounded it Highlands. For twenty-seven years it was a seat of hospitality and rare domestic enjoyment. Parents, children and servants lived in tranquil happiness and visitors came from afar to experience its delights. He was an ideal host—tall, of fine presence, well-proportioned, with a face denoting firmness, generosity and frankness. All philanthropic work of his section found in him a supporter and he contributed to the endeavors of the Red Cross Society.

In religion Colonel Requa was an Episcopalian. He was a firm supporter of Masonry and had been a Knight Templar many years. He was a member of the prominent clubs of the Pacific coast. He married Miss Sarah J. Mowry in San Francisco in 1863 and she survives, with two children—Mark L. Requa and Mrs. Oscar Long, wife of General Long, of the United States army.

### NON-BREAKABLE BAT.

Wound with Wire or Some Other Strengthening Material.

The baseball fan, or, more correctly speaking, the baseball player, will hail the advent of the non-breakable



STEEL WIRE ON THE BAT.

bat that has made its appearance. This most desirable and hitherto unknown attribute of a baseball bat is attained by cutting a spiral groove in the wood and inserting therein, flush with the surface of the bat, some strengthening material, such as steel wire or steel tape or sinew. The spiral is made

continuous from a point just above the handle, so as not to interfere with a good, comfortable grip, to a point just below where the ball ordinarily strikes. Care has to be exercised, of course, in fastening the ends of the strengthening material wound in the groove to prevent the development of weak spots, particularly at the handle extremity. The groove, of course, is not large enough to detract appreciably from the normal strength of the wood of the particular section used.

### A MILLIONAIRE FARMER.

Began with Little Money and Is Now Worth \$1,500,000.

After making \$1,500,000 in the last fourteen years out of the soil, L. D. Smith, of Madison, S. D., the richest exclusive farmer in the United States, has retired from active life. He began farming in Illinois with a few hundred dollars. With this he made a payment on his first farm and then earned enough money on the farm to pay off the entire debt. Then he bought a second farm, earning enough money with the two to pay off the second debt. When in 1891 he moved to South Dakota he had \$100,000, which he invested in farming lands. As fast as he made money he bought more lands. In time the value of the lands greatly increased and Mr. Smith sold at big profits. To-day he owns ninety-four magnificent farms in central South Dakota, 3,000 acres in Iowa and much stock in banks and other real estate. He is worth more than \$1,500,000.

To three of his tenants whose methods of farming pleased him he made a deed outright of the farms occupied by them. His riches have not changed his tastes. To-day his life is as simple as it was years ago when he was laying the foundation of his fortune.

### Odd Earrings.

Earrings are creeping into favor again, and for morning wear, too, if one may judge by the lavish display made of them at a recent morning concert. In a box sat a woman whose ears were bedecked with a pair of unmatched stones—one a black pearl, the other a white one of equal size. There may have been some subtle symbolism attached to the wearing of the oddities. The revival of the earring is recent in this country, but it started a peeress of ancient lineage but slender means, who was at a loss for something new to startle her friends, found a pair of her grandmother's earrings and wore them at a fashionable dinner. That marked the recrudescence of the barbaric custom.

When every one sees the words "conscience fund" in a paper, he wishes that people who owe him would make him one.

### The Proper Word.

Clara—I was tempted to give her a piece of my mind, only I didn't want to make a scene.

Minnie—You mean, dear, you didn't want to make a production. That's the proper word nowadays.—Boston Transcript.

### To Break in New Shoes.

Always shake in Allen's Foot-Ease, a powder. It cures hot, sweating, aching, swollen feet. Cures corns, ingrowing nails and bunions. At all druggists and shoe stores, 25c. Don't accept any substitute. Sample mailed FREE. Address Allen S. Olmsted, Le Roy, N. Y.

### His Hard Luck.

Brown—Jigsmyth is anything but grateful to Dame Fortune.

Green—How's that?

Brown—He found a two-carat diamond in the gutter the other day, and what do you suppose he said?

Green—Give it up. What did he say?

Brown—"This is hard luck."

For forty year's Piso's Cure for Consumption has cured coughs and colds. At druggists. Price 25 cents.

### Point of View.

Cordelia—Jack Dashing tried to kiss me last night. He's simply awful.

Malvina—According to your own statement I should say he was awfully simple.

### Marketing Potato Crops.

In line with the classic case of the oyster shippers, cited by President Hadley of Yale university in his book on Railroad Transportation, is the case of the Aroostook potato growers brought by President Tuttle of the Boston & Maine railroad before the senate committee on interstate commerce. Nothing could better show how a railroad works for the interest of the localities which it serves.

A main dependence of the farmers of the Aroostook region is the potato crop, aggregating annually eight to ten million bushels which find a market largely in Boston and the adjacent thickly settled regions of New England. The competition of cheap water transportation from Maine to all points along the New England coast keeps railroad freight rates on these potatoes always at a very low level.

Potatoes are also a considerable output of the truck farms of Michigan, their normal market being obtained in and through Detroit and Chicago and other communities of that region.

Not many years ago favoring sun and rains brought a tremendous yield of potatoes from the Michigan fields. At normal rates and prices there would have been a glut of the customary markets and the potatoes would have rotted on the farms. To help the potato growers the railroads from Michigan made unprecedentedly low rates on potatoes to every reachable market, even carrying them in large quantities to a place so remote as Boston. The Aroostook growers had to reduce the price on their potatoes and even then could not dispose of them unless the Boston & Maine railroad reduced its already low rate, which it did. By means of these low rates, making possible low prices, the potato crops of both Michigan and Maine were finally marketed. Everybody eats potatoes, and that year everybody had all the potatoes he wanted.

While the Michigan railroads made rates that would have been ruinous to the railroads, had they been applied to the movement of all potatoes at all times, to all places, they helped their patrons to find markets then. The Boston & Maine railroad suffered a decrease in its revenue from potatoes, but it enabled the Aroostook farmers to market their crop and thereby to obtain money which they spent for the varied supplies which the railroads brought to them. If the making of rates were subject to governmental adjustment such radical and prompt action could never have been taken, because it is well established that if a rate be once reduced by a railroad company it cannot be restored through the red tape of governmental procedure. If the Michigan railroads and the Boston & Maine railroad had been subjected to governmental limitation they would have felt obliged to keep up their rates as do the railroads of France and England and Germany under governmental limitation and let the potatoes rot.—Exchange.