

to what was the trouble, he received a message reading something like this:

"Darned car haunted. Slept in room that Talmage always used, & saw his ghost as plain as day. Wouldn't have the car as a gift."

The papers soon got hold of the story, & from that time on the palace on wheels was known as the "hoodoo car." People wanting a private car would not think of renting it. In disgust Mr. Hays turned his own car over to the passenger department, & said he would take the Talmage for his own personal use.

He used it frequently for about six months & it maintained its reputation as the "hoodoo car." Mr. Hays was sleeping in it one night when it was partially wrecked by one of its trucks breaking down. On another occasion it was badly stove in by a collision between a freight & passenger train, it being the hind car on the latter. Mr. Hays had it repaired each time, being determined to stay with the hoodoo car as long as possible.

One cold winter night he was travelling special in the car from Toledo to St. Louis. The stove in the car was red hot. In some mysterious way the car was soon ablaze, & Mr. Hays, his secretary, the colored porter, the brakeman & the conductor had barely time to get out with their effects.

"The hoodoo won out & that's all there is to say about it," remarked Mr. Hays, when all that was left of the car was dumped into the ditch by a wrecking car.

HATES TALE-BEARERS.

He is credited with hating a tale-bearer as much as a rattlesnake. On one occasion a subordinate official sought a private confab with him in his office, & venomously criticized a brother officer. Mr. Hays sat the tale out. At its conclusion he remarked to the purveyor of tales,

"Wait a minute. I'll ring for Mr.—& we'll settle this matter right now."

As he rang for the officer who had been maligned, the tale-bearer blanched in the face & begged to be excused from personally confronting his associate. Hays was obdurate. The other man put in an appearance, & the accuser shamefacedly left the room as Hays began to tell the stories told behind his back. A few days later the tale-bearer left the employ of the company, & it was said he had resigned on account of his health.

MR HAYS' BEARD.

He is a slave to his beard. Twelve years ago, or when only 32 years old, he found himself Vice-President & General Manager of the Wabash R.R. system. He had been put over the heads of many an older official. He was even more youthful looking than his years warranted, & those who did not know him were always picking him out for the smart, trim secretary of the Wabash's Vice-President.

An elderly lady who thought she had a grievance against the road, strolled through the open door of his St. Louis office one day.

"I want to see the Vice-President & General Manager," said she. "I've lost some baggage, & can't get any satisfaction from the lower officers of the road."

"I'm the man you're looking for," replied Mr. Hays, as he asked her to be seated.

"Lord bless me," she ejaculated as she gazed at Mr. Hays' youthful appearance. "No wonder people lose their baggage on this road when boys like you are running it."

Laughing heartily at the woman's candid exclamation, Mr. Hays heard her complaint & had it righted to her satisfaction before she left the room.

"I didn't mean," she remarked on retiring, "to blame you for being such a young Vice-President, but I'll advise you to grow a beard & look older. Your heart is all right, but your face isn't."

And he did begin forthwith assiduously to cultivate a beard. A splendid crop of whiskers added to his dignity & age, & he still has them.

Charles R. Hosmer's Mistake.

The London, Eng., Daily Mail, recently had the following:—

Here is a little story of Miss Julia Neilson's early professional days at the Haymarket, where Mr. Tree was producing "Comedy & Tragedy." One fine morning that gentleman remarked to her quite casually:—

"Oh, I've engaged Fred Terry to play lover to you, because he's tall."

Miss Neilson remembers she was pleased. "You see," she confides to us, the public, "even in the 'Yellow Dwarf' I had felt the inconvenience of being rescued by a short hero. However, Mr. Terry seemed to take the situation seriously."

How seriously let Mr. Terry say for himself:—

"I had another rather amusing experience at Montreal in 1895. We were playing there at the Royal Academy of Music. I had an introduction to Charles Hosmer, now one of my best friends. Mrs. Terry & I went to lunch with him the day we made our first appearance in Montreal. Somehow or other he had not realized the fact that we had been acting on the previous evening, & began to speak of the performance. 'An English company seems to have made a big hit last night,' he said. 'Do you know anything about them?' He did not give us time to answer the question, but went on:—'A woman called Julia Neilson has made quite a success. They say she is very good looking. Is it true?'"

"'Judge for yourself,' I replied, laughing, as I turned from him towards my wife. 'This is Miss Julia Neilson.'"

A Wooden Railway.

Some papers have recently been mentioning a novel railway in the western part of British Columbia in which the rails are made of trees. This perhaps refers to the road built between Taku Arm of Tagish Lake, & Atlin Lake, a distance of about two miles. Its rails were made of wood, the sleepers were of wood, & wooden pins held them together. The road was used as a tramway to carry freight to Atlin over the Atlin River portage, that stream having too great a drop for navigation purposes. The construction of this road is a testimony to Canadian pluck & ingenuity, in overcoming difficulties & encountering the obstacles of nature. There was scarcely a pound of iron in the country when it was built. The only tools used in the work consisted of a cross-cut saw, two augers, picks, shovels & axes. Not only was the road itself entirely wooden, but the car which was first set upon it was constructed without a piece of iron in the whole conveyance. At either end of the line, too, there were docks for the handling of freight. There was not a single spike in either structure. As a matter of fact, the whole institution was fashioned of wood. There was no iron in the country, & the workmen were obliged to rise to the occasion, & they did so. This unique railway was begun on May 15, 1899, & completed on June 6 of that year.

The 24-hour system is to be adopted in France, following the example set in Canada on the western lines of the C.P.R. & on the I.C.R.

The Interstate Commerce Commission of the U.S. has secured for its library a complete set of THE RAILWAY & SHIPPING WORLD from its commencement.

After negotiations lasting ever since the Toronto, Hamilton & Buffalo Ry. was opened some years ago, the Post Office department recently entered into a contract with the Co. to deliver mails at all the stations on the line between Hamilton & Welland.

"Yep, I went down to see the launch, an' if it hadn't been fer de crim'nal carelessness of a woman in de crowd I'd o' thought my time well invested."

"Who wuz de woman, Weary?"

"Why, it wuz the young woman dat broke de bottle o' wine on de ship's bow."

The Adriatic Railway Co. of Italy has decided to equip electrically two branches of the main line down the coast to Brindisi. These branches extend from the main line toward the interior, where the Apennines furnish abundant water power. In the highlands of Italy there is considerable water power which has never been utilized, & it is considered possible to use these falls for the generation of electrical power.

Work is to be resumed upon the construction of the Cape to Cairo railway. It has been decided to deviate from the route originally surveyed by travelling via Wanki. This decision has been made in view of the fact that the bridging of the Zambesi River will be much facilitated at this point, & also that rich coal fields have been discovered in the vicinity of Wanki. Wanki lies about 200 miles north-westerly from Bulawayo. The coal is stated to be of great calorific value, & mines are to be sunk immediately.

In view of the success that has attended the experiments with the ice-breaking steamer Ermak in forcing a navigable channel through the ice in the Baltic Sea, the Russian government has decided to construct several other similar vessels for the same purposes in other parts of the Russian Empire. It is stated that two of them will be stationed in the East to keep the harbors of Russian Tartary open to navigation throughout the year, especially the harbor of Vladivostok, where it is proposed to lay down a number of new docks, & to provide extensive wharf accommodation.

A scheme for building a railway to the summit of Mont Blanc is being discussed at Geneva. The most favored plan is to start the line from Les Houches, on the Savoy side, whence it is 11 miles to the summit of the mountain. The plans provide for 12 stations with every convenience for travellers. The trains will be propelled by electricity, which will be obtained by utilizing the River Arve, which now furnishes power for the electric road up Mont Saleve, in the suburbs of Geneva. The author of the scheme, M. Fabre, has submitted his plans to the French government.

On the 660 miles of government lines in Japan for 1898 there were carried 28,000,000 passengers, an average per mile of 42,000. The average number of passengers per mile of railway in the U.S. is about 3,000. Taking a more striking comparison, the whole Japanese system, Government & private, in 1898, aggregating 2,468 miles, carried 84,040,963 passengers, while the New York Central, in the same year, with 2,395 miles—or almost exactly the same length—carried 24,074,254 passengers, giving a relative density in favor of the Japanese of more than 3 to 1; & this in spite of the fact that the N.Y.C. had the benefit of including among its passengers all the traffic received from Western, New England, & the other connecting lines.

The public is indebted to a London paper for introducing, through its Geneva correspondent, an engineer, who is credited with an invention of a "mechanical brake" which stops a train that is running at fifty miles an hour within a distance of 20 yards. Good! But what about the passengers? A train run-