Early Railroading in Minnesota

If you will open the railroad commissioners' map of Minnesota you will find that the entire state, with the exception of a small portion of the northwest, is covered by a network of red, yellow, green, blue and pink lines, each color representing a different line of railroad. If you looked at the names of the different roads you would find among them the Great Northern, the Chicago, Milwaukee & St. Paul, the Albert Lea & Southern and the Great Western and many others. Into the city of St. Paul alone come nine great roads, while in the state of Minnesota there are 6,794.68 miles of main line track, and these figures leave out all the local transfer lines, union depot tracks and private logging roads, which probably amounts to several hundred miles more. For the past year the gross earnings of the roads in the state was $44,950,093; while the operating expenses for the same year have been $29,978,218.

Fifty years ago there was not a mile of railroad in Minnesota. Today the smoke from the huge locomotives is trailing across every part of the state, while thousands of cars are carrying millions of pounds of merchandise from every part of the Union. They bring goods from the great factories of Chicago and Pittsburg, fruit from the farms of the far West, and fish from the wonderful canneries of the Pacific coast. And they take away the harvests of the great wheat fields to the four corners of the world.

On the commissioners' map is given a line from St. Paul through the center of the state, then across from east to west near the northern border. This is the Great Northern railroad, which is the oldest living son of the Minnesota & Pacific, the father railroad of Minnesota, and from which all the others have in a large measure come. This road taps the most productive part of the state, and the part to which nature has been kindest. Beginning at Moorhead and Fargo, it has a line on each side of the Red River of the North, thus traversing from end to end one of the most wonderful wheat regions in the world. Another branch runs into that part of the state that is still the least settled and the least cultivated, where are found those beautiful, wild bodies of clean, fresh water known as Leech lake, Lake Winnibigoshish and Red lake. Walker and Bemidji, the largest stations in this part of the state, are only a few rude wooden houses and the log huts of Indian fishermen. But the finest lumber in the whole state comes from around these two points, and some day—in a great many less years than it has taken to build the roads—this will be one of the most industrious centers in the entire Northwestern country. Other roads run to Duluth, the city that overlooks an inland sea, and still others run to Minneapolis and St. Paul and from the Twin Cities radiate to the east and west, to the north and the south.

No more wonderful story can be told than that connected with the building of these roads. The "Epic of the Wheat" is not so great as the epic of the railroad.

* * *

In March, 1857, congress passed an act giving a grant of land to the territory of Minnesota to aid in the construction of a railroad that was to run from the little city of Stillwater, on the St. Croix river, to the town of St. Anthony, that stood where what is now the city of Minneapolis, passing on its way through the villages of St. Paul, St. Cloud and Crow Wing, until it reached the navigable waters of the Red River of the North. It was also to touch whatever other points the legislature might determine upon. Two months later, in May, 1857, the territorial legislature approved an act incorporating the Minnesota & Pacific railroad, and gave to this new company all of the lands granted to the territory by congress. Section 6 of this act read:

The following persons are hereby appointed and shall constitute the first board of directors, whose terms of office shall continue untill an election shall be held and their successors duly elected as herein provided, viz: F. R. Delano; William Williams; Alexander Ramsey, Edmund Rice, R. R. Nelson, William L. Ames, Richard Chute, Henry T. Wells, Abraham M. Fridley, Dwight Woodbury, Franklin Steele, A. B. Lowry, J. D. Critendon, Charles H. Oakes and Daniel Bassett, whose duties and powers shall commence and be in force from and after the passage of this act.

May 22, 1857, the board of directors held their first meeting in the city of St. Paul, then a small river town, and organized the Minnesota & Pacific Railroad company, with Edmund Rice as its first president, and R. R. Nelson vice president.

The certificate of organization of this, the first railroad within the borders of the state, was filed in the office of the secretary of the territory of Minnesota, where it may be seen and read today. This was on May 27, 1857, and section two of the act read as follows:

The said corporation is hereby authorized and empowered to survey, locate, construct, complete, alter, change the location of, reconstruct, maintain and operate a railroad with one or more tracks or lines of rails on such route, and with such alignment and graduation as such company shall think proper, from Stillwater, by way of St. Paul and St. Anthony, via Minneapolis, to the town of Breckinridge, on the Sioux, Wood river, with a branch from St. Anthony, via Anoka, St. Cloud and Crow Wing, to St. Vincent, near the mouth of the Pembina river.

During 1857 the road was surveyed from Stillwater to the Sioux Wood river, and also from St. Anthony to Crow Wing. Maps were made of the location, and on Nov. 12 these were filed with the governor of the state, and on Dec. 5 they were filed in the general land office at Washington. The road, according to these maps, was to start from a point on the left bank of the Mississippi river, near what is now the foot of Jackson street, was to run north across the low marsh lands until it came to a little stream then known as Trout brook. It was then to run along the left bank of this stream for the distance of about one-fourth of a mile or less, when it turned westward for about 7,500 feet until it came out upon the open prairie. From here on it was to run due west across the level prairie lands until it reached St. Anthony, a distance of about nine miles. The route across the prairie was very nearly the same as that now followed by the Great Northern from Oakland cemetery to Minneapolis.

In July, 1857, the board of directors made a contract with Selah Chamberlain, of Cleveland, Ohio, to build the road from Stillwater to St. Anthony. Mr. Chamberlain was to do the work for $22,000 per mile, and on the first day of October, 1857, he began work at both ends of the line. That is to say, from St. Paul and St. Anthony, for, although the road was always spoken of as from Stillwater to some other point, construction work really never commenced from, or toward, Stillwater. However, construction work ended altogether after a month, and it was not until 1858 that a new contract was made with Mr. Chamberlain that called for sixty miles of first-class single track, with all the necessary sidetracks, switches, etc. The rails were to be not less than fifty-five pounds in weight per lineal yard. According to this new contract, grading at St. Paul was commenced April 13, 1858, and a report of the directors of the company for 1860 shows that the road had been graded and was ready for the rails from St. Paul to Clear Water, a distance of sixty-two and one-half miles. During the time of construction, Mr. Chamberlain had really been the sole support of the road, and he now gave notice that he was unable to pay out any more money, and all work ceased. A short time later, on June 23, 1860, a foreclosure sale was held of all the rights, franchises and land grants of the Minnesota & Pacific Railroad company. They were purchased by the state. The company, however, maintained its organization by holding meetings from time to time, and even transacted business.

The old road was not to die.

March 8, 1861, the legislature of Minnesota, now a state, passed an act giving back to the road all its old lands, property rights and franchises, and this act was called "An act to facilitate the construction of the Minnesota and Pacific railroad."

And now the real work of building the road commenced. During the summer, contractors unloaded at St. Paul the various material required in the work of construction, iron rails, ties and cars, while in the fall of the year—late in October—the first locomotive arrived. It was named the William Crooks and was made at Paterson, N. J. It came up the river on a barge and was stored for the winter under a rude shed made of railroad ties. Soon after the arrival of the engine work was stopped on account of cold weather. But there were to be no more delays and early in the spring of 1862 work was recommenced. The engine was used on construction work and the road was rapidly pushed toward St. Anthony. By the first of July the little road was completed, and on the 2d of July, 1862, the first passenger train was run from St. Paul to St. Anthony.

The first thing the company did after it began running trains was to build a new depot in St. Paul. It stood near what is now the union depot, and during the winter of 1863 the company also built a large warehouse, part of which was used as a ticket office. Other improvements would have been added had it not been that Mr. Casper H. Schurmeier brought an action against the company in regard to some lands which so embarrassed it that it was unable to carry on any more improvements.

However, the work of constructing the road went on. A contract was made with Litchfield & Co, of Brooklyn, N. Y., for building and equipping the line to a town on the Mississippi called Watob, about eighty miles from St. Paul; and by Jan. 1, 1864 the road was completed to Anoka and the cars were running. The same year the legislature gave the company, which had now changed its name to the St. Paul & Pacific, the power to issue stock. Some of the first stockholders were Edward Rice, E. C. Palmer, E. F. Drake, Leander Gorton, Richard Chute and Alex. Ramsey.

In February, 1864, occurred what is known as the "Organization of the First Division of the St. Paul & Pacific Railroad Company." Some time during the winter of 1865-66 the company made a contract with Mr. James J. Hill to enlarge its warehouse and build some new side tracks at St. Paul, and during the same winter made a contract with Mr. William B. Litchfield for the shipping of grain and the erection of elevators along its line. The same winter an elevator was built at St. Paul and also general offices for the company. In October, 1868, Mr. Simeon Pearl Folsom entered the employment of the company as right-of-way agent and as tax and claim agent.

Meantime St. Paul had been growing fast into a great city. By 1870 there were many mills, stores and large buildings, while thousands of people had come to settle from the East and from Europe. Other roads were approaching the city from Wisconsin and Iowa and Minnesota had already been tapped from the outside by two or three lines. In the spring of 1873 the company built a new depot and also what they called an "emigrant house."

The building of the road after St. Cloud was reached in 1866 was rapid. By December, 1869, the one hundredth mile post was reached, and in November, 1871, Breckenridge was reached, making over 216 miles of completed road from St. Paul. From here on the construction work was pushed, and it was not long before the line of steel rails found its way over the boundries of the state into Manitoba and Dakota.

A gentleman who reached St. Paul in 1874 says that there was a depot for every road that entered the city. The depot of the Chicago, Milwaukee & St. Paul was the old stone building standing at the foot of Jackson street and now used as an old rag and paper shop. Up stairs was the train dispatcher's office of what was then known as the St. Paul & Sioux City and is now the Western division of the Omaha. The depot of the West Wisconsin, now the Eastern division of the Great Northern, was at the foot of Broadway, and is still standing, being used today as the office of the division superintendent of the same road. The Lake Superior & Mississippi railroad, later known as the St. Paul & Duluth, and now a part of the Northern Pacific, ran into a depot that stood far out in the train yards between what is now called the Y, and is still standing, being used as a freight house. It was not until several years later that the union depot was built.

One of the first roads to come into Minnesota from the outside was the Chicago, Milwaukee and St. Paul, which built up the bank of the river from Wisconsin. Today it has over 1,017 miles of track within the borders of the state. The Chicago Great Western is another of the early roads and has 145 miles of track in Minnesota. Another was the Chicago & Northwestern which now has in the state about 605 miles of track. The Burlington, Cedar Rapids & Northern came into the state in 1882 and now has about 128 miles of track. The Chicago, Burlington & Quincy, which came about the same time, has 55 miles of track in the state. The Great Northern, which is the outgrowth of the St. Paul & Pacific, has now 1,469 miles of track in the state. Of other and later roads the Minneapolis & St. Louis has 390 miles of track in Minnesota, the Minneapolis, St. Paul & Sault Ste. Marie has 248 miles, the Wisconsin Central 78 miles, the Wisconsin, Minnesota & Pacific 96 miles, the Minnesota & North Wisconsin, 12 miles, the Park Rapids & Leech Lake 50 miles, the Red Lake Transportation company, 12 miles, the Sioux City & Northern 12 miles, the Willmar & Sioux Falls 134 miles, the Winona & Western 90 miles and the Northern Pacific 1,018 miles within the state. There are several small roads in the northern part of the state and in the Lake Superior region. The Brainerd & Northern has 91 miles of track, the Duluth & Iron Range has 198 miles, the Duluth & Northern Minnesota has 24 miles, the Duluth, Missabe & Northern 222 miles, the Duluth, Red Wing & Southern 32 miles, and the Duluth Terminal company has 5½ miles.

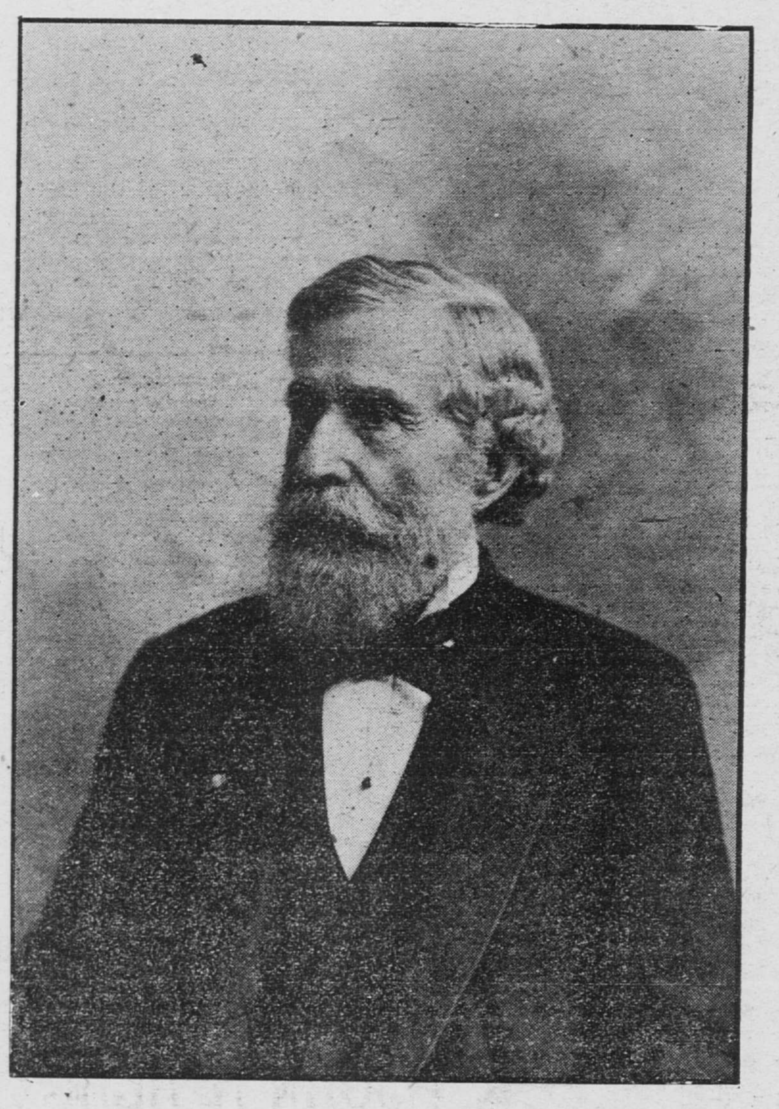
In looking over the railroad commissioners' map one finds that the network of roads in the north and west of the state is chiefly made by the green and orange colors, the green being the Great Northern and the orange the Northern Pacific; while in the southern part it is the red and blue forms the network, the red being the Chicago, Milwaukee & St. Paul, and the blue the Chicago, St. Paul, Minneapolis & Omaha. In the north the country is still in a measure wild and unsettled, with wonderful forests and wide bodies of clear water, and the most remarkable wheat farms in the world; while in the south are the beautiful little cities of Winona, Mankato and Rochester, and hundreds of the greenest, best stocked farms in the United States.

The Brainerd & Northern Minnesota railway runs through what is perhaps the most picturesque and the wildest part of the entire state. It commences at Brainerd, and runs almost due north, passing on its way Gull lake, crossing over Pine river, running around the shores of Leech lake to the city of Walker. From Walker it cuts across country to Bemidji, where it turns northeast, and, after passing several other lakes and crossing a wide river, finally reaches Blackduck, near Red Lake.

Nothing is more remarkable than the manner in which the network of railroads has grown in Minnesota. Beginning, as it did, with the little Minnesota & Pacific, in 1857, or really in 1861, it has in less than half a century covered the entire state, connecting all its parts not only with each other, but with the world at large. The tentacles of steel have been reaching out until now no part of the state is a stranger to the great iron steed, no hills that have not echoed the fumble of the trains, and no village but has its little depot. Along its path stand huge grain elevators, and it has made a state great and rich and pleasant to live in. It is a power that walks under mountains and over valleys and rivers, and is bounded only by the horizon.

MR. SIMEON PEARL FOLSOM,

One of the Attorneys of the Great Northern Railroad and the Oldest Railroad Man Now Living in St. Paul.



In the development of the railroad system of Minnesota few men have had a more prominent part than Mr. Simeon Pearl Folsom, who is the oldest living railroad man, both in years and in service, now living in St. Paul. He was born at Ascot, Canada, near Quebec, on the 27th of December, 1819. His father and mother were both natives of New Hampshire and his great grandfather, John Folsom, came from Hingham, England, to Hirgham, Mass., in 1638. Mr. Folsom graduated from the Maine Wesleyan seminary in 1837 and the same year entered the service of the Kennebec Driving company as paymaster. In 1838 he began the study of law in the office of Allen & Leavitt. In July, 1847, Mr. Folsom was discharged from the army, having enlisted for the Mexican war. On Sunday, the 25th of July, 1847, he arrived at St. Paul, where he has made his home ever since.

Mr. Folsom served as county surveyor of Ramsey county from 1851 to 1852. In 1852 he was made the assistant secretary of the council of Minnesota, and during that year he revised the statutes of the territory. In 1854 he formed a firm for the purpose of carrying on the abstract business. The first of its kind in the city. In 1858 he became a member of the school board, and in 1862 went South with the Seventh Minnesota volunteer regiment. He served through the Indian war and to the end of the Civil war, when he returned to St. Paul.

In September, 1865, Mr. Folsom became an engineer and worked on the Winona branch of the St. Paul & Pacific railway. He purchased all the property now owned by the Manitoba and Milwaukee railroad companies around St. Paul. From 1879 until 1891 he was the attorney for the board of water commissioners of this city. In 1890 Mr. Hill appointed him one of the attorneys for the Great Northern railway, which position he still holds.

It is said of him that he is about the only man who knowns the entire history of the building of the first railroad in Minnesota, and it was he who furnished most of the information contained in this account of the railroads in Minnesota.

R·I·P·A·N·S

She Suffered From Dyspepsia and Severe Attacks of Headache.

Mr. John McQuilkin, living at 445 Fitzgerald street, Philadelphia, Pa., writes: "I am twenty-eight years old and my occupation is that of a clothes finisher. I desire for the benefit of those who are suffering from dyspepsia, indigestion, heartburn and severe headaches, to express my appreciation of the great good Ripans Tabules have done my wife and myself. My wife is twenty-five years old and has been for several years a great sufferer from dyspepsia and indigestion, and also severe attacks of headaches. She expended a great deal of money on different remedies without any lasting benefit, finally getting so she could eat but very little of anything, always complaining of a sour stomach. A friend of ours recommended Ripans Tabules and I purchased a fifty-cent box, and after taking only five or six of them she is entirely relieved from pain, has a good appetite and eats heartily. I experienced the same good results, though I was not so much of a sufferer as my wife. We are never without them in the house. Should you desire to use this testimonial you have my permission."

There is scarcely any condition of ill health that is not benefited by the occasional use of a R.I.P.A.N.S. Tabule, and the price, 10 for 5 cents, does not bar them from any home or justify any one in enduring ills that are easily cured. For sale by all druggists.

Late Supreme Court Decisions

Mental anguish as ground for damages for failure to deliver a telegram has been recently considered by the supreme court of Indiana in the case of Western Union Telegraph Co. vs. Ferguson, 60 Northeastern, 674. This court had heretofore subscribed to the so-called "Texas Doctrine," holding that compensatory damages could be recovered by the addressee for mental suffering caused by failure to promptly deliver a message relating to urgent family matters. In an opinion by Baker, J., the case of Reese vs. Telegraph Co., 123 Ind. 294, 24 Northeastern, 163, in which this doctrine was first exploited in Indiana, is expressly overruled, and recovery on ground of mental anguish alone is denied. This question is fully considered in notes which will be found in 11 C. C. A. 571, 15 C. C. A. 250, and 28 C. C. A. 62.

The circuit court of appeals for the Ninth circuit has held that under the act of April 30, providing for the government for the territory of Hawaii, suits in admiralty pending in the courts of the republic when the act took effect must be continued to final judgment in such courts, and are not appealable to the circuit court of appeals, but can only be reviewed by the supreme court of the United States. This point was held in the case entitled Wilder S. S. Co. vs. Hind, 108 Federal, 113.

It has been held in case of Territory v. Ketchum, 65 Pacific, 169, recently decided by the supreme court of New Mexico, that the law prescribing death as the penalty for assault upon a railroad train with intent to commit murder, robbery or other felony, does not prescribe a cruel and unusual punishment within the meaning of the eighth amendment to the United States constitution. The court said: The provision of the constitution was never designed to control the legislative right to determine upon the adequacy of the punishment, but is merely applicable to the modes of punishment."

A change of venue was asked for in the case of State v. Grinstead, 64 Pacific, 49, on account of the prejudice of the judge against the defendant, because the latter was himself prejudiced in feeling towards the judge, and had violently opposed him in a political campaign, and had published libelous newspaper articles calculated to arouse the judge's feelings of resentment and prejudice. The attack was renewed after the election, in which the judge was successful, and was one of the factors in a subsequent contest in the state senate. It was determined, however, by a divided court, that the motion was properly denied where the judge filed in court a statement disavowing all feelings of prejudice against the defendant.

In the case of Tiedy vs. Erie Railroad Company, 49 Atlantic Reporter, 427, the plaintiff, who was riding from Newark to New York, was arrested for refusing to pay cash for his passage after the conductor had refused to accept his ticket marked "New York to Newark." The court holds that he is entitled to prove the custom of the company to honor such tickets, and that he might reasonably and honestly believe that the ticket so written was a lawful payment of his fare, and that, having this belief, he did not incur the penalty or subject himself to the arrest sanctioned by the statute.

An interesting point was brought before the court of appeals of Texas in the case of Krugel vs. Trinity Cemetery Company, 63 Southwestern Reporter, 652, where the plaintiff sues for damages because the cemetery company permitted a third party to bury his wife and child in the lot sold to the plaintiff. The court says that but one similar case has come to his notice, and this holds that the injury to the feelings of the plaintiff may well be taken into consideration. Unfortunately the decision of the Texas case goes off on the question of limitations, and the question of damages for the mental anguish suffered is not decided.

The supreme court of the United States has ruled in the case of Simon vs. Craft, 21 Supreme Court Reporter, 826, that a person is not deprived of his liberty without due process of law by being adjudged a lunatic in his absence, where the sheriff has served a notice to have the person present, if consistent with his health and safety, and a certificate of a practicing physician is produced by the sheriff at the trial showing that in the opinion of the physician it would not be safe to produce the alleged lunatic.

The charge of burglarizing an old house in which corn was stored, the doors of which were closed by rocks, sticks, etc., and the windows gone, is held not to be sustained in the case of Beason vs. State, 63 Southwestern Reporter, 633. The court holds that, under the circumstances, it is possible that the corn may have been stolen and still no burglary committed.

Being asked for a further explanation as to the term "reasonable doubt," the court, in the case of Lenert vs. State, 63 Southwestern Reporter, 564, delivered itself as follows: "I understand that you desire an additional charge upon the meaning of the words 'reasonable doubt.' " Upon receiving an affirmative answer from the jury the court told them verbally that the two words were words in common use, and the jury could understand them as easily as the court, and that the court had a reasonable doubt as to whether he could charge them as to their meaning.

The courts of New York had recently before them a case entitled Mason vs. West, 70 New York Supplement, 475, involving an action to recover damages which resulted from a horse becoming frightened from an automobile, and held that the use of streets must be extended to meet the modern innovations of rapid locomotion. The machine in question was of crude and unusual construction, and gave forth a loud noise which could be heard for two blocks. Notwithstanding this, the court awarded damages only because of the negligence of the owner of the automobile.

The court of errors and appeals of New Jersey has recently decided that the old common-law rule that the criminal prosecution must have been terminated before a civil action can be brought for damages does not obtain in that state. In this case, which is entitled McLain vs. Edgar, 48 Atlantic, 600, the court holds that the necessity for this rule does not exist with us as it did formerly in England, where it was the duty of every one against whose property a crime had been committed to prosecute the guilty one to conviction, but that in this country an action can be brought at any time after a complaint in a criminal case has been filed.

The question of what are fixtures in a theater was considered by the circuit court of appeals for the Second circuit in the case entitled Life Insurance Company v. Allison, 107 Federal Reporter, 179. A mortgage was executed upon certain real estate, including the building known as the "Olmypia theater." The court first decided that the rule established by the decisions of the courts of New York must govern this question. The court holds that dynamos and electric light plants, stage scenery and other movables are not part of the realty, but that theater chairs must be considered as part of the realty as between mortgagor and mortgagee.

The right of a conductor in charge of a railroad train, who discovers a person stealing a ride thereon, to require such person to come into the train and pay his fare, has been upheld by the supreme court of Georgia in Griffin vs. State, 38 Southeastern, page 844. The court holds, furthermore, that, although satisfied that the person would not pay his fare, the conductor could, without stopping the train, compel him to come into the same for the purpose of investigating the matter; and in the event of the trespasser refusing to comply, and displaying a deadly weapon with the manifest intention of resisting the train officials, the employes had a right to arm themselves as might be necessary for their own protection, and to enable them to force the trespasser to come into the train. It may be mentioned incidentally that in Georgia a conductor of a train is a police officer of the state, and has authority to retain a trespasser in custody and deliver him to the state authorities.

By far the most important of the recent cases are the so-called "insular cases," decided by the United States supreme court on May 27 last. In brief, the prevailing opinions decided that Porto Rico was territory of the United States from the date of the signing of the treaty of peace; that prior to that event, during the military occupancy, the president, as commander-in-chief of the army, could levy such taxes as he deemed expedient; that, being territory of the United States, and not being one of the states, congress had power to levy such taxes as it saw fit; and, last, that between the time of the signing of the treaty and the passage of the Foraker tariff act no tariff duty could be legally levied. The majority and dissenting opinions in all of the cases may be found in 21 Supreme Court Reporter, pages 742 to 827, inclusive.

The jurisdiction of a district court has been held, in the case of Dressel vs. North Star Lumber Company, 107 Federal, 255, to extend to proceedings in bankruptcy against a corporation which carries on its business for which it was incorporated, and has its property and assets entirely within the district, notwithstanding the fact that the company was incorporated in another state, and that its articles of incorporation provided that its principal office shall be at a place named in such other state.

LIVER PILLS

DR. RADWAY & CO., New York:

Dear Sirs—I have been sick for nearly two years, and have been doctoring with some of the most expert doctors of the United States. I have been bathing and drinking hot water at the Hot Springs, Ark., but it seemed everything failed to do me good. After I saw your advertisement I thought I would try your Radway's pills, and have used nearly two boxes; been taking two at bedtime and one after breakfast, and they have done me more good than anything else I have ever used. My trouble has been with the liver. My skin and eyes were all yellow; I had sleepy, drowsy, dizzy feelings; felt like a drunken man; pain right above the navel, like if it was bile on top of the stomach. My bowels were costive. My mouth and tongue sore most of the time. Appetite fair, but food would not digest, but settle heavy on my stomach, and some few mouthfuls of food came up again. I could eat only light food that digests easily. Please send "Book of Advice." Respectfully,

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Medical Notes.

The mind is the cause of many morbid conditions of the body. It is easy to understand that continual nervous excitation, by causing a chronic irritation of the nervous centers may at length modify the general sensibility. Moreover the nervous system in reality holds the rein over all others. It is not uncommon to hear that violent terror or sudden anguish have, so to speak, broken the heart, suspended respiration, or have caused the hair to turn white, within a short time. Grief and sadness often lead to disease of the heart, and some say to cancer, if the person is already predisposed thereto. Excessive fright caused by the sight of a dead body has been known to bring on epilepsy. Discouragement and remorse also endanger slow consumptive diseases and violent passions act upon the system like corrosive poisons. It is easy to see, therefore, how difficult it is to separate these two elements of the duplex man and to isolate the physical from the psychical. Irritation of the spine or of the brain, as everyone knows, may lead to most serious diseases of the nervous system, even mania and imbecility. The history is well known, at least in name, of the religious hysteria which was notorious during the Middle Ages, and it is not so very long ago that a terrible infectious mania of suicide occurred, like an epidemic, in Germany, after the publication of Goethe's Werther. On the other hand the mind may be affected passively, so that, as is common among hypochondriacs, the patient dies of fear of dying.

John Hunter, it is said, died from angina pectoris, due to fear of being afflicted with hydrophobia, a disease in which it is certain that fear plays an important part in the manifestation of the results. Hysteria often follows unrequited love, and chorea, or St. Guy's dance, often follows violent and sudden emotion.

Not only do nervous shocks cause nervous diseases, but they affect the functions and even the secretions of the body and its organs. Emotional jaundice is a proof of this. Jaundice often appears a few minutes after some sudden mental surprise, as in condemned criminals hearing that their execution has been postponed, or in wealthy men who suddenly lose their fortune, or in the ambitious suddenly deprived of or disappointed in their hopes.

Sadness and depression are not only common symptoms of anaemia but they are common causes. Not only does the blood lose its color, but the color of the hair changes as well and may lead to premature decrepitude in a short time. this being the reason why there are so many old young people. Anger causes fever or, as it is popularly said, and correctly, at that, "heats the blood." The heart, once known as the affective center, cannot now claim this title undisputed, but none the less it suffers from counter shocks from joyful or sad, violent or tender sentiments. People say that the heart bleeds with anguish, leaps with joy, trembles with hope, thus expressing the influence of mental impression. To say that moral disturbances cause organic disease of the heart would be to advance an impossibility and an untruth; there is no clinical evidence to prove that this has ever occurred even in a single case. Mental shock at first induces only a state of nervousness manifested in the heart by palpitation, but if the cause is continued enlargement of the heart and analogous lesions may occur. All the passions react on the nervous system. It is a popular saying that violent grief "breaks the heart," while extreme sadness, as well as sudden joy, may cause pain over and around the heart, even causing hemorrhage and often causing fainting. In fact all great passions lead to oppression of the heart whether they be passion of play, politics, ambition, etc.

Corvisart, a noted heart specialist, assigned great importance to social excitement in the causation of heart disease and during this period, that of the revolution in France, the greater part of his patients were aristocrats who had been deprived of their noble position. Political life with its quarrels, its anxieties, its constant uneasiness and uncertainty, has a fatal action upon the heart especially if the politician is naturally plethoric or rheumatic. No further proof of this is needed than the mournful list of statesmen who, during the last few years, have succumbed to angina pectoris, or other heart diseases.

The medical profession, highly emotional in their character, as a rule, also furnishes many victims and it is a common expression, even among physicians themselves, that one of their number who expects to reach a mature age, in practice, must be without sympathy and without heart. Among actors aneurism, as an enlargement of an artery is called, is common as a result of emotional tension a number of anatomical preparations in the museum at London proving this. Talma's heart, preserved at Dupuytren's museum, shows a remarkable dilatation of the heart. Moliere died almost upon the stage of a sudden hemoptysis probably due to an affection of the heart.

The effects of mental shock upon digestion are commonly known and often experienced. The simple remembrance of a disgusting sight or thing may cause vomiting. The stomach, moreover, is frequently affected by overstudy, tension or intellectual preoccupation of any kind, brain work of prolonged duration. Dyspepsia is almost universal among educated people; as Amatus Lusitanius has said of a poor stomach, it follows men of study as its shadow follows the body. The student pursues belles lettres at the expense of vital energy. In fact the greatest enemies of good digestion are contention of spirit and permanent irritation of the nervous centers.

It would be foolish to deny the injurious action upon the liver of mental disturbances, especially depressing emotion, constant bickering and violent impressions. Hepatic colic especially is intimately connected with mental action, a fact which is explained, scientifically, by the large amount of cholesterine (the chief element in biliary calculi) resulting from the disassimulation of nervous tissue. There is therefore some connection in fact between melancholy and biliousness, and in recent times Austin Flint has corroborated in a degree the old Galenic theory of strabile.

Mental impressions act upon the intestines, nervous diarrhoea being a common manifestation of this, due to moral emotion. Voltaire has written with a great deal of esprit of the diarrhoea of the soldiers in battle and has proved that a cannon ball is a very efficient cathartic. Such affections of the intestines are common among students, especially during examinations. Epidemics of dysentery are more widely prevalent among conquered than victorious armies, because defeat puts one's heart in one's mouth, depresses the vital force, checks digestion and thus reduces the resistant power against disease.

This disturbance in nutrition explains that well known action of prolonged grief, of concentrated sadness upon the development of cancer, the very quietness of disturbed nutrition. No greater example of this need be quoted than that of Napoleon, who succumbed at Saint Helena, to cancer of the stomach and liver.

Even the skin, like a mirror, reflects nervous and moral influences; many attacks of eczema are due to anger and many cases of psoriasis are caused by prolonged mental emotion. Even the shingles are often due to sadness. Violent emotions may also cause acne, urticara, and other skin eruptions.

The influence of habit upon the conditions of the body also proves the close connection between psychical and physical manifestations. This does not apply to the habituation of drugs such as opium, morphine, arsenic, etc., that is purely physical, a sort of vaccination. It is the same with the becoming accustomed to a climate or environment, a curious example of this being shown by those who work in sewers, that class furnishing a small, if not the least, number of victims to typhoid fever and cholera.

The mental influences of habit over the body is shown by rest and sleep, as well as action. When one organ or function of sense is lessened or suppressed the other becomes more highly sensitive, as in the case of the blind man whose powers of touch and hearing are greatly increased. It is the same with habitual disturbances of health. There is often danger in checking the secretions of a chronic ulcer or other profuse respiration and analogous morbid secretions.

As moral action may cause certain morbid results, and even disease itself, at the same time it may even diminish pain and favorably affect certain morbid conditions. The anaesthetic influence of violent passion is beyond question. Mucius Scaevola burned off his hand in a brazier, and Christian martyrs, without any outcry, were torn to pieces by the tigers of the coliseum. Vanity, more often feminine vanity, is productive of courage in the presence of pain, especially if by enduring pain beauty may be restored or its loss prevented. Mayor, of Lausanne, has recorded a case in which a young woman had the courage for three weeks, night and day, to hold together two fragments of her fractured collar bone in order that she might continue to wear low-necked dresses without showing any deformity.

Every physician could probably cite somewhat analogous cases, for the most part of a lesser degree, where, for example, serious operations have been sought and undergone simply for reasons of pride and personal satisfaction. Nearly everyone has realized that great contention or extreme curiosity will almost utterly annihilate pain. To a certain extent intellectual development will increase physical vitality and resistance to disease, and even death. On the other hand, the deplorable depression of mind, common in poor patients, in hospitals, explains, in a great part, the great mortality which is characteristic in those asylums of poverty and death. The influence of the mind upon severe wounds, and upon the spread of epidemics, is absolutely unquestionable. Fear of dying has itself caused many deaths during epidemics of cholera and influenza. On the contrary, the cheerful usually recover; to hope to be cured is to materially assist the good. Even so far back as Galien joy was known to add efficacy to medicine. "Observe the doctors who cure the most diseases," said Cabanis, "you will see that they are men of easy manner, ready to turn the human soul as they desire."

Literature and art have immortalized the courage of Bonaparte and Desgenettes in arresting the progress of the plague at Jaffa by sheer force of energetic mental suggestion upon their soldiers. "Every man," says Rousseau, "fears to die; it is the grand law of sensible beings, without which every living being would soon be despoiled." It is this fear which the physician has to fight against by reassuring words and manner. Antoine Petit narrates in his "Memoires de Chirurgie" that while operating one day upon one of his intimate friends an alarming hemorrhage occurred, which, as it could not be stopped, was naturally a source of well founded anxiety. The patient exclaimed, "I am lost." "On the contrary," replied Petit, with assumed coolness, "you are so far from being lost that without doubt I shall be obliged to bleed you again this evening or tomorrow." This was a pious falsehood, but its action counteracted a mental shock which would have acted fatally; in fact, the hemorrhage was stopped, the nearly bloodless patient rallied and finally recovered.

Another anecdote will serve to illustrate another phase. The Prince of Saxe-Weimar was attacked every day at precisely noon with all the symptoms of an intermittent fever which would not yield to cinchona or any other drug. Hufeland, his physician, gave orders to the attendants to set the clock two hours ahead of time, and the patient, not being attacked as usual at the apparent hour believed himself cured and was so powerfully influenced by his imagination that he was cured; in fact, the attack, never recurring. Charcot, in his day, successfully checked cases of spasms, nervous contractions and convulsions of purely nervous origin by simple bread pills which were seriously called "lightning pills." Who does not remember the ancient tradition of the son of Croesus, dumb from his birth, who suddenly found his voice to cry out against the murderer who was about to strike down his father? Who has not in recent times heard of presumably paralytic persons bedridden for many years who rose and fled when threatened by fire and flame?

Before the discovery of chloroform, when it was necessary to lessen pain and diminish muscular contraction, the surgeon had frequent recourse to distraction or astonishment to attract the attention of the patient. Dupuytren, called to reduce a dislocated shoulder, and being hindered by the obstinacy of the patient, said to her, in the presence of the whole family: "You are a sanctimonious person, madame, but I well know that you are nothing but an old drunkard." At this insult the arm almost literally fell from the body of the poor woman and the head of the humerus guided by the surgeon slipped back into its normal socket. At the hospital of the Val-de-Grace a military surgeon had a soldier under his care who had simulated deafmutism for a period of two years. The surgeon accused the patient of having stolen his watch and the soldier indignantly denied the accusation.

Moral action has a powerful influence upon the muscles. Fear weakens the muscles, hope strengthens them, and anger gives them the strength of a Hercules. As already mentioned paralytics walk in the presence of fire. In our own day, as of old, the instantaneous cure of disease by faith is beyond question, but these diseases are in themselves chiefly if not wholly the results of prior mental emotion of a different type. It is a case of like burning like, of hysteria curing hysteria. Physicians, especially, have strange illustrations of this. For example, the simple application of the clinical thermometer have been known to quiet alarming crises and to check the most alarming manifestations of disease in persons who were ignorant of the use of such a thermometer.

Viery has said, do you wish to perform miracles? Appeal to the imagination. It is beyond question the faith of the patient which is the greatest factor in his cure. Hope is often quite superior as a remedy to any compounded by the most skillful druggist, and it is a great misfortune that some inventive genius has not discovered a method of administering hope in pills and potions. What a misfortune that medicine today takes pleasure in belittling the powerful influence of cheerful mentality upon the progress and issue of disease. To distract the attention of the patient from himself and awaken in him a joy is to sork energetically towards a cure.

True it is, not every one who has the means when treating a patient rendered melancholy by the loss of money to write such a prescription as that credited to Bouveard, a prescription which read: "Good for £30,000 at my bankers." But the patient should at least, in default of a medical friend, have a conscientious physician who is not ignorant of the infernal consequences of the ruin of all hope. For this reason the widespread dissemination of the germ theory of disease has had a most disastrous effect upon nervous people causing them to see infection and contagion on every hand. These needless alarms have a deplorable influence upon the individual and the public. The consumptive, for example, is looked upon today as pestiferous and his death is hastened by the despair of isolation. Deprived of affectionate and tender care, which should surround him in his family, despite the possibility of contagion; cruelly despoiled of that animal consolation, less illusory perhaps than all remedies the poor outcast forfeits even the benefits of hope, which may be poetic, but none the less realistic. His already shortened term of existence is still further abbreviated by the brutality of a doctrine of close quarantine and absolute isolation.

—Leon Noel.

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