

Athens Reporter

WEDNESDAY AFTERNOON

B. LOVERIN

SUBSCRIPTION

Business notices in local or news columns 10c per line for first insertion and 5c per line for each subsequent insertion. Professional Cards at 10c per line per year. 10c per line for each subsequent insertion. Legal advertisements, 5c per line for first insertion and 2c per line for each subsequent insertion. A liberal discount for contract advertisements. Advertisements without written instructions will be inserted until forbidden and charged full rate. All advertisements measured by a scale of solid nonpareil—12 lines to the inch.

ADVERTISING

Advertisements without written instructions will be inserted until forbidden and charged full rate. All advertisements measured by a scale of solid nonpareil—12 lines to the inch.

A CURIOUS RAILROAD

IT IS ONLY 26 MILES LONG AND HAS 35 SHARP CURVES.

This Road is the Crookedest One in the United States, and One of its Curves is Said to be the Sharpest Railroad Curve in the World.

"This is the crookedest railroad in America." The train on the 26 miles of narrow gauge road from Jerome Junction, A. T., to the mining camp of Jerome, is just entering the hills from the plain and was beginning to creep and groan as it rounded the short curve when a passenger leaned forward from his seat and repeated this remark into the ear of a reporter for The Athens Reporter.

"There are 85 curves, one of them 45 degrees and 34 of them 40 degrees on this road," the voice continued. "They are nearly all on 3 per cent grades. It's the crookedest railroad in America." The speaker seemed to get considerable satisfaction out of this statement and repeated it several times. The reporter did not offer any dissenting opinion, for there was no room for argument. The road from the Santa Fe system up to Jerome, where W. A. Clark's great Verde copper mine is situated, is a masterpiece in its construction and the difficulties it overcomes.

Leaving the Junction on the plain, it runs direct on comparatively level ground to the hills. It apparently runs against a mountain and ends at the foot, but does not, for when the foot of the hill is reached the track dodges in at the mouth of a narrow gulch and commences its climb to the summit, on the other side of which lies Jerome.

In building this road no attempt was made to follow the line of the greatest provided by nature. The bed of the river is cut out of the side of the hill. Just enough dirt is cut to grade the road to a sufficient width. There is not a single cut on the entire line except on the very summit, where the grade is steepened to allow of the passage of the track.

The engine, which is built for mountain climbing, only takes nine cars in its wake, some of these being empty and all of them freight except the rear car, which is a short combination passenger and baggage coach. The train crew has little time for looking, for the brakes must be closely guarded. The conductor evidently looks upon passengers as unnecessary freight and takes as a bore, for his work is that of handling the heavy freight train upon steep grades and that is not conducive to sociability or good nature.

The puffing of the engine and the jolting strain on the cars tell the story of the beginning of the higher up the hill. The train hugs the hill down below the ridges and creeps up a gulch but to turn around at the end of the gulch and on the opposite side but a few hundred feet from the track gained a few minutes before at the cost of so much labor.

The lead of the engine is crossed upon a wooden trestle. From the car window as the train goes up, the track on the other side seems to run parallel to the one the train is on and but a few yards away. Of a sudden an engine comes into view going in the opposite direction to the passenger coach. It needs a look out of the window to convince the passenger that this engine is the one pulling the train, for it is, and the middle cars in the train are on one of the wooden trestles which cross the heads of these gulches.

One of these is a 45 degree curve, claimed to be the sharpest in the world, and whether this is true or not it does not seem possible that a curve could be as sharp and the train could not tip over as the engine pulled them around it. The train only creeps around this curve. The engine pulls, moans and grunts, its wheels slip on the rails and it barely moves. The cars nearly touch each other at the corners. The wheels groan and strain as the fingers rub the rails. The whole train protests against such treatment with all the voices it has and the engine seems about to pull the cars off the track in its effort to get them around the curve.

The train crew makes this trip twice a day, but no matter how long they have been on the road they look strained and anxious each day until this curve is safely passed. When the last car is over the trestle, everything relaxes. The engine rattles and puffs in a sort of carefree manner and the freight bump along as though they did not mind any more.

Of a sudden the summit is reached. A short curve takes the track through a cut on the apex. The train again swings around the foot of the mountain and goes to slide down hill. The panorama spread before the eyes at this point is tremendous. Far in the distance rise the snow covered peaks of the San Francisco mountains, over 12,000 feet high. In the foreground is the valley of the Rio Verde. Miles and miles to the bottom of this valley it seems to be. The hills are barren, the valleys are barren, not a tree or a blade of green anywhere. It is an inferno burned out and left to solitude.

Not for long, however, for straight ahead of the train hangs a blue haze, the smoke and fumes from the roasting copper. The train keeps high above it all. Far down the hillside are the long rows of roasting heaps, yellow in their crests and each one adding its quota to the haze and sulphur in the air. This is the real living inferno. Figures of men far down the hillside look like ants far from the country, and its sole occupation is the passenger feels the train come to a standstill with a vicious jolt, and the great stacks and buildings of the Verde smelter remind him he has reached his journey's end.

To come 18 miles as the crow flies the railroad has been built 23. It cost nearly \$400,000 and is kept busy all the time feeding its valuable freight to the Verde system. The road itself was a daring venture. The engineering is unique, the construction is like that of no other road in the country, and its sole occupation is handling the business which brings the greatest cash income derived from a single property to any one mine in the United States.

An Agreeable Cure. Doctor—Well, my little fellow, you have got quite well again. I was sure that the pills I left you would cure you. How did you take them—in water or in cake? Small boy—Oh, I used them in my pocket.

IT WAS A NICE FLAT.

AND BOTH OF THE WOMEN WERE ANXIOUS TO HIRE IT.

A Quiet Little Peaching Match Which Strikingly Illustrates Some of the Peculiar Phases of Feminine Human Nature.

This particular flat was a bargain at the advertised monthly rental. It was a gem. It had all the m. l. a. was new, in a nice neighborhood and was a bargain.

At 8 o'clock the other afternoon a good looking young married woman got the key to the flat from the janitor and started to look through it. She looked decidedly pleased as soon as she entered the flat. She was in the front room, admiring the tint of the wall paper, when she heard a rustling in the rear end of the flat. She peered back and saw another nice looking young married woman looking over the kitchen fixtures.

"Well, I never!" said she to herself. "I don't wonder if this woman thinks she is going to get this flat?"

Then she walked to the rear end with a certain air of dissatisfaction. The flat being examined the kitchen fixtures looked at her out of the corners of her eyes.

"Good afternoon," they said to each other. "You looking over the flat?" inquired the woman who had got the key from the janitor amiably.

"I just dropped in to see what it looked like," said the other, looking around somewhat disdainfully. "But it's so pitifully tiny, isn't it?"

"Just precisely what I was thinking," said the woman with the key. "Entirely too small for my purpose. One feels as if it were a hole in the wall. I don't like the apartments, don't you think?"

"Well, I never lived in any apartment so small, and, of course, I don't really know," replied the other.

"I wonder if the horrid thing expects me to believe that she is the owner of the key?" "I wouldn't be surprised if she's keeping house in one room this very minute."

"And the closets are so small, too, aren't they?" she said aloud. "I don't know how I could get along with so little closet space."

"Oh, well, I keep my costumes in cedar chests, and the chests could be stored in the spare bedroom!" replied No. 2. "But, really, there isn't even enough room for the short skirts when a passenger leans forward from his seat and repeated this remark into the ear of a reporter for The Athens Reporter."

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THE VERDICT.

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FORGERIES IN BIG CITIES.

One-half of them, it is asserted, are never discovered.

At least one-half of the forgeries committed in any great city are never detected," said an old bank clerk. "I have that statement upon the observation of the forgers and the money they have made."

The bank clerk said in his own words, "I have that statement upon the observation of the forgers and the money they have made."

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THE MAN WHO LAUGHS.

The Modern Fop.

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