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DENOMINATIONAL RAILROADS. A BRAKESMAN'S OPINION OF CHURCHES.

On the road once more, with Lebanon fading away in the distance, the fat passassenger drumming idly on the window pane, the cross passenger sound asleep, and the tail, thin passenger reading "General Grant's Tour Around the World," and wondering why "Green's August Flower" should be printed above the doors of "A Buddhist Temple at Benares." To me comes the brakeman, and seating himself on the arm of the seat, says:

says:
"I went to church yesterday."
"Yes," I said, with that interested inflection that asks for more. "And what church did you attend?"
"Which do you guess!" he asked.

"Some union mission church?" I hazarded.
"Naw," he said. "I don't like to rur. on these branch roads very much. I don't often go to church, and when I do, I want to run on the main line, where your run is regular and you go on schedule time and don't have to wait on connections. don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, all palace cars and £2 extra for a seat; fast time, and only stop at the big stations. Nice line, but too exhaustive for a brakeman. All train men in uniform, conductor's punch and lantern silver plated, and no train boys allowed. Then the passengers are allowed to talk back at the conductor; are allowed to talk back at the conductor; and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

Some mighty nice people travel on it, too."
"Universalist?" I suggested.
"P-oad-gauge," said the brakeman,
"does too much complimentary business.
Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles.
Stops at all flag stations, and won't run into anything but a union depot. No smoking car on the train. Train orders are vague, though, and the trainmen don't get along well with the passengers.
No, I don't go to the Universalist, though I know some awfully good men who run on that road."

road, but the cars are a little narrow, have to sit one in a seat and no room in the aisle to dance. Then there's no stopover tickets allowed; got to go straight through for the station you're ticketed for or you can't get on at all. When the car's full, no extra coaches; cars built at the shors to hold just so many and nobody else allowed on. But you don't for the part of an excident on that road.

often hear of an accident on that road. It's run right up to the rules." "Maybe you joined the free-thinkers,"

"Scrub road," said the brakeman, "dirt road bed and no ballast; no time-card and no train-despatcher. All trains run wild and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of go-as-you-please road. Too open all the time, with the switchman sound asleep and the target lamp dead out. Get on as you please and get off when you want to. Don't have to show when you want to. For thave to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass but I don't like the line. I don't like to travel on a road that has no terminus. Do travel on a road that has no terminus. Do you know, sir, I asked a division superintendent where that road run to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they had he didn't know any more about the road than the passengers. I asked him who he reported to, and he said nobody. I asked a conductor who he got his orders from, and he said he didn't take orders from any living man or dead ghost. And from, and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer who he got his orders from he said he'd like to see anybody give him orders; he'd run that train to suit himself or he'd run it into the ditch. Now you see, sir, I'm a railroad man, and I don't care to run on a road that he re time makes no connec-

railroad man, and I don't care to run on a road that has no time, makes no connections, runs nowhere and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Did you try the Methodist?" I said.

"Now you're shouting," he said with some enthusiasm. "Nice road, eh? Fast time and plenty of passangers. Engines carry a power of steam, and don't you forget it; steam gauge shows a hundred and enough all the time. Lively road; when the conductor shouts 'all aboard,' you can hear him to the next station. Every train lamp shines like a headlight. Stop-over checks given on all through Stop-over checks given on all through tickets; passenger can drop off the train as often as he likes, do the stations two or three days and hop on the next revival train that comes thundering along. Good, whole-souled, companionable conductors; ain't a road in the country where the pas-sengers feel more at home. No passes;

every passenger pays full traffic rates for Wesleyan-house air brake on all trains, too; pretty safe road, but I didn't ride overit yesterday."

overit yesterday."
"Maybe you went to the Congregational church," I said.
"Popular road," said the brakeman, an old road, too; one of the very oldest n this country. Good road bed and com-ortable cars. Well managed road, too; lirectors don't interfere with division superintendents and train orders. Road's

mighty popular, but it's pretty indepen-dent, too. See, didn't one of the division superintendents down East discontinue

dent, too. See, didn't one of the division superintendents down East discontinue one of the oldest stations on this line two or three years ago? But it is a mighty pleasant road to travel on. Always has such a splendid class of passengers."
"Perhaps you tried the Baptist?" I guessed once more.

Ah, ha?" said the brakeman, "she's a daisy, isn't she? River road, beautiful curves, sweep around anything to keep close to the river, but it's all steel rail and rock ballast, single track all the way and not a single side-track from the round-house to the terminus. Take a heap of water to run it through; double tanks at every station and there isn't an engine in the shops that can pull a pound or run a mile less than two gauges. But it runs through a lovely country; these river roads always do; river on one side and hills on the other, and it's a steady climb up the grade all the way till the run ends where the fountain-head of the river begins. Yes, sir, I'll take the river road every time for a lovely trip, sure connections and good time; and no prairie dust blowing in at the windows. And yesterday when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me, but I paid my fare like a little man—twenty-five cents for an hour's run and a little concert by the passengers throwed in. i paid my fare like a little man—twenty-five cents for an hour's run and a little concert by the passengers throwed in. I tell you, Pilgrim, you take the tell you, Pilgrim, you take the river road

But just here the long whistle from the engine announced a station, and the brakeman hurried to the door, shouting: "Zionsville! This train makes no stops between here and Indianapolis!"—Bur-



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ware vague, though, and the trainment don't get along well with the passengers. No, I don't go to the Universalist, though I know some awfully good men who run on that road."

"Presbyterian?" I asked.

"Narrow-gauge, eh?" said the brakeman, "pretty track, straight as a rule; tunnel right through a mountain rather than go around it; spirit-level grade; passengers have to show their tickets before they get on the train. Mighty strict road, but the cars are a little narrow, have to sit one in a seat and no room in the aisle to dance. Then there's no stonorth of the same and they are able to warrant the very highest order of merit in their instruments, with the most favorable terms. Correspondence solicited. On hand-1 Two manual organ, \$300; 10 ne manual organ, \$300



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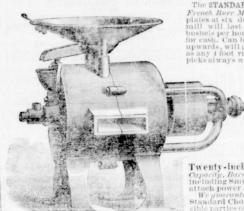
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