

NEWS OF THE RAILWAY WORLD

RAILROADS POPULATE CITIES

SUBURBAN TRAFFIC TO BUSINESS CENTERS IS OF IMMENSE PROPORTIONS.

In the early morning the train shed gives first sign of the new-born day. Before the dawn is well upon the city the great cars that run into those distant vistas in wonderful symmetries are hissing and alight, and the first of 600 incoming trains is feeling its way into the gloom of the shed. Some few trains have started out with the early mails and the morning papers, but the great rush into town is yet to begin.

Even before dawn a thousand little homes without the city have been awake and fretful. The gray fogs of the night lie low and lights begin to twinkle, lines of shuffling figures find their way to the nearest railroad station. It is very early morning when these begin to pass through the gates. From the broad concourse at the head of the train shed the day, as seen across the tracks, is still struggling with the fog that rests across the yards without. The earliest suburban trains slip in from those yards and come to a slow, grinding stop within the shed. Before the wheels have ceased turning, the first of the workers is off the cars and running down the platform. In 15 seconds the platform is black with men.

There are to be a great many more of these trains, a great multiplication of men, within a little time. The broad platforms have been cleaned and cleared for the coming of the mighty army—the army of those who live within the city walls. Before 7 o'clock the trains begin to increase, to follow more and more closely upon one another's heels. The earliest trains bring the day-laborers; men in jeans and jumpers, with their pipes and their penny papers, an occasional scrub woman blinking sleepily under the brilliant arcs. After 7 o'clock there are more women—clerks in the big stores and the men who work in the wholesale houses. The trains come closer and closer, two or three of them stop simultaneously on different tracks under the great vault of the shed, and they are heavy with people. There is a constant clatter of engines, stamping and puffing, dragging their heavily loaded trails and snapping them quickly out of the way for the others to follow. The electric lights under the roof of the shed go out with a protesting sputter, and you realize that the day is at hand. This mighty army of those who live in the city walls is flocking in—in an increasing current now. There is an endless procession from the track platforms and through the concourse, a stream of humans finding its way to its day work.

Do you want figures so that you may see for yourself the might of this army? Binghamton, N. Y., is a city a little less than 50,000 persons live there. If the whole population of Binghamton—every man, woman and child—were poured through the portals of this terminal on any morning of the six mornings of the week, it would be about equal to this great suburban traffic that we have been watching. In a single hour—from 7 till 8—15 trains have arrived, under the roof of the shed and discharged their human freight.—Edward Hungerford, in Harper's for February.

Patrick's hospital for treatment. Mr. Sturtevant is threatened with typhoid fever.

H. W. Daub of the Milwaukee road left yesterday for Hunter's Hot Springs where he will take a course of treatments for rheumatism. Mr. Daub will be away about six weeks.

V. J. Applegate, general superintendent of the Streeter & Lusk contracting firm of Clinton, is reported very ill and unable to attend to his duties.

Mrs. C. J. Leonard left yesterday for Butte where she will visit with her sister, Mrs. J. L. Sampson.

Conductor "Bill" Merritt is reported on the sick list and unable to take his run.

Assistant Trainmaster Fred Grant returned to work yesterday, following a slight illness.

Ray Carlow, one of the force of clerks in the office of Chief Dispatcher Showalter, is reported ill with tonsillitis.

Operators Lindson and Lucky of Sada have resigned and will leave the service of the Northern Pacific. C. F. Williams of Bearmouth will also leave the service.

Telegrapher E. P. Malone, who was brought in from Olive several weeks ago for treatment in the Northern Pacific hospital, has been in a very serious condition, the result of an abscess. Mr. Malone is now reported out of danger.

Telegraph Operator McGann of Spokane, who has been confined to the company hospital here for the past 10 days, has been compelled to submit to the amputation of his left foot on account of blood poisoning.

Operator F. V. Lux, who has been working in the Northern Pacific depot telegraph office here for several weeks, has been assigned to a trick at Sada.

Agent Gus Thiering of Thompson, who has been in town on business, returned yesterday.

Physicians stated last night that Dispatcher R. C. Harding, who has been ill at his home for two days, is threatened with an attack of typhoid fever.

Superintendent Rapelle yesterday announced that on February 1 regular eastbound freight traffic would be diverted over the new main line between Paradise and St. Regis, reaching Missoula by way of DeSmet. All passenger trains will continue to pass over the mountain until some time in the spring.

Mr. Rapelle declares that the new cutoff is one of the finest pieces of roadbed on the division, being constructed almost entirely of rock and gravel, and, while the distance around the Evaro hill is about 29 miles greater than over it, better time can be made on account of the straight and level grade over the cutoff. From Paradise to DeSmet, a distance of 94 miles, the track is absolutely new and has scarcely a curve from one end to the other.

The opening of this piece of road to regular traffic means many changes on the old line, chief of which will be the closing of a number of block stations between DeSmet and Paradise and the releasing of much of the helper power now detailed to service on the west side of the hill. The locomotives thus released will be placed on the main line and will be used to handle freight business.

No positive statement has been made relative to the stations to be closed on the old main line, but it has been suggested that they will be Sada, Olive and McDonald, while on the new main line Nine Mile will be closed as a regular station. A bulletin was issued from the office of Chief Dispatcher Showalter yesterday advising all operators that applications for positions at offices between DeSmet and Paradise are now in order. At Frenchtown, Lothrop and Rivulet there will be openings for operators on the second and third tracks. At Iron Mountain and St. Regis junction the third track is open, while a full force is required to fill the vacancies at Pontus.

Applications for these jobs must be received at the office of the superintendent in sufficient time to enable the officials to make the assignments in time, so that the station force at each place can be on hand before the opening of the line.

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Wallace, Jan. 27.—David Waller pleaded guilty in the district court this morning to the charge of assaulting and robbing David Meier of Spokane. The crime was committed in the vicinity of Enaville last fall. Waller, Meier and a third party had been drinking in an Enaville saloon and when they ended their conversation they started to walk down the tracks of the Idaho Northern railroad. Waller, thinking he was unobserved by his companion, stepped behind Meier and struck him in the head with a blunt instrument, felling him to the ground and leaving him in an unconscious condition.

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Washington, Jan. 27.—What is described as one of the most thrilling hearings of this session took place this afternoon in the rooms of the house committee on appropriations when the sub-committee in charge of the drafting of the sundry civil appropriation bill had Chief Wilkie of the secret service on the witness stand. He was asked for information concerning the conduct of his office, being questioned by the members whose names have figured in the secret service controversy.

For more than three hours Mr. Wilkie was piled with questions in regard to the secret service. The fact was brought out that although the limitation placed upon the expenditures of the money for secret service last year reduced the number of men employed by the secret service under Chief Wilkie by nine, those same nine men were placed on the rolls of the department of justice.

Chief Wilkie said counterfeiting had increased rapidly during the recent financial stringency and that there was need of an increase to \$135,000 of the appropriation of \$115,000 of last year.

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READY FOR BUSINESS FEBRUARY 1

REGULAR FREIGHT SERVICE TO BE INAUGURATED ON CUTOFF FIRST OF MONTH.

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ACTION IS POSTPONED ONE WEEK

CALIFORNIA LEGISLATURE WILL TEMPORARILY DROP ANTI-JAP MEASURES.

Sacramento, Cal., Jan. 27.—Despite the agitation throughout the state over the question of the enactment of laws calculated to deprive Japanese of the right to own land, to become members of corporations and to live wherever they please in the various communities, the members of the lower branch of the legislature decided almost unanimously today to postpone action on the pending bills for one week. No determination will be reached upon the action to be taken next Wednesday until the letter of President Roosevelt arrives.

Governor Gillett received a telegram from the president congratulating him and the legislature upon the consideration they had given the government's request for delay, and stating that a letter explaining the situation was on the way and might be made public if the governor so desired. The fact that the long-expected storm would not break today developed this morning before the assembly was called to order. A. M. Drew, author of the bill prohibiting aliens holding lands, issuing a statement that he had agreed to put the matter over until next Wednesday, when in accordance with the request of the state department he would amend his bill so that all aliens would be denied property rights, thus allaying the administration's fear that discriminations against the Japanese would result in serious complications.

Grove L. Johnson, author of the alien corporation and segregation bills, reluctantly agreed to do the same with his measure and a vote was not forced.

Johnson and the members of the San Francisco delegation still "stand pat," however, on the passage of the bills without amendment.

Senator Mark Anthony of San Francisco presented a joint resolution calling upon congress to ask the mikado to recall the Japanese imperial consul general on the ground that he had sought to block legislation against his countrymen by appealing to the governor. In connection with this Gillett stated that congress might as well ask for the recall of the minister at Washington when he calls on the president in regard to a diplomatic matter.

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