FAMINE IN FREIGHT CARS.

There Is so Much Business That 1,300,000 Cars Cannot Take Care of It.

For many years the great railroad systems of the country have had a surplus of equipment. There has not been business enough to call for all the freight cars they could put on the rails, and many of the cars were allowed to remain idle in the sheds and yards.

Now the situation is reversed. The great trunk lines, particularly in the West, are complaining that they cannot get enough railroad cars to accommodate the demands upon them. Not only are the cars coming East with the crops of prosperous farmers, but they are going back filled with merchandise supplied from factories that are working overtime.

There are 1,300,000 freight cars in use on the 187,000 miles of railway in this country just now, and some of the trunk lines say they could use 10,000 more cars if they could get them. The lack of cars for passenger service is proportionately as great, but is not as severely felt.

Several explanations are offered for this car famine. The volume of increasing business has simply overwhelmed the railroads. At the same time the car factories are loaded up with orders, materials are contracted for far ahead of possible supply and a very large percentage of the product has been promised for foreign export. It is said that in one large car factory thirty-six per cent of this year's output goes to England, Russia, France and Mexico.

"The gist of the whole matter is," said Senator-elect Depew, "that business has improved very much faster than anybody expected. The railroads of the country are the thermometer of general business just as sure as are the advertising columns of the Herald an indication of briskness in New York shops. For a long time many of the railroads have been obliged to sidetrack a great deal of their equipment, and some of them do not seem to have taken the best of care of it while it was not in use. Now they are caught short.

"We do not feel it in the East so much as they do in the West, because our trips are shorter. You take the thousand mile trips, or more, on some of those Western roads and it takes a long time to turn the rolling stock around. I think that most everything that will carry freight is in use now. All signs indicate that good times have come to stay."

Keeping track of the various freight cars, seeing not only that they reach their points of destination, but get safely back again to the railways that own them, is one of the most intricate problems of the railroad business. Every company employs a large force of men, under the charge of a car accountant, to look after its cars. By a system of reciprocal interchange that it has taken twenty years to bring to its present point of perfection the business is carried on now without the necessity of sending a force of "tracers" over the various lines on the lookout for stalled cars.

A few years ago the business was all done this way, and it is still in vogue to some extent on some of the smaller Western roads. Men trained to tell the cars of their own company used to be sent all over the country, riding on the rear platforms of freight and passenger trains, keeping a sharp lookout on freight trains that passed them and getting off at all the principal yards. When they spotted a car belonging to the company that employed them they made a note of it, and sent a report every night to the main office.

Now all this work is done by a system of bookkeeping, and a great deal of the work devolves upon the conductor of the train. He has a good deal more to do nowadays than to look after the safety of his train and cargo. His duties are more like those of a purser aboard ship. He carries a record of every car that his train hands out, makes a report of where it was detached from his train and into whose hands he delivers it.

On the New York Central, for instance, if a conductor takes a Union Pacific car to Albany and leaves it at the Delaware and Hudson freight yards there his responsibility ceases at that point and he reports to the main office. It then becomes the business of the Delaware and Hudson people to look after it to its next point of destination, and so on, until the car gets back into the hands of the Union Pacific. If it is too long a time en route, the Union Pacific people send to the New York Central, and the car is traced by telegraph.

Cars are never entirely lost sight of, but they are frequently "retained" longer than appears necessary by roads short of rolling stock, and some pretty sharp telegraphing has to be done to get them on the move again. Railroads that use cars not their own have to pay the road that owns them six tenths percent per mile, the settlement of accounts being made every month.

Of course if the railroads did not work together in this interchange and help one another, the system would not be worth anything. In England the cars are kept track of by some clearing house system, but the distances are so great in this country that it has been considered impracticable.

Think for a moment of the enormous number of freight cars that are sent scooting north, south, east and west from New York every day. They are scattered from the Atlantic to the Pacific Ocean and from Maine to the Gulf of Mexico. Notice a freight train of fifty cars and every car in the train seems to belong to a different line. But every one is "down on the books" somewhere, and on demand it can be located on a few hours notice. C. H. Ewings, car accountant of the New York Central, told me that freight cars are never lost, except by fire or by tipping into a river, and even then it is shown by the books that the cars lost were on that particular train.

The Pennsylvania Railroad has about sixty thousand freight cars to look after. The New York Central has fifty-three thousand. They are sent to all parts of the country. No matter where they are they bring in revenue, for other roads have to pay for them if they send them on long distance trips. The average "life" of a freight car is about twenty years if it is kept in proper repair.

Within the last ten years there has been as much improvement in freight cars as there has been in passenger cars. They are built larger and with easier facilities for loading and unloading. This does not take into account the refrigerator cars, mail cars, express cars and other cars made to meet the requirements of a special service.

The common, ordinary freight car is a much finer piece of workmanship than it used to be in the days of rapid railway development. In the first place, the cars are twice as large. Fifteen tons used to be the limit. Now cars are constructed to carry thirty tons and bigger locomotives are built to draw them. The heaviest rolling stock seems to be the most economical.

ON A RUNAWAY ENGINE

Disastrous Test of the First Big Locomotive Out of Boston.

Thirty-five Freight Cars Filled With Merchandise Made Up the Train—"Sl.e" Struck a Down Grade and Never Stopped Until the Round House Was Demolished.

It was a proud day for Reuben Finch when he was selected as engineer of the big, eight-wheeled freighter, Massachusetts. Back in the forties, when railroading was young and innovations were regarded with an interest not jaded with the many inventions and contrivances of modern science, the news that the western railroad, which now forms a part of the Boston and Albany system, had put on a mammoth freight engine, larger than any yet tried, excited a widespread curiosity, not limited to the circle of railroad men, which was then much smaller than it is now. Among the engineers and firemen, however, the curiosity had something of excitement mingled with it, born of the desire mingled with it born of the desire ot be put in charge of the great engine. And so Finch was an envied man the day his appointment was made known. Not less fortunate than Finch, in the estimation of his brotherhood, was James Marvey, who was selected to run with him as fireman on the Massachusetts. It was something to be placed in charge of a mighty monster, which made all the other engines on the road look like children's toys.

Early in December the Massachusetts was brought up from the shops at Lowell, and was sent up and down the road, while Finch adjusted every little part till she was in good working trim. The test of the engine was awaited with great interest as fabulous tales were told of the number of cars she could haul. The test was to be a severe one, but there was one thing that interfered; there were not cars enough around to make it interesting. In those days the freight traffic was very limited. Each road kept its own cars on its own road, as the railroad men say, and the variety from every road in the country could not be seen on each track, as it is today. So, to get enough cars a tribute was levied on each passing freight train. It delayed the traffic a few days, but goods sent by freight in the forties were not perishable.

The test was to be made over the track from Worcester to Springfield, and on December 18, 1840, thirty-five cars had been collected, enough it was thought, to give the engine a most thorough test, for thirty-five cars made a tremendous load, as cars were then. In the afternoon Finch and Marcey oiled up the parts anew and made everything ready for the triumphal trip to Springfield.

A couple of toots on the whistle, a clanging of the bell and Finch, opening the throttle, felt the great engine roll out on the main track with seemingly as little effort as though there were not a string of cars behind her nearly a quarter of a mile long. There were two or three men in the cab with Finch and Marcey, among them Wilson Eddy, known the country over in later years as the veteran master mechanic of the Boston & Albany railroad. Majestically the Massachusetts swung along and there was nothing to mar the smoothness of the machinery's motion. It was a brisk winter day and the rails were covered with frost, but the great wheels did not slip. Railroad accidents were new things then and it was as yet an undiscovered fact that an engine could run away, with its engineer powerless to control it. There were but two brakes on the train, but this caused no uneasiness, particularly as there was that great engine to be depended upon.

In those days the railroad had not yet been extended across the Connecticut river at Springfield, but the abutments for a bridge were being built. Before the handsome Boston & Albany station was built at Springfield there was a steep grade which swept down into the city from the east.

Beginning about a mile back from the city the track dropped quickly down past the station and came to an end at the river bank, three hundred yards below. This was the jumping off place, for the tracks had been built out on the bridge. To the right, diverging slightly from the main track, a spur led to the roundhouse, which stood on the river bank, not far away. It was here that the engines were faced about for the return trip.

As the Massachusetts, coming in triumphantly from its fifty-mile run, proached the brink of the hill a mile back from the river, Finch began to slow down and as he did so he began to realize that the heavy train had considerable impetus. He was afraid to risk going down the grade with so few brakes and decided to stop and block the wheels, seeing that the track was very slippery. So he shut off the steam and applied the brakes. To his surprise they seemed to have no effect on the heavy train.

"Watch out, Finch," said Marcey, "or you'll have us on the grade. It's pretty slippery."

Finch made no reply, but nervously reversed the throttle, sending the wheels spinning backwards over the greasy rails in spite of the weight of the engine, but not staying in the least the movement of the train. The dip of the grade came nearer and nearer, and at last Finch cried:

"My Gol, boys, I don't believe I can stop her!"

Then suddenly the engine leaped forward as it felt the steeper grade, and the speed increased each second in spite of Finch's efforts as car after car swept over the brink and pushed forward with a force that was not to be resisted. The occupants of the cab could do nothing but cling to the engine with a helplessness which became dispair, as they saw that the big engine was entirely beyond control. But as the Massachusetts came rushing down toward the depot the full horror of the situation burst upon her occupants, for there seemed to be no way to escape plunging straight into the abutments of the new bridge.

There was a scramble for the side of the cab. Eddy made the first jump and he rolled off the tracks just at the station, unhurt Moore, the conductor, and Nickles a fireman who was riding in the cab, jumped next and were not seriously injured, while back of them the train hands were jumping to the right and left for their lives. Finch bravely stuck to the Massachusetts, doing all he could to stop the headlong rush and planning to jump at the last moment at the river bank, and Marcey stayed with him.

A few seconds more and the whole train would be piled up in the river, but just then a curious thing occurred. As the Massachusetts reached the point where the spur track led off to the roundhouse, Finch felt a sudden jerk sidewise that told him the engine had taken the switch, and realized that it must plunge into the roundhouse instead of the river he jumped without an instant's hesitation and without seeing what his landing place was going to be. He luckily struck a clear spot just in front of the round house and went rolling yards away from the track, while the mighty engine with its long train of cars went rushing at full speed through the double doors. Marcey had delayed his jump too long and was buried in the debris into which the roundhouse engine and cars were resolved.

Abel Willard the master mechanic of the road had heard the engine coming down the grade and supposing it was some engine wanting to come in there, had thrown the switch. The force with which the Massachusetts, pushed by the heavy train, struck the roundhouse was tremendous. The old engine, Hampden, which was standing on the track inside, was driven through the brick wall on the further side and brought up standing, after climbing a woodpile which stood on the very brink of the river. But for this the Massachusetts would have gone into the river after all, despite the trifling obstacle of a brick roundhouse.

The cars piling into the house after the engine filled it to the roof with wreckage, and the frightful confusion gave a new idea of the possibilities of railroading. The debut of the Massachusetts had caused the loss of four lives as well as the demolition of the train and the roundhouse. Marcey was buried deep in the wreckage, Willard and a helper were crushed while endeavoring to get the double doors open and a brakeman was killed in jumping, but Finch came off nearly unscathed.—Transcript.

VAST QUANTITIES OF PAPER USED.

This country uses annually more than $100,000,000 worth of paper, or an aggregate of 4,000,000,000 pounds of all kinds. A little less than a third of this enormous production is used by the newspapers of the country. The wrapping paper of all kinds amounts to about two-thirds as much as the newspaper and almost half as much as is used to manufacture books as to print newspapers. The production of the various kinds of paper boards amounts to over 200,000 tons annually, or more than half the production of newspaper. Builders use 60,000 tons of paper, not including the 45,000 tons of wall paper that are produced annually.

A SAILOR INSULTED.

One of the sailors who served on the cutter McCulloch in the battle of Manila Bay, and who received one of the bronze medals voted by congress to those who were in that fight, was on shore leave in Baltimore recently, when a stranger approached him and asked to see the decoration. The landsman finally offered the brave jack tar $100 for his Dewey medal and the jackie promptly knocked him down. A policeman who arrived in time to pick up the would be purchaser refused to arrest the sailor.

QUEEN WILHELMINA'S CORONATION.

Queen Wilhelmina of Holland has received from the Dutch journalists five large bound volumes containing all the accounts of her coronation that were written by the foreign journalists who attended it.

RICH MEN OF THE WORLD.

Russia, France, Germany, China and England All Have Their Millionaires—John D. Rockefeller Our Richest Man.

It is a mistake for one to suppose that because the names of Astor, Vanderbilt and Rockefeller have become synonyms for wealth in the United States that the only millionaries are those who pay taxes in this country, for while it is a difficult matter to state who is the richest man in the world it is safe to say that there are scores of men in other countries, men whose names are almost unknown to the general reader, whose wealth is sufficient to make the American big fortunes sink into comparative insignificance.

There are rich men in all the five continents, men who estimate their fortunes by millions and hundreds of millions and some of them may be found in places where it would seem as if they were least likely to appear. Germany, for instance, is not a land of rich men and yet there are several noblemen in the land, men like the prince of Pless, Count Henckel Donnermarck and Prince Puckler, whose wealth will exceed that of any person in either England or America.

The richest man in England is by long odds the duke of Westminster. It has been estimated that his income is close upon $10 a minute, which would make it about $8,000,000 per annum, and it is growing by prodigious leaps owing, to the fact that 99 year leases made by a former duke are falling in and as the land is now of the greatest value rents in proportion to the increase will hereafter be charged.

In fact, as the bulk of the duke's property is in land, much of which is located in the fashionable sections of London, his fortune is constantly increasing without any effort on his part and yet he is troubled with the fear that either he or some of his family will yet bring up in the poorhouse.

Great as this wealth is, however, it is little compared to the gigantic fortunes of some of the Russian multimillionaires. General Basilevski, who died a few months ago, left an estate the amount of which is simply incalculable and it is safe to say that the income from the properties would exceed that of the czar of Russia, which has been estimated at $50,000,000 per annum. It includes vast gold mines in Siberia and two estates, either of which are larger than many kingdoms, besides much city property and a controlling interest in the largest sturgeon fisheries.

Another Russian multi-millionaire is the Princess Yousoupoff, whose husband is of American descent. She, too, has vast mining interests as well as holdings in real estate and bonds that are sufficient to net her an annual income far greater than that of many monarchs. Equally inexhaustible is the Demidoff estate which controls many large mines in Siberia.

Of course there are royal personages in all parts of Europe whose wealth has passed the $500,000,000 point, but it is not customary to consider them with other millionaires, though why they should not take their place in the list is somewhat of a mystery. The late Archduke Albert of Austria left nearly $500,000,000 in cash and bonds, besides a large slice of the empire and about 50 per cent of all the big manufactories in the country.

The father of the present prince of Bulgaria had a fortune that represented tens of millions of pounds sterling and there are scores of just such fortunes held by royalty in Europe today. Even the dethroned monarchs possess wealth to a degree that would make American fortunes seem small. While the Bourbons are not as wealthy as some others they may be comfortably well off and the wealth of the Orleans family is very great. Don Carlos has expended millions in carrying out his various adventures and yet he has as many more millions to draw upon if occasion should demand so that the time has passed when the term "rich en exil" was a synonym for poverty.

One of the richest if not the richest man in Prussia is Fred Alfred Krupp, who pays a tax on an income of $2,000,000 per annum. As the maker of big guns much of his fortune has been due to his own effort and it is safely invested in the big manufacturing establishments of Germany.

Probably the wealthiest family in the world's history is the Rothschilds, for their aggregate wealth, which is distributed over 20 branches is not less than $2,000,000,000, and would probably greatly exceed that amount. The nursery of this vast wealth was a dingy pawnbroker's shop in the Judengasse, at Frankfort. During the middle of the last century the founder of the great family lived in a quaint little house in the front room of which he carried on his business under the sign of the Red Shield.

Here the first breed of budding millionaires, five sons and five daughters, was reared, and while they played about like the children of any other poor Jew the father, it is said, drove hard bargains for a few ounces of old silver, or chaffered about the advances on a bundle of old clothes. Small as this beginning was, however, it laid the foundation for the fortune that is world-wide in its influence, for today there is not a country in the world where the wealth of the Rothschilds is not a financial power.

A glance around the world of millionaires will reveal no more picturesque figure than that of Li Hung Chang, the Chinese millionaire, who has played a part in the world's history that will not soon be forgotten. It is impossible to estimate this character by western ideas for his method of playing the game of politics has bewildering and peculiar. In the long life as one biographer has expressed it "he has lost enough peacock feathers to make an eastern screen and won them back in a manner that makes the world's head swim; he has had but position that Li Hung Chang has held in the political life of the world. As a millionaire, however, he has long held a position at the head of the list, for while he was born a poor boy and for a time taught school, he has succeeded in amassing a fortune that is probably not less than $560,000,000. How he achieved this feat is a secret that the celestial millionaire has not divulged but his diplomatic life has been full of opportunities and it is evident that they have not been neglected.

At present while much of his fortune is in China, the wily diplomat has banked a large sum with the Bank of England. During his years of experience he has learned that political supremacy is a most uncertain quantity in the celestial empire and he has placed a portion of his property where he would be sure to find it in case of emergency. As it is, however, he is the richest individual in China, with the possible exception of the dowager empress.

Another Chinaman whose wealth could pass the hundred million mark is Chank Yi, the president of the Chinese Engineering & Mining Company. Like Li Hung Chang he was a poor boy but took advantage of every opportunity and today he is not only one of the most wealthy persons in the country but he can account for every penny of his vast fortune and show that he came by it honestly. He is the iron and coal king of China, is the leader in all banking interests and owns a large block of the stock of all the railroad companies in the country.

Mexico has a multi-millionaire who, while he bears the common name of John Smith, deserves to be rated among the richest men in the world. The extent of his wealth may be judged from the fact that he himself is unable to estimate it approximately. "God alone knows how much I am worth," he has said. In spite of this noncommittal attitude, however, there is no doubt that he is worth more than $500,000,000. He owns a gold mine that is simply inexhaustible and from which he expects to take not less than $1,000,000,000 before he dies. In addition to this he has tens of millions invested in railroad and bank stocks, and he also owns thousands of acres of real estate and so many cattle that it would keep a man busy for a month to count them.

In spite of all this, Smith is a man of simple tastes. He lives well but not extravagantly and his sole ambition is to become the richest individual in the world. If his life is spared he may yet succeed in his ambition, but as he is already more than 50 years of age his success may be regarded as somewhat doubtful.

What as compared to these almost incalculable fortunes are the paltry millions of the Goulds, Sage and the Vanderbilts. Of course there are richer men in this country. The Astor estate, for instance, is probably not less than $200,000,000 and John D. Rockefeller alone is worth as much money in his own right. The Vanderbilts, if all their interests should be united, would be worth even more, but even these great fortunes, great as they may seem, are small when compared to the hundreds of millions held by some of the rich men of Europe and Asia.

In this country the richest individual is undoubtedly Mr. Rockefeller. Less than 40 years ago, it is said, he was a newsboy earning his living by selling papers on the street. Today he is a man who cannot tell within a few million just how much he is worth and his money is invested in scores of financial enterprises, all of which are highly profitable. Next to Mr Rockefeller, Cornelius Vanderbilt is the richest individual American and the Vanderbilts are closly followed by the Astors and the Goulds. In no instance, however, do the fortunes of our American millionaires equal those of some of the rich men of the old world, many of which, like those of this country, were self-made and were built up from foundations that were laid little more than a century ago.

WAR MAY GIVE WAY.

The peace conference is over, and the sum of all its labors may be expressed in the single word, Arbitration. Every other question was relegated to the rear, while the pronouncement in favor of arbitration as the guiding principle in international disputes was brought into relief. The establishment of a permanent tribunal, with the power to enforce its adjudications, is a matter of the future, but voluntary arbitration has been laid down as the solution of all but the gravest disputes, and this marks the beginning of a movement which must result in the preservation of the peace of the civilized world, and, as a necessary corollary, in the disarmament of nations.

That arbitration is not a chimera of unpractical enthusiasts is proved by the long list of successful arbitraments which have taken place within the last three-quarters of a century. They go far to prove that war is a preventable evil, and that it may be altogether abrogated without the sacrifice of a single good principle.

Here is a list of the chief international arbitraments since 1453:

1823—Question as to vessels of war captured after taking of the port of St. John of Ulloa. The dispute was between France and Mexico, and the Queen of England, acting as arbitrator, adjusting the difference peaceably.

1842—France and England were at odds over indemnity due British subjects on account of the blockade of Portedio, Senegambia. The King of Prussia acted as arbitrator.

1845—Between Sardinia and Austria, on the rights of commerce in salt. The Czar of Russia was arbitrator.

1851—Between France and Spain. The King of the Low countries was arbitrator, the dispute being as to the taking of Spanish and French ships during the war of 1824.

1851—Between the United States and Portugal on account of the capture of an American vessel. Napoleon III settled the matter as arbitrator.

1853—Between the United States and England. The arbitrators were judges from both countries, who satisfactorily settled the question of maritime piracy.

1853—Between the United States and Paraguay. The arbitrators were judges from both countries, the case indemnity for threatening war.

1862—Between England and Brazil; arbitrator, the King of Belgium; abuse of British sailors.

1864—Between England and Peru arbitrator, the senate at Hamburg; imprisonment of an English officer.

1863—Between England and Portugal; arbitrator, the president of the United States possession of the island of Bulama, on the west coast of Africa.

1872—Between England and the United States; arbitrator, the Emperor of Germany; possession of territory on the boundary line of Canada.

1872—Between England and Portugal; arbitrator, Marshal MacMahon, president of the French republic; possession of Delagoa Bay, on the east coast of Africa.

1873—Between Japan and Peru; arbitrator, the Czar; insult to a Peruvian subject.

1874—Between France and Nicaragua; arbitrator, the Court of Cassation of France; indemnity to the captain of an English vessel.

1875—Between China and Japan; arbitrator, the British Minister; indemnity to a Japanese subject.

1875—Between Chile and Peru; arbitrator, the United States Minister to Chile, regulation of war indemnities.

1883—England and Nicaragua; arbitrator, the Emperor of Austria, delimitation of frontiers.

1882—France and Chile, arbitrators, commissioners named by these parties and Brazil, indemnities to French subjects.

1882—Between Holland and the republic of Dominica; arbitrator, the President of the French Republic; maritime piracy.

1885—Germany and Spain, arbitrator, Pope Leo XIII; insult to the German flag; claim of territory by Spain.

1887—Italy and Colombia; arbitrator, the Spanish Minister; insult to an Italian subject.

1887—Between Colombia and Venezuela; arbitrator, the Spanish Minister; demarcation of frontiers.

1888—Between Nicaragua and Costa Rica; arbitrator, the President of the United States; demarcation of frontiers.

1888—Between Peru and Bolivia; arbitrator, the Spanish Minister; demarcation of frontiers.

1888—Between Peru and Equador; arbitrator, the Queen of Spain; demarcation of frontiers.

1888—Between Germany and England; arbitrator, the Belgian Government; claims of territories and of spheres of influence.

1889—Between France and Holland; arbitrator, the Czar; demarcation of frontiers.

1889—Between Denmark and the United States; arbitrator, the British Minister at Athens; offense against an American vessel.

1890—England and France; arbitrators, a committee of seven, three of whom were agreed upon by both parties; affair of Newfoundland and lobster fishing.

1891—Between England and the United States; arbitrators, a commission of seven members, one named by France, one by Russia, one by Sweden, two by the United States and two by England; fishing for seals in Bering sea.

1895—Between Venezuela and England; arbitrators, a court composed of two English and two United States judges; delimitation of frontiers.

1896—Between France and Brazil; arbitrator, the President of the Helvetian Confederation; delimitation of frontiers.

1897—Between Costa Rica and Colombia; arbitrator, the President of the French Republic; delimitation of frontiers.

1897—Between Hayti and San Domingo; arbitrator, Pope Leo XIII; delimitation of frontiers.

AMERICA'S WOMEN MINISTERS.

There are today about three hundred women ministers in the United States. In America the ministry is being more use dby women as a profession than the law. The great value of women ministers in America is for scattered parts that cannot possibly afford to support a man. They can maintain a woman minister. The chief opposition to women pastors comes from ministers of the poorer and least qualified class. Of course the older and more conservative ministers, bishops and the like, do not look with much pleasure on a woman in the pulpit. But many congregations in the United States are ready for women ministers.

HARD SOLES CAUSE NERVOUSNESS.

It is averred by a famous Chinese doctor that nervousness is kept out of the Celestial empire by the use of soft-soled shoes. The hard soles worn by the Anglo-Saxon race are said to be the cause of their extreme nervous temperament.