

Chief Johnson Sides—"United States Peacemaker."

THE biggest free pass ever issued was the one which the builders of the Central Pacific gave to Johnson Sides, chief of the Plute Indians of Nevada, for himself and people for life, to ride back and forth on all except passenger cars as much as they pleased. It has been a source of delight to the Indians to think that in one case at least their paleface friends showed the gratitude which is so seldom expressed.

by reason of the great loads which it had to draw could not climb steep mountains he volunteered to go with Mr. Crocker and show him the easiest passes over the mountains.

The Indians listened incredulously to their chief's stories of what wonders were going to happen—about a fire-eating iron horse that would climb mountains faster than a rabbit could run and draw loads that a thousand horses could not pull, and it was not until grading com-

These were polite as well as wise men who daringly started that early road, even before New York and Chicago were connected by rail. They knew that without the friendship of the Indians the task would be almost impossible, and they began by treating the Indians well and keeping their word with them—the only "Indian policy" necessary and the only one which has ever succeeded.

If you have ever happened to ride through Nevada on the railroad you must have been impressed by the fact that the Indians make themselves very much at home on the trains. They swarm over the platforms of blind-baggage cars, on the platforms of the mail and express cars, and on top of box cars and empty flat cars. Sometimes a freight train pulls into Reno with more tons of Indians and their baggage than it has of freight, and there is not a cent for any of them to pay. If there is any possible excuse for them to travel they get aboard and go until they get tired or come to the limit of the State, which ends their pass.

Chief Johnson Sides has just been taking his last ride over the "great trail of the iron horse" which he helped to build.

Next to riding over the railroad, he loves to tell about how he came to help in its construction.

When Charles Crocker went over the Sierras looking for the easiest way across the Rocky Mountains, he sent for Chief Johnson Sides to arrange a sort of treaty of peace with the Indians, who felt themselves the owners of the soil, despite the fact that the United States had granted a right of way across it.

Mr. Crocker and Mr. Judah explained to Johnson Sides that they were going to build a great trail, which would reach from the great waters under the rising sun to the great waters under the setting sun, and that on this great trail there would travel a monster iron horse, which would drag after it as much load as a thousand ponies and travel as swiftly as the birds flew through the air. Johnson Sides had already earned for himself the title of "United States Peacemaker" and had been the friend of the white man on every occasion. The idea of the great trail and the iron horse pleased him, and when he was informed that the iron horse

menaced on the great trail and they saw the width of the road that they would believe a word of it. Then they became enthusiastic. But not so with the builders, who saw before them but a sky-bordered desert, which was reported to be bounded by impassable mountains. There was little water and less wood, except at great distances from the line of the road.

When the trouble was told to the chief he took upon himself to enlist the aid of his people.

He had come on to San Francisco to see some of his old Nevada friends and found them dead and gone. The people in the railroad offices did not know him, and he could not get a pass to return, as he could when his good friend "Old Chief" Huntington was at the helm.

Before the evening of the day that The Call's article appeared enough money had been offered to the old man to have taken him clear across the continent in a palace car, and one of his kind benefactors particularly specified that a Pullman berth was to be secured for him if he wished it.

A railroad pass was given him immediately that the officials knew who he was and numerous sums of money were refused after he had what he needed for expenses.

It made the old man cry when he found what had been done for him. He cried

nemucca for a washout on a curve over seven miles away. Johnson Sides had run the entire distance to give warning.

The old chief's greatest achievement in his own eyes was one time when he trailed the pieces of a "killed" engine which had been dismembered by strikers and the parts buried in different parts of the hills. Altogether eleven pieces of the engine were missing and they were all vital parts, without which it was impossible to move it over the rails. The engine stood there helpless. The superintendent and engineer could look at it and see that and that was all they could do. Johnson

It was no wonder that the "United States Peacemaker" made friends of his white brothers. "Old Chief" Huntington was one of his best and was always glad to see him whenever the two met. After Huntington was left alone as the last of the partners surviving he was especially fond of talking over old times with the aged Indian and Johnson Sides missed him sadly on this last trip to San Francisco.

There were other good friends, too, for they stood the test of time and stood by him in adversity, which is the only test of friendship. It is seldom that a "hard-luck story" makes much impression in these days, but when the account was recently published in The Call which told how Johnson Sides was stranded in San Francisco, his friends appeared by the dozen.

The aged chief, as was explained then, had brought down a lot of his tribe from Nevada to work in the Sonoma hop fields.

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PHOTO BY TABER.

sides put in an appearance, as he always did when there was any trouble with the "iron horses of the great trail." He was told of the difficulty, shown what had happened and asked if he could help.

"Why, yes," he said, with the peculiar idiom which he always uses. "Why, yes:

ward its completion. They gave warning in every case where hostile Indians might be expected, and did their best to explain to them the uselessness and folly of attacking the white men.

When the rails were laid and construction trains commenced running Johnson Sides and his Indians voluntarily assumed the responsibility of patrolling the track to watch for washouts and landslides, which were frequent while the roadbed was new. In return for their services, which had been of so much value, the railroad builders in gratitude gave to

Chief Johnson Sides permission for himself and his tribesmen to ride upon any of the open cars which were run over the railroad—permission to ride as far through their own country as they cared to go, to take with them their children and friends and to make the trips as often as they pleased. It was the biggest free pass that was ever given out by a railroad and it is honored to this day, although there are few of the original Indians left who are entitled to it. Most of them have gone over the last trail along with "Great

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I can find 'um." His ever-ready subjects were given their instructions by him and away they all went, following nobody knows what clues or trails, and in a short time they returned having discovered every one of the missing pieces where they had been buried.

The old chief determined that there should be no more accidents of that sort, so he set out patrols to watch the track and rolling stock, as though the railroad had been their own property, and there was no more trouble while the strike lasted.

just for gladness, for there were some of those who helped him whom he had carried when they were little babies, and he was a big six-footer. Now he is shrunken with age and weakened like a woman, but his heart is big for gratitude—so big that it almost bursts. Who knows what Indian god he prays to, but somewhere his prayers will go for those who were kind to the old Indian chief who helped to build the first transcontinental road and whose proudest title was "U. S. Peacemaker."

"Why, yes," he said. "Go home now. Last ride over big trail."

MOST American cities and towns have a recognized sobriquet, or nickname, of which many are here enumerated and reasons assigned for so designating them. Some are not arbitrarily conferred, but are due to some circumstance, geographical, historical, industrial or otherwise.

Albany, Georgia—"The Artesian City," on account of its artesian wells, of which there are as many as fifteen, affording an abundance of pure, fresh water.

Asheville, North Carolina—"The Janus of the South," for the reason that, like the two-faced divinity of mythology, it has two fronts, on one side representing a welcome to winter guests from the North and on the other to summer guests from the South.

Ashtabula, Ohio—"The Disaster City," so called from the fatal railroad accident of December 29, 1876. Ashtabula is the greatest iron ore receiving port in the world.

Atlanta, Georgia—"The Gate City of the South," for the reason that it is the railroad center and thoroughfare of the seaboard Southern States; "The Circle City," its corporate limits describing a perfect circle of three miles diameter; "The Empire City of the South," as the capital and metropolis of the Empire State of the South.

Batavia, Illinois—"The City of Windmills," as it is the seat of the three largest windmill factories in the United States; "The Rock City," from its many fine quarries.

Baton Rouge, Louisiana—"The Red Stick City," baton meaning stick, or staff, and rouge red. There was standing on the site of the city a native growth of cypress of prodigious height, having a red bark, with no branches but at the top, which led one of the first settlers to remark facetiously that those trees would make handsome walking sticks, already painted.

Bedford, Indiana—"The Stone City," because of its unlimited deposits of the finest and best oolitic limestone in the world.

Biloxi, Miss.—"The Queen City of the Coast," the largest city on Mississippi Sound, the queen of coast cities in point of business, healthfulness and desirability generally.

Bristol, Ind.—"The Black Diamond City," from its being the center of the block coal production, this quality of coal having been named "black diamonds" from its superior quality and value in the industrial and productive world; "The Clay Metropolis," because of its importance commercially in the production of clay and the manufacture of clay utilities. The best clay yet discovered for the manufacture of encaustic (monumental) tiling is produced near this place.

Bristol, Conn.—"The Clock City," from its extensive manufacture of clocks; "The Bell City," also from its manufacture of bells.

Bucyrus, Ohio—"The Summit City," lying immediately on the divide, or watershed, between Lake Erie and the Ohio River, waterfalls being divided by the roofs of houses in the city flowing from one side north to the lake and from the other side south to the river.

Butler, Pa.—"The Soap Mine City," for the reason that at a time a species of clay was discovered on the borders of the place having so close a resemblance to the soft-soap made and used by country people that the discoverers believed it to be the genuine thing from sight and feeling, and were not convinced to the contrary until it had been put practically to the test.

Calro, Ill.—"The Delta City," from its location at the confluence of the two great rivers, Mississippi and Ohio. "The Capital of Egypt," as the metropolis of Southern Illinois, which is known as "Egypt."

Cambridge, Ohio—"The Guernsey City," county seat of Guernsey County, because its first settlers were a small colony directly from the Isle of Guernsey, in the English Channel.

Centerville, Ill.—"The Strawberry City," because of its first rank as a strawberry producing and shipping point. Also, "The Strawberry Queen of Egypt."

Charleston, S. C.—"The Palmetto City," because of its palmetto timber, and for the further reason that it is the metropo-

Queer Nicknames of American Cities

lis of the Palmetto State. "The American Venice," for the reason that on approaching it from the sea it seems to rise up out of the water.

Charlotte, N. C.—"The City of Independence," the Metropolis of the first original Declaration of Independence, having been adopted here in May, 1776.

Clinton, Iowa—"The Sawmill City," on account of the extent of its lumber mill industries. "The Metropolis of Cromwell's Nose," as it is located at the extreme eastern point of the State, on the Mississippi River, the largest city within the area of the bend lying east of a line from Guttenburg south to Burlington, which, in outline, bears a fancied resemblance to Cromwell's nose.

Creston, Iowa—"The Great City," for the simple reason that it stands on the crest; the highest point in the State, between the Mississippi and Missouri Rivers, on the line of the C. B. and Q. Railroad.

Cynthiana, Ky.—"The Maiden City," for the reason that it was christened in honor of Cynthia and Anna, the maiden daughters of a Mr. Harrison, who introduced the bill in the State Legislature which was named for himself, and the county seat for his daughters.

Danville, Ky.—"Little Britain," so nicknamed out of rivalry on the part of neighboring towns from the fancied pride, exclusiveness and imperiousness of its people.

De Kalb, Ill.—"The Barb City," from its barbed wire industries, the original inventor of the barbed wire, Mr. Gildden, residing at this place.

Delaware, Ohio—"The Mother of Methodism," the seat of the Ohio Wesleyan University, which sends out more preachers and missionaries than any other institution in the world.

Dowagiac, Mich.—"The City of Stoves," the home of the world-renowned "Round Oak Stove," the name of this city is Indian, meaning "good fishing place."

Durham, N. C.—"The Bull City," for the reason that in 1853 a firm located on this site, then but a water station on the North Carolina Railroad, and began the manufacture of the "Durham Bull" brand of tobacco, and has now one of the largest manufacturing plants in the United States, its product having a world-wide reputation and consumption. The town has grown from this beginning to a city of nearly 10,000 population.

East Liverpool, Ohio—"The Ceramic City," because of its extensive manufacture of fine pottery (the ceramic in art); "The Crockery City," also, for substantially the same reason.

Elgin, Ill.—"The Watch City," as the manufacture of watches is a chief industry; "The Dairy City," being the center of the dairy interests of the county, its products in this capacity being unsurpassed anywhere between New York and San Francisco.

Evansville, Ind.—"The Crescent City," from its situation on the outer side of a curve in the Ohio River; "The Pocket City," from its location in that part of the State known as "The Pocket," of which it is the metropolis; also nicknamed "Lamasco."

Findlay, Ohio—"The Brilliant City," from its great abundance of natural gas.

Franklin, Pa.—"The Nursery of Great Men," because of the number of distinguished men in both State and national politics which it has produced and is still producing, laying claim to having always a promising crop coming on.

Freeport, Ill.—"The Pretzel City," from the number of its German population, who are fond of the pretzel.

Galena, Ill.—"The Lead City," for the reason that it is central in the lead-pro-

ducing section of the State; "The Picturesque City," from its scenic topographical surroundings.

Geneva, Ohio—"The Beautiful," which is the meaning of the name; called, poetically, "The Beautiful Town on Lake Erie" by the home poet, Edith Thomas.

Hopkinsville, Ky.—"The Pearl of the Pennyrile," a name given it but a few years ago by a prominent member of the Kentucky Press Association in response to a toast, Pennyril of which "Pennyrile" is a corruption, grows spontaneously and abundantly in this section.

Hot Springs, Ark.—"The Gem of the Ozarks," from its characteristic beauties as an Ozark Mountain city; "The Baden Baden of America," "The Bethesda of the New World," "The Caribbead of America," "The Valley of Vapors"—all these because of the wonderful healing properties of the hot springs.

Huntington, Ind.—"The Lime City," on account of its celebrated white lime, which is manufactured here in large quantities.

Independence, Iowa—"The Lexington of the North," because of its famous kite track, like that at Lexington, Ky.

Indianapolis, Ind.—"The Railroad City," on account of its many railroads, making it the great thoroughfare by rail between the East and the West; "The Convention City," for the reason that many assemblies of parties and societies in the national capacity are held here; "The Queen of Inland Cities," for reasons very obvious.

Jeffersonville, Ind.—"The Gretna Green of the Ohio Valley," because of the many marriages of runaway couples from Kentucky and other States, so nicknamed from Gretna Green, Scotland, just across the border, to which English people resorted for clandestine marriages; "The Falls City of Indiana," lying on the opposite side of the Ohio River from Louisville, the "Falls City" of Kentucky.

Joliet, Ill.—"The Stone City," because of its numerous and extensive stone quarries and its vast beds of gravel.

Koosuk, Iowa—"The Gate City," as it is the southeast corner of the State and a port of entry on the Mississippi, as well as the junction of several railroads—both an inlet and an outlet to the State.

Lafayette, Ind.—"The Star City," a name acquired in the early history of the place from the circumstances of location and relative importance, shining as a star of first magnitude in the fancy of its people, as contrasted with its satellites surrounding, with no peer to dim its lustre.

Lancaster, Ohio—"The City of Statesmen," many men of national renown having lived here.

La Salle, Ill.—"The Zinc City," from the fact that there is operated here the largest zinc factory in this country, if not the largest in the world.

Logansport, Ind.—"The Bridge City," situated on both the Wabash and East Rivers, the two streams spanned by more than twenty bridges within the corporate limits for street and railroad crossings; "The City of Churches," having nineteen Protestant churches, with a membership of 800, is a total population of 23,000, valued at \$350,000.

Ludington, Mich.—"The Epworth City," because the Epworth League training resort is located here; "The Winter Harbor," for the reason that it is claimed to be the only port on the east side of Lake Michigan which remains open all winter.

Lynchburg, Va.—"The Tobacco City," because of its tobacco interests and trade, from which it has ranked as the richest city of its size in the South, operating as many as eight factories in this industry.

Madison, Ind.—"The City 'Neath the Hills," from its picturesque situation on the Ohio River, the marginal heights and bluffs bordering the stream overlooking the place. Madison has the distinction of being the oldest railroad town west of the Alleghenies.

Malone, N. Y.—"The Elm City," from the number of its elm shade trees, with which all the principal streets are fringed.

Marietta, Ohio—"The Pioneer City," as it is the oldest town in the State and one of the earliest in the Northwest Territory, founded in 1788 by Putnam and named in honor of Marie Antoinette.

Martinsville, Ind.—"The Artesian City," having several mineral wells and five sanitariums.

McKeesport, Pa.—"The Tube City," so called for the reason that its chief industry is the manufacture of iron and steel tubes of all kinds, the National Tube Works being the largest plant of the kind in the world, giving employment to 10,000 people.

Missoula, Mont.—"The Garden City of the Rocky Mountains," because of its location in a very fine agricultural belt in the celebrated Bitter Root country.

Moline, Ill.—"The City of Mills," on account of its numerous factories; "The Flow City," because of its manufacture of plow, the first steel plow having been turned out here. The largest plow factory in the world is located here, producing more steel plows than all other plants combined. "The Lowell of the West," for obvious reasons.

Montgomery, Ala.—"The Cradle of the Confederacy," where Jefferson Davis took the oath of office as President of the Southern Confederacy and the temporary government was launched.

Muscatine, Iowa—"The Pearl City," for the reason that it is the center of the pearl button production and business of the Mississippi Valley. The business of making pearl buttons from fresh water clam shells was introduced into the United States at this place about eight years ago, and there are now twenty-five pearl button factories here; "The Bend City," situated on a large bend of the Mississippi.

Mount Pleasant, Tenn.—"The Phosphate City," from its immense and valuable beds of phosphate, employing thousands of men in their development, the population having grown from that of a mere hamlet to a city of considerable proportions within a very few years from the impetus afforded by this discovery and industry.