Sketches of Some Scenes in a Bustling Railway Freight House and Yard.

Illustrations of the Processes of Delivery, Loading. Sealing and Carrying Merchandise.

The Level Heads and Quick Wits Which the Foremen, Bookkeepers and Porters Must Possess.

Episodes in Lives of Brakemen and Yardmen -How They Make up and Send a Train.

The Freight Conductor the Biggest Man on the Road-How He Looks and Acts.

A one-story structure of brick, with an ap proximate length of 500 feet, a width of 50 feet and a roof, the obtuse angle of which does not aspire to rise above a height of 20 feet; in fact, a building so long and squatty that it might be compared in general proportion to an average train of freight cars built together end to end with the ends knocked out. Its sides are pierced with broad arched doorways every thirty feet and its floor of heavy planking is at the level of an ordinary commercial delivery truck from the ground. Inside, a wilderness of timber trusses and iron rods overhead, and all around a chaos of boxes, barrels, bags, vehicles, machines, agricultural implements, domestic utensils and commercial goods of every conceivable description. Outside on the left, a tangle of wagons, drays, trucks, horses, tionality bawling, swearing at each other and wrestling with packages of every size and shape. Each man is straining to get his load



off his own hands into those of the perspirdivided into groups, each group under the control of a man with a book or clip of bills in his hands. Some of the men are wheeling loaded trucks in every direction. Outside on the right stands an engineless train of freight cars, some of the cars closed and loaded and others open and empty. Into the empty cars men are wheeling and carrying certain pieces of the heterogeneous collection of articles. In an office partitioned off at the front end of the building are a half dozen clerks and officials working away with pen and ink as though time were press-SUCH IS THE SUPERFICIAL APPEARANCE

presented by the outgoing freight shed of one of the great railway systems having its headquarters at St. Paul, and although it is but one of several of like size and capacity in the city, it has been selected as an illustrative type of a comprehensive system of railroad freight handling which is one of the executive marvels of the day. A general idea of the enormous quantity of outgoing ight handled in St. Paul by the freight departments of the various railroad lines may gained from the statement that in this building alone a force of eleven men receive and load an average of twenty-three car loads The system by which this marvelous daily amount of labor is accomplished is so interesting in detail that it has been deemed worthy of detailed description and illustration in these columns When the teamster from one of the great commercial establishments of the city gets a chance to drive up, he presents to the receiving clerk

A BILL OF GOODS, specifying number of articles, weight and at a certain town reports to headquarters any marks on the packages delivered to the articles received by him which do not belong of the railroad company, at his station. proceeds



out in an inspiring of voice, and the receiving clerk checks them off on the bill as he unloads them. If the house shipping the goods is one which experience has demonstrated to be as a rule correct in weight specified the figures are sometimes taken as correct and the good receipted for If the goods are from a new shipper or house known to be tricky in this triffing matter, special attention is paid to weighing. The goods are weighed upon one of a series of mam moth scales in the center of the floor. If found correct, the receiptwhich is usually bound in book form and carried by the teamster-is stamped with the name of the agent, railroad company, date and a proviso stating that the weight is sub ject to correction The bill is also initialed with the signature of the receiv-ing clerk, the anemoranda of weight and initial of weigher, and are classified by being hung on one of a series of hooks placed ander a label bearing the name of the place of destination or of that section of the road in which it is included.

by the teamster, they first go through what is known as the distributing process. Upon the walls and suspended from the rafters at varying intervals are hung signs bearing the names of towns upon the line of the railroad. These signs are so numerous that in some Instances fifteen may be counted in a space of thirty feet. Upon the space of flooring



the goods directed to the place designated or in proximity to it.

FREIGHT MANIPULATION, sponsibility. He has at command a gang of that peripatetic home of the railroad freight THE SOCK AND BUSKIN. six men, one of them being stationed in the | conductor and train men-the "caboose." empty car near by to receive and pile the articles, those destined for the longest journey being piled first

It might not appear at first glance that MUCH SCIENCE IS REQUIRED to load a car, but even a casual examination of the process will demonstrate that this idea

is an egregious fallacy. If the reader will for



SWITCHING sake of example take a list of his household movables, providing he owns any, or those of some other man who does, and with a plan of a freight car before him try with pencil to outline them in a manner to make them dovetail together in a reasonable manner, he will at once understand the amount of rapid men and goods, teamsters of every na- planning required. Rapid, necessarily, because time is the most important element in this business. It is indeed surprising to the native to witness the celerity with which such incongruous articles as eggs, barbed wire, matresses, buggies, horse collars, iron rods, tubs, crates of crockery, threshing machines and mirrors are made to lie down together with the harmony of the pliant spoon.

With strident voice the caller yells the marks upon a package. At the same instant the loading clerk checks off upon his book the article, while four muscular men rush forward and pick up the thing bodily and either carry or wheel it on trucks through the door nearest the car in which the goods belong. Into the car they go, and return instantly, leaving those inside to do the piling. Great care is necessarily exercised loading clerk to see that the men do not get hold of the wrong packages, for in the course of time when he gets around to the bill calling for a missing article, if it has been already LOADED BY MISTAKE,

it becomes necessary to send out what is known as a "tracer." This is a circular sent to the agents between points at which the article is known to have been, asking each ing gang inside. The latter individuals are local agent whether he has received such a package. Each agent writes his answer upon it, and upon its return, if the missing article has been located, it is then forwarded to its proper destination. These missing articles



THE CONDUCTOR. are semetimes found by means of what is called an "over-report," in which the agent

After being classified upon the books before mentioned, the bill which accompanies the reception of a package is given with its comrades upon the book into the hands of the billing clerk, who proceeds to make another and more elaborate bill, and from this several copies are made. There are usually four required-one each for the conductor, general freight agent and auditor, and one for the office records. In addition to this, a weekly or monthly abstract of these details is made for the inspection of the auditor of the road, who checks up mistakes in weight, charges, extension, etc. For all of these the agent is held responsible, and he in turn, locates the direct responsibility by reference to his own records and signature of clerk upon the original bill. To lessen the probability of these mortifying little occurrences in well-regulated offices an expert accountant is kept at work nightly, whose special duty is to run over the day's work and see that the

details are figured correctly. After the car is properly loaded it is next taken in hand by the "sealer," who closes the door and attaches to the hook by which it is locked a strip of tin called

A SEAL. This strip bears upon it the name of the railroad, initial of series and number of seal.



way that they cannot be separated without breaking. As it is impossible to open the door without breaking the seal, its function as a safeguard is obvious. A record of every seal with name of sealer and number of car is kept in what is known as the "seal book." This book contains a record of the date sealed; initials of car; number of car; station billed from and to; train number; name of conductor; initials of seal; seal number on right and left side of car, and nature of fastenings on front and end of the car. As soon as the sealer has done his duty the loaded and sealed cars pass into | members thereof. the charge of the yardmaster, who proceeds to make up a train.

joined together by a hand-punch in such a

This is to the sight-seer the most interesting part of the business. Scattered at intervals along fifteen or twenty parallel tracks of railroad are hundreds of freight cars, reaching as far as the eye can discern I'm not in any hurry; ob, no. in either direction. In fact they seem to reach over the horizon and form a Chinese wall on either side. They are of every variety -box and flat, a miscellaneous assortmentat hand conveniently for sketching. Here are flat cars loaded with cordwood or lumber; flat cars with low sides enclosing buge chunks immediately beneath these signs are piled of coal; fist cars loaded with vehicles and agricultural machinery; box cars jammed with household effects; refrigerator cars with They then pass into the charge of the load- ventilating towers; stock cars loaded with ing clerk, a most important functionary, carriage running gear; greasy tanks of iron

SWITCHES CUT ACROSS

cow-catcherless outlines back coquettishly out of sight. Train men remark "Hi, yi," and blast the stranger's ensanguined eyes for an apparent attempt to bloody the track. The yardmaster, a man of short, sharp conversation, comes striding along the track with a list of cars in his hand. In case he does not give the list to the yard foreman look after, his first accomplishment is to yank out a caboose from the row of them and slings it over where he wants it. Then be picks out certain cars with date and number of train marked in chalk on their sides and fires them up against a guilty looking young fellow who stands between them and the caboose. Bang-bump-and the young fellow steps aside nimbly, having done his duty by risking his life for the sake of glory and \$2.10 per day. It is understood, of course, that the yardmaster does all this giant work by proxy. He simply waives his hand or howls pleasantly, and one of the ubiquituous engines dashes up and hooks on to the cars he indicates. The rest is easy sailing. After the young fellow, whose life appears to be spent in racing ahead of the engine to turn a switch or make a coupling and then ride on the place where the cowcatcher usualty rides, has stood the brunt of from fourteen to twenty cars, of which the train is said to be made up. There are usuually, however, three of these active chaps, besides the engineer and fireman, who participate in the ceremony. In making up a train the usual way is to place those cars nearest the engine which have the shortest make, to placing at least six cars between the caboose and



the missellaneous cars, such as oil and flat, excepting when there are cars containing live stock in the train. In this case the stock cars are placed near the caboose in order that the stockmen may look after animals easily when stoppages are made. It generally takes from twenty minutes to half an hour to make up a train, according to circumstances connected with the loading.

THE YARDMASTER has a little office of his own in the locality back of the warehouses, known as the train yard, and, as may be inferred from the foregoing sketch, is an important and autocratic He is usually a man of prompt personage. decision and handy with his adjectives in cases of exigency. But the boss of them all is the freight conductor. When he rolls along with a list of cars in his hand and murder in his eye, the casual tramp who hap-pens to be loading around watching for a cal gems rich in chance to steal a ride involuntarily murmurs wealth of melody, and the numbers were a prayer and steps out of sight until after heard with delight by a large audience and the train has started. Then he usually turns up at the first stopping place, nonchalently walking along the side of the train and looking at it curiously as though it were an unfamiliar sight.

When this terrible conductor, who evidently proposes to be president of the road, some day—has checked off his list and satisfied himself that nobody has tried to make a chump of him by pocketing one of his cars -he steps into the office for a moment as if to tell the officials and clerks to try and get along without him for a few days; walks majestically back to the platform, and takes a fresh chew of tobacco. Then he looks up and down the track, turns a shrewd eve beavenward, expectorates gloomily, averts his eys, waves his hand to the engineer, who has got his machine hitched on by this time, and steps aboard the caboose. He doesn't look to see whether the train is going. He knows it has got to go if he says so. He simply stands on the back platform of the aboose as the train recedes into the cloud made by his wheezing engine, and eyes suspiciously everyone who regards him. Then the tramp seated astride the brake-beam underneath begins to breathe freely-dust and

cinders-and the loaded train is fairly off. THE TRICKS TO BEAT the freight agent are many. It is said by the agents that even houses known to stand high in commercial repute are sometimes guilty of attempts which, to put the matter as mildly as possible, look a trifle "funny." For instance, an agent of one of the great railroads leading out of St. Paul says that one of the leading business men of this city once attempted to ship a lot of butter and eggs as "feed." As "animal feed" was at that time handled as fourthclass matter and groceries as second-class the shipper was willing to save a few dollars by turning casuist. In like manner merchants have attempted to ship cutlery as bolts and pistol cartridges as hardware. deed, one firm in this city had printed plainly upon a letterhead used as instructions to its traveling men to "ship as — to secure low classification." Another firm in the East prevailed upon a certain railroad freight agent to favor him with "advance charges" upon what he said were crates of valuable crockery, worth about \$15,000. Upon the strength of his representations quite a sum of money was advanced him, as is customary for railroads to do when dealing with wellknown business houses. When the crates reached their destination they were refused by the consignee-being found to contain only pieces of broken drain tiling. As a equence the crates were left on the hands of the railroad agent, the shipper proving a non-locatable myth. Sometimes, too, advance charges are obtained upon packages which are directed to non-existent consignees. These, it is said, are only a few out of the many methods by which the railroads are worked for sums of money ranging from a few cents to a great many dollars. The excuse is, generally, "anything is fair to beat a railroad." The result has been exceedingly disadvantageous to the shipper at large, who has been compelled to pay higher rates, which the railroad companies have felt obliged to levy in order to compensate them for losses incurred through under-billing and other methods of "getting even with Vander-

bilt. N For the purpose of regulating these and other matters of detail in freight handling at this point the local freight agents some little time since formed an association which now consists of thirteen members. The organization is known as the Local Freight Agents' association, and it has been of considerable service in the way of practical suggestions to the large shippers as well as to each of the

Nothing in the Paper. Evansville Argus.

Wife sarcastically- When you have learned the morning paper by heart, my dear, I would be glad of a chance to look it over, but

Embroidered surahs are now in all-over

here and there with a bias directness which The First of the Second Series of Chambrings up vivid remembrances of schoolboy Grunting switch engines with bevel ber Concerts a Pronounced topped tenders make constant dashes at the Artistic Success. pedestrian, and before he can sketch their

> The Union Concert at the Grand Last Night Productive of a Wealth of Melody.

Return of Our German Cousin, in His New Play, the Next Attraction at the Grand

The Fay Templeton Opera Company -- En gagement of Keene, the Tragedian--The May Festival.

BAD IN BOTH CITIES. BOTH GRAND OPERA HOUSES CLOSED AND

LITTLE ELSE GOING ON. The patrons of the drama in St. Paul have had but meagre pickings during the week just ceased, the principle temple of Thespis,

the Grand opera house, having remained

For the ensuing week the theater goers are promised a rich entertainment in the return of the favorite actor, Mr. J. K. Emmet, with whose smiling phiz the william boards and shop windows have blossomed during

the past rew days. He will present his new play, "The Strange Marriage of Fritz," which is described as bubbling over with quaint humor and pathos, and as affording the star a fertile field for the exercise of his rare gifts. During the play he will render several of his popular songs, interspersed with dances. The cast of char-

PROLOGUE.

	Fritz R. Emmet
	Neil Corwin
	Pat Hennesey
	Conn McKeenaThad Shine
	Eileen McCarthyEmma Field
	Laura BrunscombeJessie Burbanks
	PLAY.
	Fritz, a pretty farmerJ. K. Emmet
	Dick Randal
	MacIntosh FootlightMart J. Cody
	Neil Corwin
	Conn McKennaThad Shine
	Tom Edward Rue
	Pike O'Fake Harry Tansey
	Mr. Bobolink
	CowmanipCharles Pierce
	Eileen McCarthyEmma Field
	Clara
ŧ	Mary Ann O'HodganLouise Raymond
1	Yacopina
	WelhindericaMamie Livesy
	For the last three nights of the ensuing
•	week the return of the winsome and sprightly
	Fay Templeton with her opera company of

THE CHAMBER CONCERT. The assertion has been frequently made that in proportion to its inhabitants St. Paul has attained a degree of musical culture which ranks second to no other city in the country. The assertion was never more strikingly illustrated than on last Thursday night at the chamber concert given at the

high kickers and sweet singers is announced.

They will appear at the Grand in several of

their brightest operas.

First Methodist Episcopal church. The truth of the remark was doubly apparent in the high character of the program, which comprised numbers classical and artistic in their range and scope and the personnel of the performers. Although modest in their claims to recognition, the ladies and gentlemen participating, both from culture and temperament, are entitled to rank with any professionals in their respective studies in the country. It would be difficult, for example, to find persons more gifted or thoroughly en rapport with their art than Marie Geist, Herr Paul Stoeving, Mr. Sohns or Prof. Titcomb, each one of whom has had the advantage of the best musical culture of

Europe. As intimated, the program on Thurs day night was composed of musisentiment and one which was lavish in its tributes of appro ciation. The entertainment was delightfully varied with song, the vocal numbers of Mrs Glidden affording a delightful contrast to the nore classical character of the instrumental numbers. This was the first concert of the second series and two more remain to be given in April. They should be liberally patronized and encouraged.

THE OLYMPIC. An entertaining show has been offered to the patrons of the Olympic during the past Commencing to-morrow night the origi-

week to a good business. nal Muldoon's Picuic company will open an engagement with McYone & Mason in the star rolls, supported by a strong cast, which includes the trained donkey "Jerry" and a strong olio. George Nelson, Willie La Fonte, Frank Harsall, May Neal and other new stars will appear.

RICHARD III.

An event of unusual interest will be the engagement of Mr. Thomas W. Keene, who will appear at the Grand opera house for three nights only as Richard III., commencing Monday, April 6. Mr. Keene has surrounded himself with a first-class company. the leading members of which have been with him for several seasons. He will also have the advantage of about 100 well-drilled auxiliaries, court ladies, noblemen, pages aldermen, soldiers, madrigal boys, friars, oishops, etc., who are now being rehearsed by the stage manager of the company in battle scenes, processions, tion seenes, etc. The cotona-William R. Hayden, deserves great Mr. credit for the liberal mounting of this piece, which has been the subject of the highest commendation wherever seen. All the rich costumes and properties, such as banners, maces, armors, spears, battle-axes, etc., are historically correct, and the newly painted scenes are faithful copies of the castles, prisons, palaces and battle fields, where those dreadful deeds took place. Following is list of the scenes that were painted especially for Mr. Keene by that celebrated English artist, Mr. Charles E. Petford:

Act I .- Scene 1. Court yard and keep of the White tower. Old London in distance. Scene 2. Apartment in the White tower. Act II .- Scene 1. Ludgate, old London Scene 2. Apartment in Bayard castle. Act III .- Scene 1. State room in Crosby palace. Scene 2. Apartment in Bayard

castle. Act IV .- Scene 1. In the Tower. Scene Throne room in palace.
Act V.—Pomfret castle.

Act VI .- Scene 1. Country, near Tam worth. Scene 2. Country, near Bosworth field. Scene 3. Tamworth—Richmond's camp, night. Scene 4. Richard's tent. Scene 5. Near Bosworth field. Scene 6. Near Tamworth. Scene 7. Battle Bosworth

THE MAY PESTIVAL.

The arrangements for the May musical festival at the Exposition building are progressing admirably. Mass rehearsals of the chorus and orchestra are being held weekly, and Signor Jannotta expresses the opinion that the festival will exceed and eclipse any event of the kind ever attempted in this city.

A full mass rehearsal is called for to-mor row night, at which the names of all the members of the chorus will be taken for pub lication in pamphlet form. A full attendance is therefore requested, for the reason that those who fail to appear will be omitted from the publication.

THE UNION CONCERT.

The Grand opera house contained a fairsized but critical audience last night to enjoy the exceptionally fine program as rendered by the combined strength of Seibert's orchestra of St. Paul and Danz's orchestra of Minneapolis. The program was rendered by forty instru-mentalists, assisted by Miss Fannie Wachs Minneapolis. soprano, Charles B. Pottgieser solo pianist and Arthur Holdt solo cello. The entertainimportance, whatever.

Wife (glancing it over)—I do not understand what you meant by no news of importance. Here is a statement to the effect that Smith Brothers have reduced that are black with the statement was never better displayed than on last night, a canatina from Lucia by Miss Wacha and collections are consisting of several concerted orchestra numbers, a piano solo by Mr. Pottgieser, whose wonderful skill and perfect technique was never better displayed than on last night, a canatina from Lucia by Miss Wacha and collections are consisting of several concerted orchestra numbers, a piano solo by Mr. Pottgieser, whose wonderful skill and perfect technique was never better displayed than on last night, a consisting of several concerted orchestra numbers, a piano solo by Mr. Pottgieser, whose wonderful skill and perfect technique was never better displayed than on last night, a canatina from Lucia by Miss Wacha black silk to \$2. Isn't that news of im- latter responded to the hearty calls for an encore and the entertainment was decidedly the most artistic affair of the kind ever given in St. Paul. The numbers were ing clerk, a most important functionary, carriage running gear; greasy tanks of iron patterns of a gay figure on a quiet ground all carefully selected and they were rendered upon whose shoulders rests considerable retopped with a dome, and several species of that may be very bright or very dark.

with a precision and degree of artistic skill

and finish highly enjoyable and very creditable to all participating.

ON THE STAGE.

The Various Amusement Attractions Offered Minneapolis. The Danz matinee at the Grand to-morrow promises to be an unusually fine musical

event.

Fay Templeton will be with us again on Tuesday and Wednesday evenings. Undoubtedly she will receive the same large audiences.

This evening "Faust" will be given at the Harmonia as a benefit to Dr. Hinsch. On Wednesday Mme. Ahlander-Bergstrom and company will give a concert.

The regular concerts will be given at Turner hall, Columbia and the Pavilion. Fritz Emmet will play the last half of the week at the Grand. He has duly sobered up, and will, he says, keep that way. That means large houses for him.

NOTES FROM ELSEWHERE.

WHAT PLAYERS ARE DOING IN OTHER PLACES. 'THE MIKADO."

Gilbert & Sullivan's new opera, "The Micado," was brought out in London a week ago and it scored a success. The opera pens with a scene in the palace of King Koko in Titipu, and discovers the chorus dressed in curious Japanese costumes, all with fans in their hands, which theu wave as they sing the following verse: "If you want to know who we are— We are gentlemen of Japan;

On many a vase and jar,
On many a vase and jar,
We figure in lively paint,
With attitudes queer and quaint; You're wrong if you think it ain't." The wards of King Koko sing a trio, which created an immediate effect, to the words:

"Three little maids from school are we, Pert as school girls well can be: Three little maids who all unwary, Come from a ladies' seminary." This goes to a waltz movement, and is very catchy and melodious. It is followed by a

chorus of condolence with the lover, who is sentenced to decapitation, and which provoked roars of laughter: "To sit in solemn silence in a decided dark dock, Awaiting the sensation of a short, sharp shock From a cheap and chippy chopper on a big black block.'

The entire libretto teems with fun, and is made up largely by suggestions from Mr. Gilbert's own previous work in the "Bab Ballads. GENERAL NOTES.

Mr. Irving and Ellen Terry are playing a farewell engagement at the Star theater, New York. "Hamlet" was played last week.

"Adonis" is verging toward its 300th night at the Bijou theater, New York. "Diplomacy" is being played in a charmng manner in Wallack's theater, New York. "May Blossom" has been revived in New

Frank Mayo played "Davy Crockett" in Chicago last week.

Vork.

Miss Minnie Palmer displayed ber 240th pair of parti-colored and embroidered stockings and executed her last graceful dance at the Grand Opera house, Chicago, on Sunday evening, in the presence of a large concourse of her admirers, who applauded her a great deal and seemed really sorry to think that two years must elapse before she would again be seen here. -Ex. The charming Lotta appeared in her play,

the "Little Detective," in Chicago last week. The new Chicago opera house will be pened about the last of September next by Edwin Booth. It will have a seating capacity of 2,200.

Lawrence Barrett will produce three new plays next season. Thomas a Becket, the Historical Tragedy by Charles Osborne, will probably have its first representation at the Star theater, Jan. 4, 1886, the first night of Mr. Barrett's engagement there. Costumes and properties for this play are now making n Europe. In addition Mr. Barrett will try another play by Mr. George H. Boker, and a plece by Mr. A. E. Lancaster. During his forthcoming tour of the southern states, Mr. Barrett will appear in cities he has not visited for several years.

CLEVELAND'S BED CHAMBER.

The Gorgeous Room in Which the President Takes His Rest-

President Cleveland moved at once, on aking possession of the White house, into his predecessor's beautiful blue bed room. The opposite room, in which President Garfield was ill so long, and which was President and Mrs. Hayes' bed room, is occupied by Miss Cleveland. Except Arthur and Cleveland, no presidents have occupied the room which is now the bed chamber of the latter, and from December, 1881, until he moved out of the White house, last week, was the bed room of the former. The other presidents, including Grant, Hayes and Garfield, usually slept in the opposite room, which, being on the south side of the mansion, is sunny in winter and has a breeze in summer. During President Grant's administration, until her marriage, Miss Nellie Grant slept in the room President Cleveland now has, and during the Hayes administration his niece, Miss Platt, used it until her marriage. When President Arthur selected it in the autumn of 1881 for his bed chamber it was superbly fitted up before he moved into it. It has the furniture all uppolstered in "baby blue" satin damask with a faint gold flower wrought in it. The curtains at the windows and those the lace canopy over the bed are of the same material, and there is also a lounge covered with the same, which just fit for a lady's boudoir. Even the woodwork around doors and windows was painted blue for President Arthur. The chamber set is of handsome black walnut, and includes a tall chest of drawers. Over the bed is lightly thrown an eider-down quilt, one side of which is sky-blue silk and the other deep rose color. On the blue side are worked in colors Kate Greenaway figures. them are human beings shaking hands with each other, which probably is thought a most but too unstable and not to be depended on decoration for a president's appropriate the marble mantel, and the mirror above has a red plush frame. There are in the room a 'slipper chair' and 'boot chair," in one of which, it is said, President Arthur sat to lengthy laudatory notice attached. have his boots put on, and in the other when encasing his feet in slippers. The latter excuse for the freak. Later he went to chair is of ebonized wood and has a straight England, and while there became corresback and no arms. It and also the boot chair have red plush cushions finished with bows of satin ribbon. The "boot chair" is of black wicker-work with gilded arms. Adjoining this luxuriously-furnished room on one side, with a communicating door is a bath-room, and on the other side also with door of communication, is a room less than half the size of the bed-chamber, which is on the northwest corner and is fitted up as a private office. It has a handsome and convenient desk in it, and it used to be said that President Arthur always worked there between 1 and 3 or 4 a. m. and then went to

Of Course You Buy Groceries and want to save money on them. Read Michaud Brothers' offer on eighth page. Why They Did Not Dance.

Philadelphia Record. Lafayette, at the age of 20, left his young

bed.

wife, and flew to aid Washington. He loaded a ship with supplies which were mostly needed by American troops, and helped them military experience, and all the cash be could command. He not only drilled the soldiers but clothed and fed them, and when his own means were exhausted he appealed to the generosity of others. When the ladies of Baltimore proposed to give a ball to the gal-lant Frenchman he said to them: "Ladies, summer. J. H. Haynie, the long-winded lant Frenchman he said to them: "Ladies, I should be delighted to dance with you, but my soldiers have no shirts." The ball was and other papers, used to be a Chicago repostponed, and the belles of Baltimore made shirts for the soldiers.

An Answer Wanted. Can any one bring us a case of Kidney or

speedily cure! We say they cannot, as thousands of cases already permanently cured and who are daily recommending Electric Bitters, will prove. Bright's Disease, Diabetes, Weak Back, or any urinary complaint quickly cured. They purify the blood, regulate the bowels, and act directly upon all carefully selected and they were rendered the diseased parts. Every bottle guaranteed. Herbert Ayers, a wealthy iron manufacturer doubtless by the dail with a precision and degree of artistic skill For sale at 50c a bottle by Lambie & Bethune. of this city. Minnie Smith, a clever young the full particulars.

KNIGHTS OF THE QUILL.

Some of the Bright Intellects Who Have Achieved Distinction in the Newspaper Field.

Methods of Work of Correspondents at the Seat of War and Elsewhere.

Gath the Long-Winded But Interesting-How He Writes and What He Gets for It.

Leander Richardson and Some of His Freaks -W. A. Croffut's Self-Conceit-Other Journalistic Lights.

Correspondence of the Globe.

CHICAGO, March 27 .- I wonder how many readers of the GLOBE give a thought as to the authorship of the "special correspondence" columns of the Sunday supplement? Do they ever stop to think whether the gossip embodied in those columns is indisputably accurate, or that they may be reading the product of a ready pen backed by a fertile imagination? Your newspaper correspondent in nine cases out of ten is a needy fellow, and on the product of his pen depends his daily bread. He has a certain amount of space to fill for one, two or perhaps a half dozen papers, and it not unfrequently happens that there is lack of good material for his work. He is not always-very infrequently, indeed-foot-loose and untrammelled that he may devote the proper amount of time to his correspondence. Indeed, some of the best known and most popular correspondents are the very ones who are crowded to death with routine work, and who have made names for themselves by hard work in the exciting service of large dailies. There is no class of writers more maligned, whose occupation is more arduous, and whose sayings-or writings are

than the special correspondents. Each writer has his own peculiar style and wins the clientage of a class of readers to whom his efforts most strongly appeal; and within a short time that particular class turn each Sunday morning to that page on which that particular writer is usually alloted space. The message therein contained is accepted, swallowed and assimilated by the receptive organs of the reader. But few "specials" are paid by the letter-generally by the amount of space their correspondence occupies on the printed page. Hence arises the temptation to "pad," and the managing editor remorselessly cuts out whole paragraphs. But the editor who eliminates and revises thd "copy" is not such a bugbear to the correspondent as that genius who, after the intelligent compositor, is the one unmitigated nuisance of the print shop. I may say (with great applause from the several egions of type setters in the land) the averge proof reader is a fraud. He it is who better than the writer, knows how to spell and punctuate, and considers himself a walking encyclopedia of general information. He it is that is paramount to the managing editor in the matter of altering your manuscript to suit his own ideas, and he'll change a name or date or word provided the copy does not agree with his ideas. Truly your correspondent's life is NOT A HAPPY ONE.

ACCEPTED AS GOSPEL TRUTH

I had a chat with one of the best known newspaper men in the country a few days ago. Ten years ago his name was a familiar one, as he was a brave and enterprising cor-respondent of a leading New York daily during the war, and he afterward spent several years in Europe writing a series of letters which have since been republished in book form and have met with a wide sale But the flower of his youth has gone and his health left him years ago and he is now doing editorial work in small quantities on a large salary. Conversation turned first on the profession in general, but later I gathered no small amount of information concerning newspaper correspondents of the day and some others that were well known a few years ago. The old man filled his pipe, took off his glasses and settled himself comfort. ably in his chair, remarking: "Yes, I have prominent "specials" that known all the have appeared before the reading public for the last twenty-five years. I suppose George Alfred Townsend is the best known writer of to-day. If he were more reliable his communications would were be more sought for, and he would be the gainer thereby. When I first knew him he was a \$5 a column man, but ow-a-days he gets \$20 for the same space and will do no work for less than that.

HE HAS A PECULIAR STYLE. a retentive memory and an acquaintance larger I believe than any other man in the country. Yet withal he's driven for stuff to send his journal very frequently, and in such an event he gets hold of a new book or resurrects a bit of ancient history and manu factures an interview. But what he does say is always readable, and I doubt much if there is another man in the profession who can grind out two or three columns a day every day in the year with the ease that Gath does, and still make the matter good reading. He employs two stenog-raphers, and while dictating his letters smokes a strong pipe and walks the floor, brightening his ideas with occasional dashes of brandy from his well-stocked sideboard. Gath has made more money and saved less than any other man in the profession, and he'll die poor. Leander Richardson-he's the "Ithuriel" of the Boston Herald and Philadelphia News-is one of the raciest writers in American journalism, but a thorough Bohemian, with no stamina, little principle and less business ability than a man with one-tenth his brains. He came honestly by

his love of journalism, for his father WAS WAR CORRESPONDENT of the New York Tribune, and a good fellow Some of he was, too. Leander's New York experbut too unstable and not to be depended on One of his earlier experiences was in the ed-quilt. A lambrequin of blue satin covers | West, where he had been sent to write up one of the Indian outbreaks. One day he sent to his paper an elaborate three-column report of his own death, with a biography and of material and had to fill the space was his excuse for the freak. Later he went to pondent of the Boston Herald, and through

> the Herald's cables contained news, reliable too, that no other paper in the country could get hold of. The New York Herald, which has always made a specialty of its foreign news, was badly left in first-class intelligence from Great Britain so long as Richardson was correspondent of its Boston namesake. After his return from England in company with another newspaper man, he started the Journalist. They made an excellent paper, but both editors too evidently had "axes to grind," and paid off old scores in a manner that disgusted their subscribers. This, coupled with the fact that neither had any business capacity, forced them to abandon their venture at a considerable loss. W. A. Croffut had an experience in Minnesota journalism, and is quite an extensive property holder in Minneapolis. Croffut's letters are always interesting, but so OVERBURDENED WITH SELF-CONCEIT

that one tires of him. He was at one time editor of the New York Graphic, but was not with the prestige of his name, with the scant a brilliant success. He writes for a half dozen journals, and as he is well known gets a good work, and has a comfortable income.

As he has none of the vices that are common to the craft, he gets along comfortably and Paris correspondent of the Boston Herald porter, and was not regarded as especially talented, though a hard worker and as Gath himself. He went to Paris for the Chicago News, and threw up journalism to manage an opera company which he brought Liver Complaint that Electric Bitters will not over to this country and proved a failure on a grand scale. He afterward returned to Paris, where he has since remained, translating sensations and editorials from the Parisian press and forwarding them as the product of his own massive intellect. "H. H. A.." the clever correspondent of the Chicago Tribune, is the wife of

woman brought out by the Inter Ocean, 18 the author of interesting letters from the French capital over the nom de plume of "Minimum." I had almost forgotten one of the old landmarks, one might say, of New York correspondents. I mean Joe Howard. He's one of the jolliest, fattest, and the greatest Bohemian in the profession. His letters are always meaty, witty, with perhaps

A BIT OF PATHOS OR SENTIMENT

thrown in by way of contrast. He was at

one time editor of the Star, but he drifted back into the ranks of Bohemia after a brief but inglorious service on the paper mentioned. There's a Joe, Jr., that bids fair to rival his rotund pa, so clever is his work. father and son are prosperous, their lette-always salable and worth good sums The identity of many of the best writers is unknown to the public, although their noms de plume are familiar to the newspaper-reading public. There were few twenty ago for instance that knew Whitelaw Reid as the sharp and trenchant "Agate" of the New York Tribune. Whatever may be said of Reid's ability it cannot be doubted that his work was good, for Horace Greelev was a difficult man to please, and the old man was delighted with Reid's letters. George Augustus Sala was as well known as a novelist as in journalistic ranks, and chose for his nom de plume "Benedict Cruiser." "Bill Arp" of the Atlanta Constitution is known to his friends as Charles H. Smith. When George Peck of the Milwaukee Sun was doing legislative and other work for Wisconsin papers his letters were signed "Cantell A. Bigly," and a close inspection is not required to discover ithat the name was well chosen. Henry W. Moore, the brilliant managing editor, made "Caradoc"

through the columns of the St. Louis Spectator, and the "Sir Galahad" of the Kansas City Times owned the to same authorship. The 'Danbury Newsman' in every-day life was knewn as J. M. Bailey, and "Eli Perkins" is sometimes addressed by his baptismal appellation, M. D. Landon. William Winter, he well-known dramatic writer, but illy conceals his identity under "Mercutio," and "Perley," in the Boston Journal, is wellknown to be Ben. Perley Poore. Of course everybody knows "Petroleum V. Nasby" as D. R. Locke of the Toledo Blade, and the talented Miss Skidmore, the Washington correspondent of the St. Louis Globe-Democrat, signs herself "Ruhumah." Her interesting letters from Alaska, written last summer, are to be published in book form, and will be profusely illustrated and highly instructive and entertaining. Joe McCullagh of the Globe-Democrat claims the honor of "discovering" Miss Skidmore, and she certainly has developed an amazing amount of ability in a very short time. John A. Cockerill, who would have been widely known through his ability as a journalist

A WELL-KNOWN NAME

if he had not KILLED COL. SLAYBACK in the editorial rooms of the St. Louis Post-Dispatch a few years ago, is the spicy "Trinculo," whose letters are widely quoted. He is now at the head of the New York World. "Clara Bell," whose letters on matters feminine create such a stir occasionally, is better known as Fraulin File, a prolific and interesting writer.

There are a score of others whose work is excellent, although less widely known. But lack of space forbids further mention. CHENEY.

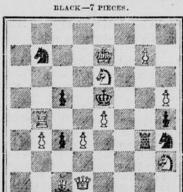
CHESS.

Problem 26. For the GLOBE, by Prof. Frank Wood, St. Paul Minn.



White to play and mate in three moves. Of this the author says: "It is a revision of problem of mine published four or five years ago in the Holyoke Transcript. The idea remains the same, but the problem is very differ-ent. The leader is different and a number of variations added."

Problem 27. For the GLOBE, by Dr. P. F. Harvey, U. S. A., Washington, D. C.



WHITE-11 PIECES. White to play and mate in two moves.

For the GLOBE, by Dr. P. F. Harvey, U. S. A., Washington, D. C.

This is No. 19, corrected by placing a Black

Pawn at Knight's 5th. "Deep and subtle;" "A masterpiece, such as might well take first prize

in any tourney:" are the comments upon it of

wo of our expert solvers. Rook Knights on Q 3 and Q 5 on K R 4, K B 2, K 8 on KR 1 and K1

White to play and mate in three moves.

on KR 3, KKt 5, KB 2, K4, QKt 3,

solutions. Problem 22 (8. T. No. 11.)—Wh. 1. Q-Kt 6.
Problem 23 (8. T. No. 12.)—Wh. 1. P.-K 7.
Problem 24. Key move, Wh. 1. Kt-R 3.
Problem 25. Key move, Wh. 1. Kt (K sq) x P. it it seems that 1, B-R 4 also effect Problem 25. Key move, Wh. 1. Q-R 7. Elaborate and elegant, indeed!

Problem 28. Key, Wh. 1. Q-B 5. If Bl. 1. PxQ, P-R 4 or K-B 4; Wh. 2. Kt-K 7!

The Award in our Solvers' Tourney, The highest number of points possible was welve. Elsie (Dr. A. Ortman!), Minneapolis, ranks first, with a score of eleven; Dr. P. F. Shillock, Chaska, second, with a score of nine; and Q. K. P., St. Paul, third, with a score of six. In justice to the last named it should be said, his solutions began with No. 5. The prizes offered were, a year's and a half-year's subscription to the Sunday GLORE, and a bundle of chess clip pings, respectively. But as the GLORE will not, probably, publish a chess column the coming year, the chess editor extends, instead, for first and second prizes the choice of a subscrip-tion to any chess paper or periodical of the same price. The Chicago Mirror of American Sports is recommended as admirably representing northwestern chess. Will Q. K. P. please favor us with his address, and our Minneapolis and Chaska friends inform us of their preference a to papers.

Owing to the enormous press of matter on one columns for Sunday's paper the regular chess de-partment will be discontinued with this number. Dr. Zukertort takes up Mr. Steinitz' challenge at last and says he will play him a match in either England or America. Could this come to pass it would stir the chess world to the highest To those of our readers who wish to keep in-

formed of the proceedings in the great tourney and chess congress soon to be inaugurated at New Orleans, we would say that the Sunday Times-Democrat of that city, supplemented doubtless by the daily local columns, will furnish