THE RAILROADS.

HOW THE BOYS BROKE IN AN OMAHA MAN.

His Expeditions After Red Oil and Left-Hand Eccentrics—Learning the Signals and Setting an Air Brake—News Notes.

Railroad superintendents are often bothered by green hands asking for work. As a rule these can be detected when they apply, but sometimes they bluff so successfully that they get a job. The men they are with, however, soon "size them up" and make their life a burden, until they learn their business or leave. A case in point occurred recently in the Southern Pacific yard in this city. A young man from Omaha, who may be called for this occasion John Bluffer, asked for work. He was asked if he understood yard work.

"Yard work! Why, I've worked at that for five years," he answered.

As men were a little scarce he was put to work, and proved to have no knowledge at all of his business. The yard master had put him in a crew that did not have any love for outsiders, and he was treated accordingly.

In the crew was Louis Wilson, one of the athletes of the force. Louis undertook to teach him the signals to the engineer.

"The first thing to do is to learn the go ahead signal," said Wilson. "You must stand on your left foot and hold the other foot out in front of you and swing both arms about and keep turning around. You had better practice on that."

For half a day John Bluffer zealously practiced this novel signal, much to the edification of the boys. A policeman who saw his evolutions was about to arrest him as crazy, but on explanation left him alone. That afternoon he was told that he was getting on finely, and should now learn the signal for the engineer to back.

"Is it hard?" rather anxiously queried John.

"Oh no," replied his instructor. "All you have to do is to stand on your head on top of the car and wiggle your feet."

John looked rather tired, but he tackled the job and in two days' time managed to give the signal in a satisfactory manner.

The next day one of "the gang" asked John "Did they have red oil in Omaha for red lights when you worked there?"

"Why, certainly," answered the victim, "they had all the latest wrinkles there."

"All right. I see you know what is what. Just take this can, and go and ask Donatin to fill it with red oil."

Off he trudged to master car builder Donatin, and said:

"Say, please fill this with red oil for the boys."

Donatin took in the situation and told him that the supply was exhausted that day, but to be sure and come for the oil before 5 o'clock the next morning, when a new barrel would be open. When he got back, another of his comrades sent him to a locomotive at the end of the yard to get a monkey-wrench out of the steam chest, and the engineer came near breaking him into little bits, before he could be stopped from tearing the engine to pieces looking for that wrench.

He was then given a pilot bar which weighs about 150 pounds and was told that it was a left-hand eccentric, and that engine 318 wanted it. He chased that engine all over the city, carrying that bar, and at last found it at the extreme end of the yard, and explained his errand.

"Oh, that's all right. I got a left-hand eccentric some time ago. You can take yours back to the round house," replied the engineer. The round house was about three miles away, but he carried that bar back and thought himself a sure-enough railroad man. The boys got desperate, and as a final effort decided to blow him away with the air brakes.

The crew was switching away and the order was given to "set the air brakes on that car before we uncouple." One of the boys ran to the dangling brake hose at the end of the hose and blew in it until he was purple.

"Blow harder," yelled the engineer from his cab.

"I can't," answered the blower. "Here, you see if you can set this brake," he said to a comrade who was also in the secret. He blew and blew, but the engineer said it was not yet hard enough.

"Let me do that," interposed the Omaha man. "I can blow that brake on easy. See?" And seating himself, he put the hose to his mouth and blew. At the same moment the wicked engineer turned on a little valve, and Mr. Omaha's head shot backward and he rolled over and over. The engineer had let the full force of the air hit the amateur railroader in the back of his mouth. When he got through being blown down the track, he rose to his feet, and looking neither to the right, left or rear, sped away down the track in the direction of Omaha, and has since not been seen or heard of, much to the satisfaction of "the gang."

NOTES.

The American Ticket Brokers' association report passenger travel eastward as extremely dull, and account for the dullness by the fact that people of moderate means, who usually take an annual vacation in the east, are husbanding their resources for a big picnic in Chicago during the world's fair. The brokers expect that travel eastward next year will be equally dull.

Westward-bound travel is reported fair, but not so good as it was last year. The bulk of this travel, however, does not set in until the latter end of November, by which time the excursions from the New England states begin to arrive.

A. L. Maxwell, agent for the Union depot in Portland, Ore., is in San Francisco.

W. H. Snedeker, general agent of the Rio Grande and Western Railway company, has returned to San Francisco.

General Freight Agent Smurr, of the Southern Pacific company states that the total shipment of green fruit to the east over his company's system this year had been 3400 cars of 24,000 pounds each. Larger cars have, as a rule, been used for fruit transportation this year than ever before. The 3400 carloads are equal to 4000 carloads of ten tons each. Mr. Smurr says that he does not believe there will be more than fifty carloads more to go east this year, the shipments having greatly decreased of late owing to the approaching end of the fruit shipping season.

A final order has been issued by General Superintendent Fillmore to have the division headquarters at Tulare removed to Fresno, and also to remove the machine shops from Tulare to Bakersfield.

M. W. Burns, of the Santa Fé, is in San Francisco, from Boston.

J. E. Walker, the confidential agent of Vice-President Rinehart, of the Santa Fé, who has been on this coast during the last few weeks, left San Francisco on Friday, for Boston.

D. W. Hitchcock, of the Union Pacific, is in this city.

The Union Pacific is trying to secure the co-operation of the other lines in the Transcontinental association in a movement to advance the rate for meals in its dining cars from 75 cents to $1. The reason for this, as the officers state, is that the cars are being run at a loss of $1000 a month each, while if a rate of $1 were charged they believe that there would be a profit of $3000 a month. The Northern Pacific company is said to have signified its willingness to advance the rate if the other roads will do so. The Southern Pacific company is now charging $1 a meal, and it is more than likely that all the other lines will soon advance the rate, so that a man and his wife eating three meals a day on the rail will pay $6 a day for their board while traveling.

ELECTRIC HEADLIGHTS.

The Southern Pacific company is about to make a very interesting experiment in the matter of headlights for locomotives. The system will be a new one for Pacific Coast roads, but has been worked successfully on many of the eastern lines. In Indiana the method has become quite general, and nearly every road entering Indianapolis has several electric headlights in service. It is said that the new lights will reveal to the engineer objects on the track at a distance of a mile, and the principal advantage of the new method is of course the lessening of chances for accident. The expense of running the light is small. Very little steam is required from the locomotive, and the carbons, which last eighteen hours, cost less than 70 cents per 100.

Are Your Children Subject to Croup.

As a preventive and cure for croup, Chamberlain's Cough Remedy has no rival. It is, in fact, the only remedy that can always be depended upon and that is pleasant and safe to take. There is not the least danger in giving it to children, as it contains no injurious substance. For sale at 50 cents per bottle by C. F. Heinzeman, 222 North Main street.

Dr. R. L. St. John, of Howland, Putnam county, Missouri, takes especial pleasure in recommending Chamberlain's Cough Remedy, because he knows it to be reliable. He has used it in his practice for several years, and says there is none better. It is especially valuable for colds and as a preventive and cure for croup. This most excellent medicine

Quick time and low rates eastward. Only 3 days and 20 hours, Los Angeles to Chicago by the Santa Fé route. Time reduced to all eastern points. Pullman drawing room and tourist sleeping cars daily. Special tourist car excursions to Boston and intermediate points weekly. Santa Fé excursion conductors accompany passengers through. No extra charge for attendance. Particular attention given to west-bound passengers, tourists, colonists and settlers. Tickets from all points in the east and Europe on application to Santa Fé ticket office, 119 North Spring street and at First-street station, Los Angeles.

Mr. Wanamaker says that 7,900,000,000 pieces of mail matter are distributed by the postal cars every year. Over 8000 pieces of mail are deposited every minute.

"For evil news rides fast, while good news waits," and this is the reason you see so many persons limping about with dreadful sciatica and rheumatism. They have not yet heard that this wonderful Salvation Oil kills pain.

Good Opportunity.

A Spanish gentleman speaking also French and English, will leave Los Angeles for the City of Mexico, about Dec. 10th, and offers his services as interpreter during the trip to travelers, and will execute any commission entrusted to him. For reference, apply to Prof. A. Cuyas, at 520 Buena Vista street.

Dr. O. C. Baldy,

Veterinary Surgeon, has returned to Los Angeles to stay, and has his office at the Eureka Stable, on Fifth, between Broadway and Hill streets. Telephone 71.

California Vinegar Works,

555 Banning street, opposite soap factory, near Alameda and First streets, one-half block from electric light works.

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Try Wesner for anything in the line of fine photos. 127 West First street.

For medium clothing go to Mullen, Bluett & Co.

A new claimant for honors as a faster is an Indiana rattlesnake, which "has gone without food for thirteen months." It is confined in the De Pauw university museum.

AT PHELAN'S CAMP.

SAN ANTONIO CANYON BEING PRACTICALLY SPOILED.

Its Pretty Stream to Furnish Electric Light and Power for the San Gabriel Valley—A Big Enterprise Well Under Way.

Special correspondence to the Herald.]

PHELAN'S CAMP, San Antonio cañon, November 19.—The new electric light and power company which was recently organized in Pomona, and about whose enterprises so much has appeared in the press of Southern California, is busy at this spot spoiling one of the prettiest mountain waterfalls it has ever been the good fortune of man to look upon. Thousands of people for decades past have made the pilgrimage up the rocky cañon to see the San Antonio falls, which have been the chief attraction of this rare region, and which will soon be as commonplace as a limestone quarry. It is the intention of the company to take the water from the stream half a mile above the falls, carry it through the "Hog's back," 1200 feet, by means of a tunnel, and then, after obtaining an additional altitude above the bed of the stream by means of flumes, to drop the water upon powerful water wheels and generate thousands of horse-power in the shape of electricity, which will be conducted over the entire valley from San Bernardino and Riverside to Monrovia, Alhambra and San Gabriel. If the promoters of this scheme have figured it out right the limit is abolished as regards what they can do with their electrical force, and they calculate to run railroads and sell power for all purposes imaginable. There seems to be no reason why the plan should not turn out successfully, and the only obstacle so far encountered has been a financial one which is fast melting away before convincing argument. When you come to think of it, what an amount of water power is going to waste in our mountain cañons! The fall is generally very great, and why should anything prevent the erection of not only one, but a series of "mill-races," such as this will be, all the way from the head of the stream to the foothills?

This San Antonio Cañon company was the first in this section to see the feasibility of saving this vast amount of wasted power, and is now actively at work on the tunnel through the "Hog's-back," which will carry the water from the other side of the divide around the falls. This tunnel will be 5 by 6 feet and 1200 feet long—not by any means a small undertaking. The "Hog's-back" is an immense pile of boulders which has at some far back prehistoric time slid off of San Antonio mountain, alias "Old Baldy," and almost entirely blocked up the cañon. It is composed wholly of loose rock and is the most unfinished piece of the earth a man's eyes ever rested upon. It looks as though Mother Nature had piled up her raw material here while building this section of the country and had forgotten to remove the débris. The rocks are all Titanic pebbles, will average several tons in weight and lie so loosely that the hill is seamed with cracks and spaces. To build a tunnel through such ground is therefore no easy task. A Los Angeles contractor—E. F. Phelan—who has had considerable experience in this sort of thing, undertook the contract and now has some twenty men at work day and night. The work has to be handled with extreme care, and the tunnel as it advances is braced and secured with the strongest timbers. This is rendered necessary by the character of the ground through which the work is being done, for if one of those huge boulders above should give way ever so little the result would be disastrous to the miners below.

Phelan's camp, where this is written, is one of the most picturesque spots one could find in a long search. Several years ago the cañon below here, as far as Spring Hill, and a side issue, known as Stoddard's cañon, used to be frequented a great deal in the summer time by campers and picnics. In the floods of last winter, however, the torrent which came down the cañon was so all-powerful that it carried everything before it, and the road went out of sight. Huge rocks were carried down in the stream and out into the valley, immense trees became jammed crosswise and formed the nucleus of dams, which, bursting, aided in the general destruction, and when the waters finally subsided the oldest inhabitant didn't know the place.

Since then access to the falls and the "Hog's-back" has been impossible except by burro.

When work on the tunnel was commenced the first thing Contractor Phelan did was to build a good wagon road from the mouth of the cañon to "White House" camp, about five miles. This road is the best that was ever built in the cañon and will be of inestimable service not only to the company but to campers and pleasure-seekers for seasons to come. It was a peculiar undertaking to build it, as anyone who knows the character of this region can testify. As soon as the road was in place tents, provisions, blankets and tools were brought up and the miners began their work.

It is estimated that the 1st of April next will see the completion of the tunnel, which is the first step in the enterprise. By that time the water-wheels and electrical machinery will be on the ground, and some balmy night next summer, the whole valley will burst out in a blaze of white light. It is the intention of the company to furnish light and power at San Bernardino, Riverside and adjacent towns, and at Ontario and Pomona. Although there will be much waste in carrying a current that far, they believe that they will have sufficient power to make it profitable to do so. The fall of the water at the wheels will furnish tremendous force, the extent of which will be, it is estimated, not less than 3000 horse-power. After the plant is once in place it will cost very little to maintain it, and the income is expected to pay a good interest on the investment. It will be a great thing for this valley. When the works are completed every rancher can not only sit under his own vine and fig tree, but under his own electric light, and incandescents will be so cheap that the honest granger will use them in his stable to feed his horses by, instead of a candle.

A Texas farmer who has 400 acres planted with 11,000 pecan trees calculates that in six or seven years, on the basis of an average yield of a basket for each tree, he will get a net return of $50,000 for them.

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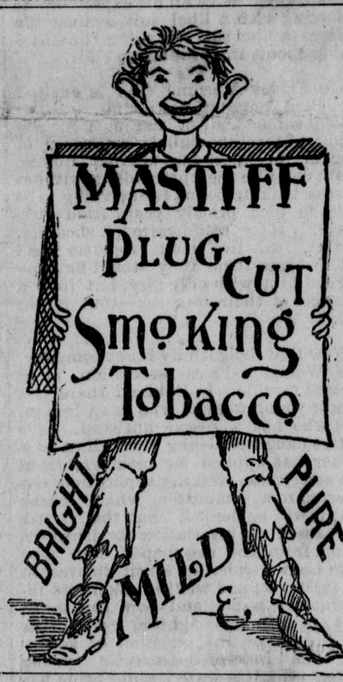
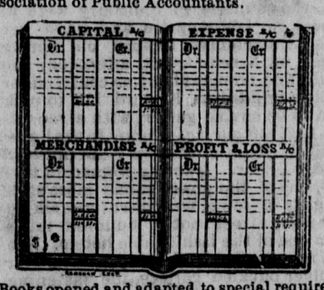


W. R. BLACKMAN, PUBLIC ACCOUNTANT and auditor, fellow of the American Association of Public Accountants.



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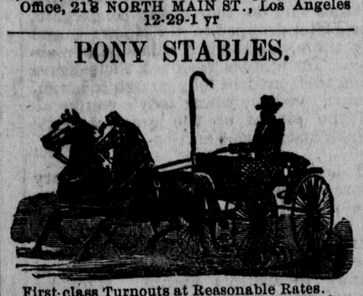

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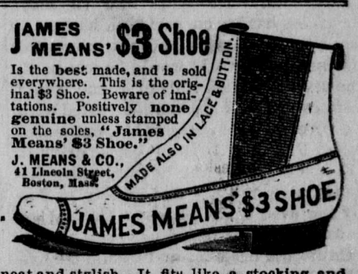

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