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ILLINOIS CENTRAL STATION, CHICAGO.



HISTORY OF THE
Illinois Central Railroad Company
AND
REPRESENTATIVE EMPLOYEES.



A HISTORY OF THE GROWTH AND DEVELOP-
MENT OF ONE OF THE LEADING AR-
TERIES OF TRANSPORTATION IN
THE UNITED STATES,

From Inception to its Present Mammoth Proportions,

TOGETHER WITH THE

BIOGRAPHIES OF MANY OF THE MEN WHO
HAVE BEEN AND ARE IDENTIFIED WITH
THE VARIED INTERESTS OF THE
ILLINOIS CENTRAL RAILROAD.

ILLUSTRATED.



RAILROAD HISTORICAL COMPANY,
CHICAGO, ILLINOIS.
1900.



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PREFACE.



IN ISSUING the History of the Illinois Central Railroad Company, the publishers, according to custom, desire to give expression of a few words of explanation regarding the work. In compiling a history of a railroad we were treading unknown paths which might lead to success or failure as it met with the favor, or the reverse, of the army of operatives to whom we looked for encouragement. We are happy to announce that those to whom we appealed for support have looked with favor upon our enterprise and have accorded us a liberal and hearty support for which we extend our sincere thanks.

We are under especial obligations to Mr. William K. Ackerman for his generous permission to use his excellent "Sketch of the Illinois Central Railroad Company," which is as complete and authentic as a work of this character can well be. No better commentary on his effort can be made than that appearing in the *Railway Age* at the time the work was first issued, which says:

"Mr. W. K. Ackerman, for many years president of the Illinois Central Railroad Company and for nearly thirty-two years connected with that corporation in various capacities, has availed himself of his well earned leisure to prepare an extremely interesting brochure which he entitles, 'Historical Sketch of the Illinois Central Railroad; together with a brief biographical record of its incorporators and some of its early officers.' No man living is so competent as Mr. Ackerman to chronicle the early and latter days of this great enterprise, whose inception dates as far back as 1835. An admirable feature of the work is the entire absence of censoriousness or the indication of personal feeling on the part of the writer against any of the numerous officials with whom he was associated during his long career, or of his successors whose administration he might possibly be tempted to criticise. On the other hand, a kindly and appreciative spirit marks the reference to the numerous officers of the company who are specially named, and some of the sketches of persons both living and dead are extremely interesting."

We desire to return thanks to the chief officials of the various railway orders for their courtesy in assisting us to compile creditable sketches of the orders over which they preside. E. E. Clark, Grand Chief Conductor of the O. R. C.; Mrs. J. H. Moore, Grand President of the L. A. of O. R. C.; F. P. Sargent, Grand Master of the B. of L. F.; Mrs. Georgie M. Sargent, Grand President of the L. S. of B. of L. F.; Mrs. Ray Watterson, Grand Mistress of L. A. of B. R. T.; C. H. Salmons, Editor B. of L. E. Monthly Journal; Mrs. W. A. Murdock, Grand President, and Mrs. Harry St. Clair, Grand Secretary of the G. I. A. to B. of L. E. have given us their hearty cooperation.

We desire, too, to extend our thanks to the many officials and army of operatives of the Illinois Central for their generous patronage, without which our efforts would have been in vain. To them is due what credit there may be for the success of the work, for without it only a dismal failure would have ensued. We realize that there are many whose names should appear within our pages that do not, but owing to indifference at the time our representative called or absence at repeated endeavors to secure an interview the facts could not be obtained and of necessity must be omitted.

We have spared no effort nor expense to make this volume the most superbly illustrated work of its kind ever issued from an American press and have endeavored to raise and hold the biographical section up to the high literary standard set by the historian.

Trusting that a generous and discriminating public will give due credit for the excellencies of our efforts and judge lightly that wherein we may have fallen below the standard we had set, we place in its hands the fruit of our endeavor—a History of the Illinois Central Railroad Company, with biographical sketches of the men who have made it.

THE PUBLISHERS.

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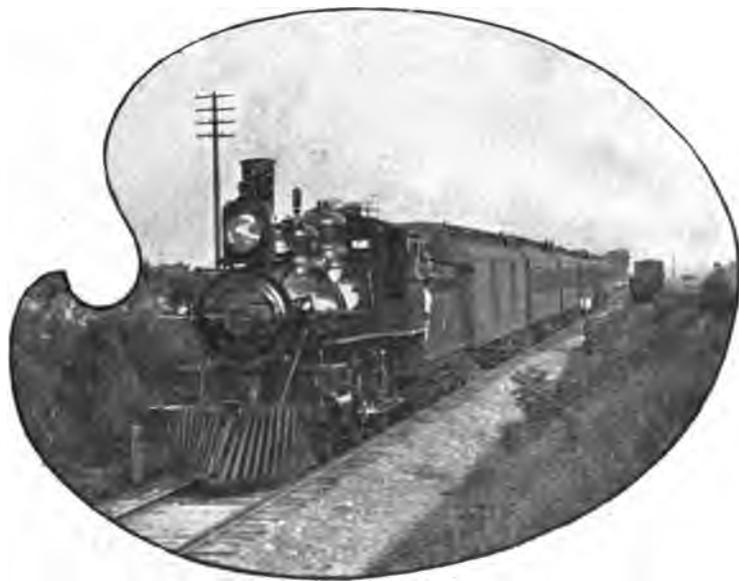
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HISTORY OF THE ILLINOIS CENTRAL RAILROAD COMPANY,

BY W. K. ACKERMAN.



IN undertaking a brief sketch of the origin of the Illinois Central Railroad, it is necessary to refer somewhat in detail to the correspondence of two men closely identified with its early progress, and whose names stand out prominently in the history of the state; I need hardly say that these are the Hon. Sidney Breese and the Hon. Stephen A. Douglas. In writing upon the subject, if one were to confine himself to the contentions indulged in by these two gentlemen, for the credit of either originating or advocating the scheme, considerable time and space would have to be given up in the endeavor to reconcile their respective claims. From the most careful examination made of the correspondence that passed between them upon the subject, it does not appear, however, that either of these gentlemen actually originated the plan of a central road; indeed Judge Douglas lays no positive claim to this, but Judge Breese, in his letter to the *Illinois State Register*, Dec. 23, 1850, says: "I must have the credit of it, for I originated it in 1835." And in his famous letter to Judge Douglas, written Jan. 25, 1851, to the latter at Washington, while in the senate, he says, "I claim to have first projected this great road in my letter of October, 1835,"—meaning his letter to Judge John York Sawyer of Oct. 16, 1835. But even in this letter, he gives credit

for the plan to "an intelligent friend in Bond county," who was William S. Waite of Greenville, and who proved himself an ardent supporter of the road until its final completion. These claims of Judge Breese are referred to by Judge Douglas in a somewhat sarcastic as well as a facetious manner in the voluminous correspondence* which was carried on during 1850 and 1851, but the latter modestly abstains from claiming any connection with the measure until December, 1843—the year in which he entered the house of representatives and the same year in which Judge Breese entered the senate—or any exclusive credit for the consummation of the scheme. What Judge Breese did claim, was undoubtedly true, *viz.* that he had "said and written" more in favor of the plan than anyone else, and for this he was entitled to great credit.

The daily *Illinois State Register* of Dec. 19, 1850, published an article, quoted from the *Benton Standard*, stating that Judge Breese favored what was known as the "Holbrook charter," to which particular reference will be made hereafter. This stirred Judge Breese to a reply in which he stated that he was in favor of accepting the release of the Cairo company on condition that their rights were to be re-

* "Early Illinois Railroads. By W. K. Ackerman. Chicago, 1884."

spected. In the same letter, he claimed that he was entitled to the credit of the whole scheme of a central road, having "originated it in 1835." The editor of the *Register*, while willing to accord him all due credit, reminds him that the efforts of Senators Douglas and Shields, and Representatives Wentworth, McClernand, Richardson, Bissell, Young, and Harris, must not be overlooked: that they all did their duty and were deserving of praise. On Jan. 5, 1851, Senator Douglas replied to Judge Breese in the columns of the *State Register*, assuring him that no injustice was intended to be done him, and reminding him of the fact that when the people of Chicago tendered him and Gen. Shields a complimentary dinner for the part they had taken in procuring the grant of land from the general government, they modestly declined it, and in their letter declining the honor awarded the principal merit to their colleagues.

To go back of the claims of both of these distinguished gentlemen, I suppose it is an historical fact that although Judge Breese brought the plan prominently before the people of the state by newspaper publications and letters to prominent men, still the credit of originating it really belongs to Lieut. Gov. Alexander M. Jenkins when in the state senate in 1832.* This was three years before the intelligent friend from Bond county whispered in Judge Breese's ear. Senator Jenkins' plan was to build the road from Cairo to Peru. Judge Breese's plan contemplated a line from Cairo to Galena, but when the plan was fully developed, Judge Douglas wrote Chicago as the northeastern terminus. Judge Breese said that the reason for this was because Judge Douglas had been investing in Chicago real estate and on that account wanted the road extended to that point. This was an unfair imputation, but a natural one, for Judge Breese to make, because his plan of a central road which was a local one, did not contemplate a

branch to Chicago. Many opposed the enterprise in the central part of the state, fearing that a north and south line would divert traffic that that section might derive from an east and west line through the state. It must be borne in mind, that the prevailing idea at that time was to have the products of Illinois shipped to the south *via* Cairo and the Mississippi river; but Judge Douglas, who took a broader view of the enterprise, saw the necessity of connecting the lakes with the Mississippi, and the St. Lawrence with the Gulf of Mexico, as well as a connection at Chicago with the various railways then projected or in process of construction from the principal cities of the east, so that the measure would commend itself to congress as a national work tending to benefit the whole country and not a local enterprise for the particular benefit of the state of Illinois. Only in this way could the votes of the members of congress from Pennsylvania, New York, New England and other portions of the Union be secured, as they did not of course favor any proposition having for its tendency the diversion of trade from the upper Mississippi toward Mobile alone.

Judge Breese was named as an incorporator in the first charter granted by the state in 1836 for a central road and having taken so deep an interest in the subject, he felt a commendable pride in the ultimate success of the measure. He was naturally jealous of his position in the matter, hence he could not brook a younger and more active rival. But he was entirely too sensitive in supposing that Judge Douglas had not properly recognized his early efforts in the matter. This feeling he describes in one of his letters to Douglas, in which he says, "In the outset, I will candidly confess that, upon the subject of the Illinois Central Railroad, with all its concomitants, I am very sensitive, the more especially since I thought I had discovered a studious endeavor on your part and on the part of those with whom you have acted, to conceal from the public my agency in bringing the measure into favor and in opening the way for successful legislation in regard to it. In none

* One year after the first act relating to the construction of railways was passed by the general assembly of the State of Illinois, Jan. 28, 1831.

of your speeches and letters you, and others who have enjoyed your confidence, have made and written, has there been the least allusion to the part I have acted in the matter, nor in any of the papers in the state, supposed to be under your influence. Seeing this, and believing there was a concerted effort to appropriate to yourselves, exclusively, honors to which I knew you were not entitled, I deem it my duty, for the truth of history, to assert my claim, and in doing so, have been compelled, much against my will, to speak of myself and of my acts in regard to it. My whole life will show that it is the *first* time I have ever exposed myself to the charge of egotism, and under the influence which actuated me, I may have claimed too much."

The first act incorporating an Illinois Central Railroad company, was passed by the legislature of the state of Illinois, January 18, 1836. It was a special charter and granted many valuable privileges. It contemplated rail communication only as far north as the Illinois and Michigan Canal. The scheme proved an utter failure.

Under the internal-improvement act passed Feb. 27, 1837, its construction was undertaken by the state, without success, as there was neither credit to ensure, or capital to complete it. The appropriation under this act, \$3,500,000, was in any event totally inadequate.

The Cairo City & Canal company was incorporated March 4, 1837. It was authorized to hold real estate in Alexander county, but more particularly the tract of land incorporated as the city of Cairo. They were to proceed to lay it off into lots for a town to be known as the city of Cairo; they were also empowered to construct dykes, canals, levees and embankments for the security and preservation of said city; also to construct a canal to unite with Cache river, and to use water for a canal running to and through the city. Reference to this scheme is made in order to show in a gradual way the origin and progress of the Illinois Central Railroad; its connection with the canal company was only incidental, Darius

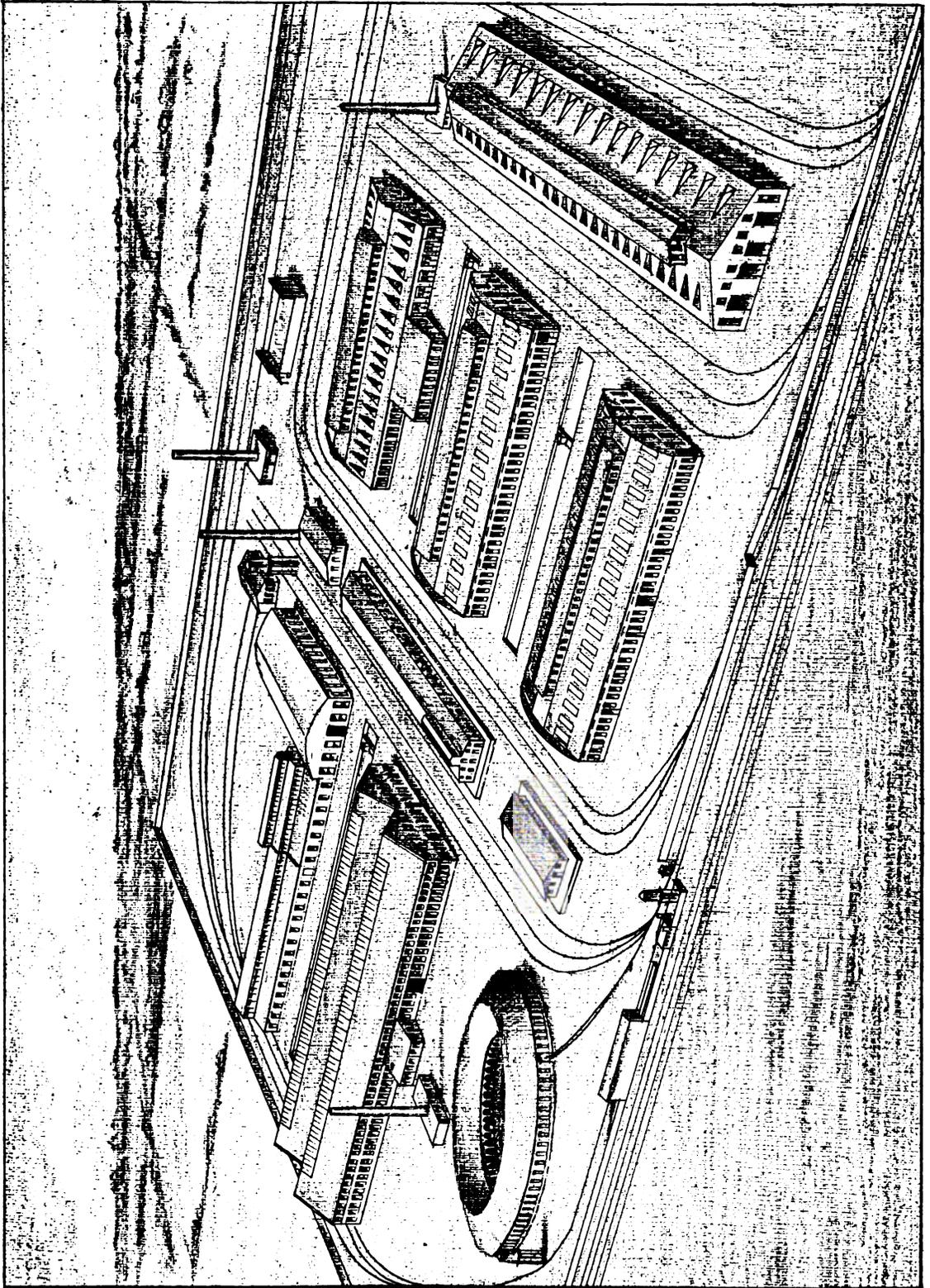
B. Holbrook, who afterward figured conspicuously in the effort to obtain a charter for a central road having been connected with the canal company.

Five years later, March 6, 1843, the state having abandoned the attempt to build any more railroads, the legislature incorporated the Great Western Railway company. This was known as the "Holbrook charter," so frequently referred to in the correspondence between Judge Breese* and Judge Douglas. This charter contemplated a "pre-emption right" only, to Holbrook and his associates, in which the state was to have no interest, instead of a direct grant of land to the state. This company was to consist of the president and directors of the Cairo City & Canal Company, and the board of directors were to be chosen by that company.

The road was to be commenced as previously contemplated at the mouth of the Ohio river, and was to run in about the same direction *via* Vandalia, Shelbyville, Decatur and Bloomington, and to the same objective point, the Illinois and Michigan canal. Rates of toll were to be established by the directors. The company was authorized to issue bonds, which were to be countersigned by the president and treasurer of the Cairo City & Canal Company. Section 14 provided that whenever the whole indebtedness of the company was paid and liquidated then the legislature should have power to alter and amend the charter as the public good should require.

An estimate was to be made by a person appointed by the governor of the value of the work already done by the state, under the internal-improvement act of Feb. 27, 1837, and this was to be paid for by the newly-organized company at any time during the progress of the work. When all the obligations of the company were paid, then the railroad company was thereafter to forever pay the state, annually, as a consideration for granting the charter, one-fourth of the net annual income, after the share-

* Judge Breese was elected to the United States senate, Dec. 18, 1842, for full term commencing March 4, 1843.



BIRDEYE VIEW OF THE ILLINOIS CENTRAL SHOPS AT BURNSIDE, ILL.

holders had received in any one year twelve per cent on their investment; and the act expressly provided that no legislature should at any time so reduce the tolls as to produce less than twelve per cent per annum net to the shareholders.

The Great Western Railway company, after spending large sums of money in doing work which eventually inured to the benefit of the state, became insolvent, and this third attempt to build a central road proved a signal failure. On March 3, 1845, its charter was repealed by a special act, passed for that purpose.

That Judge Breese favored what was known as the Holbrook charter is shown by the fact that on Dec. 27, 1843, he presented in the house of representatives a memorial of the Great Western Railway company, praying the right of pre-emption for Holbrook and his associates to a portion of the public lands over which the proposed road was to be constructed. Judge Douglas, who was in the house of representatives at this time, declined to give this bill his support, very properly insisting that whatever grant was made should be conferred directly upon the State of Illinois, and not upon an irresponsible private corporation that he did not believe would carry out the project, and which he stigmatized as a "stupendous private speculation to enable the Cairo company to sell their chartered privileges in England." This opposition of Judge Douglas was probably what first excited the hostility of Judge Breese toward him. Judge Breese refused to coincide with the views expressed by Judge Douglas, and the bill failed of passage. *His* reason for wishing the pre-emption to run to a private corporation was, because *he had no faith in the ability of the state to complete the work.* This was quite natural considering the fact that they had so signally failed in all previous efforts to build the road. At the next session on Dec. 12, 1844, in deference to the views expressed by Judge Douglas, Judge Breese introduced a bill which substituted the words state of Illinois for the Holbrook company, as the party to whom the pre-emption

right was to pass; but he appears to have given it a luke-warm support and it did not pass. At the next session, Jan. 15, 1846, Judge Breese reported another bill to grant to the state of Illinois certain alternate sections of the public lands to aid in the construction of the Northern Cross and Illinois Central Railroads in Illinois, but it does not appear that he ever moved to take up this bill. At the next session, Dec. 17, 1846, still another bill was introduced by Judge Breese, covering a right of way and a pre-emption right. It omitted the donations to the state, but permitted it to purchase the lands at a dollar and a quarter per acre upon the condition that it would build a railroad through them. This bill failed also.

In these various efforts, it would appear that Judge Breese was in favor of granting pre-emption rights only, and a right of way, either to a private corporation or to the state. Judge Douglas, on the other hand, insisted that an absolute donation to the state should be made. This was one of the principal points of difference between them. Judge Douglas stated to Judge Breese that if he would consent to this change he would allow him to take all the credit. Another point of difference was in regard to the terminus at Chicago. It is evident that Judge Douglas particularly favored this plan, regardless of whether the road was built to Dubuque or not. And indeed the eastern members also favored this plan because it contemplated a connection with the lakes; the line from Cairo to Galena being regarded in the East as a sectional scheme, calculated to throw the trade upon the Gulf of Mexico at the expense of the cities on the lakes and the Atlantic seaboard.

Judge Breese, on the other hand, did not favor Chicago, as he freely admits. He says in one of his letters: "You will recollect that my bills, all of them, established the roads on the routes defined by our internal-improvement system of 1836 and 1837, on which the state had expended such large sums of money; and that fact was a strong argument, as I thought, in my report. In 1847, you made choice of

Chicago as your home, and, as I understood, purchased a large amount of property there. Now neither of my bills touched Chicago; they confined the roads to the old routes—the Illinois Central Road, as then understood, from Cairo, by Vandalia, Shelbyville, Decatur, Bloomington, Peru and Dixon to Galena. A new light broke in upon you when, in conjunction with Mr. Butterfield and others interested in Chicago, a great movement was set on foot to disturb my plans and to change the route of the Illinois Central Railroad, so as to make it run to Chicago and thence to Galena. You can not have forgotten how much surprised I was when you informed me of your intention, after you had taken your seat, in December 1847, to bring forward this proposition, how earnestly I urged upon you, while admitting the importance of the change, an adherence to the old plan.”

On Feb. 10, 1849, the charter of the Great Western Railway was renewed by the legislature of Illinois, to take effect April 13, 1849, the grant running as in the first act, to the “president and directors of the Cairo City & Canal Company,” with certain others to be associated with them, but under the name and style of the “Great Western Railway.” Among the names of the associate directors will be found those of Justin Butterfield, John B. Turner, Mark Skinner and Henry Corwith. The new board was reinstated with all the powers and privileges contained in the first act, the act repealing the charter to the contrary notwithstanding. Many additional and valuable privileges were conveyed by the state, including a grant of the right of way and of all the work and surveying done at the expense of the state. The new company was to expend at least one hundred thousand dollars within three years, and two hundred thousand dollars in each year thereafter until the line was completed from the city of Cairo to the city of Chicago.

The governor of the state was to hold in trust, for the benefit of the company, whatever lands might be donated by the general govern-

ment to the State of Illinois to aid in the construction of the road, anticipating, as it were, the action of the general government, the question of a land-grant having already been freely discussed in congress.

Simultaneous with this, Judge Breese, from the committee on public lands—of which he was chairman during the last four years of his term as senator—reported the following bill in the United States senate, February 1, 1849:

“A bill to grant the right of way across the public lands and to dispose of said land in aid of the several states in the construction of railroads and canals.

“*Be it enacted by the senate and house of representatives of the United States of America in congress assembled,* That whenever any state in which public land is situated have, or shall authorize the construction of any railroad or canal, and the route of the same shall have been surveyed and returned to the secretary of the treasury, *the right of way on said route, so far as the same is situated on the public land, be and the same is hereby granted for said purpose;* and also the right to take stone and timber and materials for said erection on any of the public land adjacent, so long as said land is unsold; and the land for the space of one hundred feet on each side of the middle of said route shall be and remain for that purpose, so long as said canal or railroad is sustained.

“SECTION 3. *And it is further enacted,* That when the survey of said route shall have been returned to the secretary of the treasury, he shall, at the request of the governor of said state, reserve from public sale all or so much of the public lands *within ten miles of said route,* as said governor, by direction of the legislature of said state, shall request, and the same shall be retained for said state, and shall be sold and conveyed to said state or to whoever said state shall direct, *at and for the minimum price per acre,* in such quantities and at such times as said state shall desire, *in aid of said construction. Provided nevertheless,* that said route shall be so surveyed and returned, and said land so reserved, within three years from the passing of this law; and

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ILLINOIS CENTRAL DEPOT, COR. MAIN AND CALHOUN STREETS,
MEMPHIS, TENN.

all of said *land not actually so purchased and paid for by said state*, within ten years from the passing of this act, shall be subject to sale and private entry in the same manner as if the same had not been reserved. *And provided further*, that this shall not extend to any land but such as is subject to private *sale at one dollar and twenty-five cents per acre*; and nothing in this act contained shall be so construed as to grant to any state *such right of pre-emption* to any land heretofore set apart or reserved for schools, nor to any public land which may have been reserved by the United States for military or other public purposes, nor to mineral lands, nor to any to which a right of pre-emption may previously have been acquired by any person or persons." This bill passed the senate, February 13, 1849—was presented in the house by Jacob Collamer from Vermont—but met with considerable opposition, and failed of passage there. This bill also, it will be noticed, contemplated only a pre-emption of lands.

As far back as 1848, Senator Douglas had introduced a bill in the United States senate, granting alternate sections of the public land to the state of Illinois to aid in the construction of a railroad from Cairo to Galena with a branch to Chicago. This bill was reported from the senate committee on public lands of which Sidney Breese of Illinois was chairman. It was subsequently taken up and early in May was passed by the senate. The representatives in the house from Illinois all gave it their cordial support, but toward the close of the session it was laid on the table by a small majority. At the next session, 1848-9, Douglas again introduced his bill in the senate, but before any action was had in that body, the Illinois representatives in the house had succeeded in having the bill of the last session restored to its place on the calendar; but congress adjourned without any further action on the bill by the house.

In December 1849, Douglas, with his colleague, Gen. James Shields, who had succeeded Breese, and the Illinois delegation in the house matured a bill looking to the construction of the Illinois Central Road and its Chicago branch.

That bill, which all the Illinois members had a voice in framing, was introduced in the senate by Douglas in January 1850. During its pendency in the senate, besides receiving the support of the Illinois senators, it was advocated by Henry Clay, William H. Seward, John C. Calhoun, William H. King, Thomas H. Benton and Gen. Lewis Cass.

While the bill was pending, the Cairo City & Canal Company induced the legislature of Illinois to pass a measure ceding to that company all lands that might at any time be granted by congress to the state, to aid in the construction of the Illinois Central Railroad. Senator Douglas was still unwilling that the grant should pass to a private corporation direct, and finally induced Darius B. Holbrook of Cairo, Ill., the president of the Cairo City & Canal Company to release to the state of Illinois all the rights of that company, which he did, executing on Dec. 24, 1849, on behalf of his company as president, a full release and surrender to the state of Illinois of what was known as the Holbrook charter with all the rights and privileges therein contained; in accordance with which, the legislature on Dec. 17, 1851, passed an act accepting this release and repealing all the acts which they had before granted to this company—Jan. 16, 1836, March 6, 1843 and Feb. 10, 1849.

Judge Douglas in his letter to Judge Breese of March 13, 1851, well says: "I can well conceive that it might prove better for Mr. Holbrook and his partners, and more effectual for their schemes of speculation for them to have had a pre-emption than for the state to have had a grant; but I apprehend that you will find it difficult to convince any citizen of Illinois who was not a partner in the speculation, that it was *better for the state not to have the lands than to have them, or to be required to pay a dollar and a quarter an acre for them, instead of receiving them for nothing under the act of last session.*"

The same act accepted the act of congress of Sept. 20, 1850, granting the lands to the state of Illinois to aid in the construction of a railroad from Chicago to Mobile. The Mobile

& Ohio Railroad was not however fully completed from Columbus, Kentucky, to Cairo, until 1874. In 1872, the Illinois Central Railroad company extended its aid to the Mississippi Central Railroad company, and that line was extended from Jackson, Tennessee, to Fillmore, a point nearly opposite Cairo; and thus for the first time was completed an all rail communication from the lakes to the Gulf of Mexico.

The bill making a grant of lands to the states of Illinois, Mississippi and Alabama, passed the United States senate on May 2, 1850, by a vote of 26 to 14, and was passed in the house on Sept. 17, 1850, by a vote of 101 to 73. Mobile was inserted as the objective point by Thomas Childs, Jr., of New York, who was at that time largely interested in the Mobile & Ohio Railroad company.

Hon. John Wentworth, in his "Congressional Reminiscences," gives an interesting account of the proceedings attending the passage of this bill in the house—and the state of Illinois is largely indebted to him for the efforts he put forward in that direction—but the claim that he once owned one-fourth of the capital of the Illinois Central Railroad company, must be regarded as an extravagance of speech. Hon. George Ashmun of the Springfield district, Mass., and a friend of Daniel Webster, distinguished himself among the non-resident supporters of the bill. It was largely through his influence in the house that the bill was passed. On their return to Illinois at the close of the session, Judge Douglas and Gen. Shields were tendered a public dinner by the citizens of Chicago in consideration of their services in obtaining the passage of this act. In declining the honor, they modestly *awarded to their colleagues in the house the full measure of credit* for having successfully carried the bill through to completion. John S. Wright of Chicago, worked most faithfully to secure the land-grant from congress to aid in the construction of the Central Road. He wrote and had printed and distributed at his own expense, circulars stating briefly the necessity of the road to the welfare of the nation, and six thousand copies of peti-

tions to congress urging the passage of the act. These petitions were prepared in three different forms, so as to meet the wishes of the South, the East and the state of Illinois, and set forth the advantages to be gained by each section. At that time, such documents were mailed free to postmasters, and he kept a clerk busy for weeks sending these to every postmaster between the lakes and the Gulf. The requests to the postmasters to get signers and forward the petitions to their congressmen were promptly attended to, and the petitions came in by thousands, and had much influence with members. Wright also went to Washington and spent* considerable time laboring for the passage of the bill; he also published a pamphlet in which he took the ground that the grant was of such immense value, it should go direct to the state and that it should hold the lands and build the road from the proceeds of their sale. He wrote: "the state would be everlastingly dishonored if the legislature did not devise laws to build the road, and disenthral the state of its enormous debt besides, out of the avails of this land grant. The suggestion was not altogether unfeasible, but it is exceedingly doubtful whether the state could have carried out the project as successfully as a private corporation; judging retrospectively, it is fair to presume that it would have made another and signal failure in such an attempt.

On Sept. 20, 1850, the act passed by the thirty-first congress, on the 17th of that month, was approved, "granting the right of way and making a grant of lands to the states of Illinois, Mississippi and Alabama, in aid of the construction of a railroad from the southern terminus of the Illinois and Michigan Canal to a point at or near the junction of the Ohio and Mississippi rivers, Cairo, with a branch of the same to Chicago, and another *via* the town of Galena to Dubuque in the state of Iowa." Gov. William H. Bissell, afterward a solicitor of the company, was in the house at the time this act was passed. This was accomplished after

*Address of Augustine W. Wright before the Chicago Historical Society.

repeated attempts had been made, beginning in the year 1843, under the leadership of Sidney Breese. George W. Jones, senator from Iowa, suggested the amendment providing for the termination at Dubuque.

In order to aid in the continuation of this road from the mouth of the Ohio river to Mobile, similar rights were conferred upon the states of Alabama and Mississippi. Mobile was the objective point on the south, and the Mobile & Ohio Railroad participated in the advantages of the grant, receiving its share of the public lands through the states of Alabama and Mississippi. The evident design was to promote traffic, particularly in food products

Central Railroad company afterward accepted payment for such lands from actual settlers at the government price. The act further provided that the construction of the road should be commenced at Cairo on the south, and at the Illinois and Michigan Canal on the north, simultaneously, and continued from each of said points until completed, after which the branches to Chicago and Dubuque, Iowa, were to be extended. The provision, as to the extension to Dubuque, was a singular one to apply to a road that depended upon the state of Illinois for its charter—it assumed that a bridge was to be constructed across the Mississippi river between Dunleith and Dubuque connecting the two



First check used by the baggage department. Exact size.

from Chicago and the Northwest and cotton from the Gulf states to the South and to Europe *via* Mobile, but the shallowness of the water in Mobile Bay and the consequent expense of lightering and of other charges was an insuperable objection to foreign shipments *via* that point, and to this extent, the plan of connecting the lakes with the gulf was a failure. The construction of the jetties at the mouth of the Mississippi river, at a later date, placed New Orleans in a more favorable position. Besides the immense traffic carried to that point by rail, a large quantity of corn is shipped to the latter city in barges from St. Louis for trans-shipment abroad. The grant of lands referred to was to cover alternate sections in even numbers within six miles, if vacant lands to this extent could be found; if not, then within fifteen miles. All pre-emption rights were to be respected, and in accordance with this provision, the Illinois

states, but made no requirement as to its construction. In point of fact, this bridge was not built until nineteen years after—in 1869—thirteen years after the railroad was completed, and then under a separate charter.† Fifteen years after its completion, the railroad company acquired a controlling interest in it, thus fully perfecting the original design of a *continuous* railway from Cairo to Dubuque.*

† The Dunleith & Dubuque Bridge Company.

* October 13, 1867, the Illinois Central Railroad company leased the Dubuque & Sioux City Railroad extending from Dubuque to Iowa Falls, a distance of 143 miles, for twenty years with privilege of taking the same in perpetuity. The lease included the Cedar Falls & Minnesota Railroad extending from Waverly north to Mona, a distance of 75½ miles. A year later, it leased, upon the same terms, the Iowa Falls & Sioux City Railroad extending from Iowa Falls to Sioux City, a distance of 184 miles. In 1887 it constructed the Cherokee & Dakota Railroad from Onawa to Sioux Falls, a distance of 155½ miles, and the Cedar Rapids & Chicago Railroad from Manchester to Cedar Rapids, 42 miles.

The grant of land was to apply to the main road and branches, respectively, in quantities corresponding to the length of each, and only to be disposed of as the work progressed. All lands that had been previously granted to the state in aid of the Illinois and Michigan Canal were to be reserved from the operations of the

for the purpose named. The railroad and branches when completed were to remain a "public highway" for the use of the government, free from toll or other charge upon the transportation of any property or troops of the United States. That is to say—the use of the road bed should be allowed the government, but the railroad companies should not be obliged to furnish equipment and men to handle the business. Consequently it was mutually agreed,



Baggage check used by the Illinois Central for many years.

act, and the price of these was to be increased to double the minimum price of government lands. So that one effect of the grant was to immediately enhance the value of the canal lands.

The grant from the United States government was to go direct to the state of Illinois



Present check used by the Illinois Central baggage department.

that the government should be entitled to a reduction of thirty-three and one-third per cent from the regular tariff rates on all transportation conducted for their account, this percentage representing the value of the use of the highway or road bed. The United States mails were also to be transported over the road for such compensation as congress might direct. In case the road was not completed within ten years, the state of Illinois was to be required to pay back to the United States the amount which it might have received upon the sale of

any part of the lands and to reconvey any lands unsold.

In a small and dimly-lighted room at No. 1 Hanover Street, a little narrow street leading out of Wall Street, in the city of New York in the early spring of the year 1851, there met a number of gentlemen who were known in law as the incorporators of the Illinois Central Railroad company. It was no new scheme that they met to consider, but an old one they were about to revive. In entering upon this great work, they were not indulging in mere speculation or experiment; many of them had been connected with other successful enterprises and this experience helped them to form a proper judgment in the prosecution of the work they were about to undertake. Probably no body of incorporators, or directors as they afterward became, was ever imbued with more earnest determination, confident reliance, pride of undertaking, and honesty of purpose. And it may be added that no corporate body was ever formed that was composed of men of more indomitable energy, integrity of character, business capacity, sagacity and foresight. They were men who lived and moved in the healthy atmosphere of commercial probity and stood high in the estimation of their fellow-men. In social life, their established reputations gave them a standing among men that could not be disputed. In the prosecution of their trust, the interest of the shareholders they represented was regarded as identical with their own. The shareholders in turn appreciated this and whatever mistakes were made were promptly overlooked. This feeling of mutual confidence strengthened the hands of the board in all they undertook and gave character to the enterprise abroad. The enterprise upon which they pinned their faith, they promoted and sustained to a large extent with their private fortunes. It is true that they had much to stimulate them in their efforts—a promise of two million and a-half of acres of beautiful, rich and fertile prairie land was no mean incentive to urge them on. Yet it certainly required no little amount of courage to

take up a project that had already been three times attempted, twice by organized corporations and once by the state of Illinois, each time with the same result—disastrous failure. But in this instance, whatever might be their fate as individual investors, the benefit to be conferred upon the state of Illinois by the successful accomplishment of the work would not be less marked. When the dark days of the panic of 1857 overshadowed them, they might have abandoned their trusts and sold their respective interests for what they would bring, but this would have been to them a poor substitution for the realization of their plans, and such an idea does not seem to have entered their minds. They knew, moreover, that there were those who had been induced to invest their money in the enterprise because their names had been identified with it, and they felt that they were resting under a moral obligation to save these from pecuniary loss if possible.

ORGANIZATION OF THE LAND DEPARTMENT.

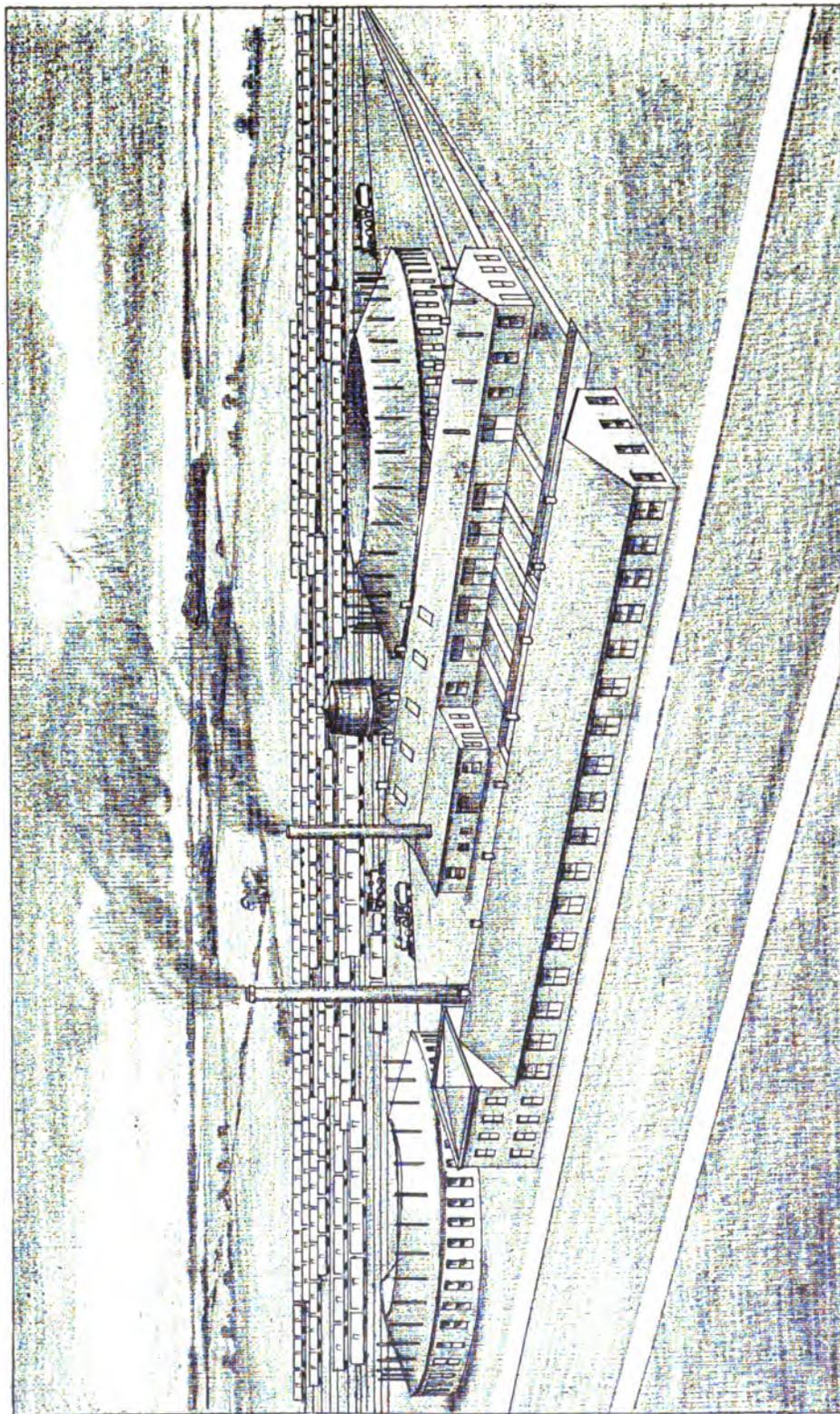
All the requirements of the act of incorporation having been complied with, the deed conveying the lands from the state of Illinois to the Illinois Central Railroad company was executed March 24, 1851, by his excellency Augustus C. French, governor of the state. Simultaneously with the delivery of the deed, a deed of trust was executed by the president of the company to Morris Ketchum, John Moore and Samuel D. Lockwood, conveying to them, in trust, all the lands granted by the government of the United States under the act of congress referred to, and all the other property of the company, as security to the state for the faithful performance of work to be undertaken, and to secure the bonds to be issued. This was an important trust and it was of the utmost importance to the interests of the state that it should be confided to those who would wisely and faithfully administer it on its behalf, and probably not in the whole state of Illinois could there have been found two more fit persons for this purpose than John Moore and Samuel D. Lockwood.

The state had the appointment of two trustees of the lands and the railroad company one; the latter selected Morris Ketchum of the banking-house of Ketchum, Rogers and Bement of New York, who was also the second treasurer of the company. He was a brother to Hiram Ketchum, the celebrated lawyer. Mr. Edward Bement of the same banking-house being the first treasurer elected. Mr. Ketchum was also connected with the locomotive works of Rogers, Ketchum and Grosvenor of Paterson, New Jersey, who supplied the first one hundred locomotives used by the company; he was also interested in the New York & New Haven Railroad company, and was the author of the plan of raising money on "preferred stock," the first issue of which was made by that company during Mr. Ketchum's connection with it. It was a clever device invented to enable railway companies to raise money without increasing their mortgage debt, and, while at the same time it apparently weakened, it did not necessarily impair the value of the common stock. The land-commissioners have been John C. Dodge, who took part in the platting and selection of the lands; John Wilson, formerly land-commissioner of the general land-office, Washington; John W. Foster, author of the "Mound Builders," and other archaeological works; Chas. M. Dupuy, Walter M. Phillips, John B. Calhoun and Peter Daggy; L. P. Morehouse is the present incumbent. His long and faithful service in the engineering department was rewarded by his appointment as land-commissioner. Mr. Daggy, though retired as commissioner upon a liberal pension, still continues to act as secretary of the land department.

Of the lands entrusted to them, the soil for the most part was of a rich, black, deep mould, of unsurpassed fertility, capable of producing in the greatest abundance wheat, rye, corn, oats and fruits and vegetables of all kinds. But, with all their productiveness, the quarries and mineral wealth had remained comparatively unsettled and uncultivated until this road was constructed, and would have continued

so in all probability for many years to come, but for the facilities of travel and transportation furnished by it. These lands had been in the market subject to private entry for a third of a century at a mere nominal value, and yet in very few instances were purchasers found for them. Remote from markets, without facilities for transportation, and with roads almost impassable, the cost of handling the products of the lands to a market, and the time employed therein, amounted almost to as much as the value of the land.

The total grant of land to the state of Illinois was 2,594,115 acres which were donated to the company, being at the rate of 3700 acres per mile. The grant of lands referred to was not, strictly speaking, the first act of congress making a grant of lands directly and specifically to aid railroad building, but was among the first in importance. Of the land donated by the state to the Illinois Central Railroad company, 107,614 acres were first conveyed to pre-emption claimants. Gov. Joel A. Matteson, in his inaugural message to the eighteenth general assembly, convened Jan. 3, 1853, referring to this, says: "I have not heard that any settler upon the company's land has had occasion to complain, but, on the contrary, when the time by law had passed for proving pre-emptions upon the company's land by the settler upon the lands, the company took no advantage and allowed the lands to be entered on proof being made, the same as if directed by law. This course pursued in, can not fail to awaken in the minds of the people of this state strong feelings of reciprocal good-will." The rapid settlement of the railroad lands stimulated the sale of the government lands, alternate sections, which for years had been in market, but remained unsold, though for a considerable time they could have been obtained with land-warrants at about one-half the government price. After the location of the Illinois Central Railroad, a large portion of them were immediately sold for from \$2.50 to \$5 an acre, and the line of the road began to fill up with hardy and enterprising settlers, enabling the



BIRDSEYE VIEW OF THE ILLINOIS CENTRAL SHOPS AT WATERLOO, IOWA.

government to close its land-offices. Up to January 1, 1890, of the lands donated to the company, 2,456,829 acres had been disposed of to about 30,000 actual settlers, yielding \$28,742,002.93. The population of the state when the grant was made was 851,470. The population of Chicago was less than 40,000. By the recent census (1900) it is found to be nearly 2,000,000.

The landed interest seemed for a time to be regarded as of greater importance and value than the railroad itself. Said a member of the English Parliament—the Hon. Lawrence Heyworth of Liverpool—who visited Illinois in 1856, and went over the line of railway shortly after its completion, "This is not a railway company; it is a land company," and so impressed was he with the future value of the lands, that he went back to New York and gave his bankers a *carte-blanche* to purchase all the Illinois Central Railroad company's shares that were offered for sale, and they did not stop purchasing until they had acquired for his account an interest amounting to over \$1,000,000. I mention this to show how pleasing a picture the beautiful open prairies of our state presented to the eye of a foreigner at that time, and what a deep impression they made upon his mind. But Mr. Heyworth failed to reap pecuniary advantage from his investment, for the reason that, like the projectors already referred to, he had anticipated too much. The country indeed made the railroad, but the railroad did not respond quickly enough in making the country. The promise of the enormous traffic, that it was believed these lands would supply to the railway, was not fulfilled soon enough to yield sufficient revenue to meet the early matured interest on the debt. The estimates and predictions made by the friends of the road told a flattering tale of wealth, and indeed they were all realized, but not within the time expected. The difficulty was that these rich promises pre-supposed a larger emigration to the state and a more rapid settlement upon the lands than could possibly take place within the time specified. The cry went out to

the farmers of England, Germany, Sweden, Norway, Holland, and other countries, at the cost of many thousands of dollars, to come over and settle in this new and beautiful country, but for a time it was scarcely heeded. Special agents were employed to go to these countries to explain the advantages of settling in our state, and pamphlets printed in their respective languages, describing the attractiveness of the country and the fertility of its soil, were scattered broadcast over Europe. The dismal failure of Morris Birkbeck and others to establish English colonies in Illinois was still fresh in the minds of many of the English farmers, and, with few exceptions, they could not be induced to leave the mother country. The kind words spoken of Illinois by Birkbeck in his "Letters from Illinois," and "Notes on a Journey to America," both published in 1818, were savagely attacked by other Englishmen who warned their countrymen not to be deluded by his statements. Later on, however, many Scandinavians, Poles and a few Germans and Russians, found their way over and located upon these lands, but for the most part they were settled by people from the adjoining, and older eastern states, who were perhaps better qualified to judge of their resources and could cultivate them to greater advantage.

MEMORIAL FOR CHARTER.

On January 15, 1851, Governor Augustus C. French sent a communication to the house of representatives transmitting a memorial of which the following is a copy:*

*Although this was the only plan for the completion of the road submitted to the legislature, another plan was seriously agitated by some of the leading men in the state in conjunction with certain men in New York, who had figured considerably in Illinois matters, and a bill was prepared in accordance therewith. The design was to have the state virtually control the road, and one of the provisions of the bill was that the stock should be made a basis for banking under any law establishing a general system of banking. There were other curious provisions which are interesting as showing the condition of things at that time, and especially the opinions of men as to the best means of raising millions of money by a bankrupt state. The press of the state discountenanced the project and favored giving the lands to actual settlers. The bill for this project may be found in the *Chicago Daily Democrat* of January 11, 1851.

"To the honorable the senators and representatives of the people of the state of Illinois in general assembly convened:

"The memorial of Robert Schuyler, George Griswold, Gouverneur Morris, Jonathan Sturges, Thomas W. Ludlow and John F. A. Sanford of the city of New York; and of David A. Neal, Franklin Haven and Robert Rantoul, Jr., of the city of Boston and vicinity, respectfully represents:

"That, having examined and considered an act of congress of the United States, whereby land is donated by the United States for the purpose of insuring the construction of a railroad from Cairo, at the mouth of the Ohio river, to Galena and the northwestern angle of the state of Illinois, with a branch extending to Chicago on Lake Michigan, on certain conditions, therein expressed; and, having examined also the resources of the tract of country through which it is proposed that the said railroad shall pass, and the amount of cost, and the space of time necessary for constructing the same, the subscribers propose to form a company, with such others as they may associate with them, including among their number persons of large experience in the construction of several of the principal railroads of the United States, and of means and credit sufficient to place beyond doubt their ability to perform what they hereinafter propose, make the following offer to the state of Illinois for their consideration:

"The company so formed by the subscribers will, under the authority and direction of the state of Illinois, fully and faithfully perform the several conditions, and execute the trusts, in the said act of congress contained. And will build a railroad with branches between the *termini* set forth in said act, with a single track, and complete the same, ready for the transportation of merchandise and passengers, on or before the fourth day of July, which will be in the year of our Lord, eighteen hundred and fifty-four. And the said railroad shall be, in all respects, as well and thoroughly built as the railroad running from Boston to Albany,

with such improvements thereon as experience has shown to be desirable and expedient, and shall be equipped in a manner suitable to the business to be accommodated thereby. And the said company, from and after the completion of the said road, will pay to the state of Illinois, annually,—* per cent of the gross earnings of the said railroad, without deduction or charge for expenses, or for any other matter or cause; provided, that the state of Illinois will grant to the subscribers a charter of incorporation, with terms mutually advantageous with powers and limitations, as they, in their wisdom, may think fit, as shall be accepted by said company, and as will sufficiently remunerate the subscribers for their care, labor and expenditure in that behalf incurred, and will enable them to avail themselves of the lands donated by the said act to raise the funds, or some portion of the funds, necessary for the construction and equipment of said railroad.

"ROBERT SCHUYLER,
GEORGE GRISWOLD,
GOUVERNEUR MORRIS,
of Morrisania,
FRANKLIN HAVEN,
DAV. A. NEAL,
ROBERT RANTOUL, JR.,
JONA. STURGES,
THOS. W. LUDLOW,
JOHN F. A. SANFORD.

"December 28, 1850."

It was laid on the table and ordered to be printed.

On January 14, 1851, Asahel Gridley introduced in the senate a bill for an "act to incorporate the Illinois Central Railroad company," which was referred to the committee on internal improvements. After various decisions and references from day to day, James L. D. Morrison, on February 5, following, offered a substitute for the original bill, to which various amendments were offered, and, on the next day, February 6, it was finally passed in the senate by a vote of 23 to 2. Four days later—

* John Wentworth said that it was proposed to fill this in ten per cent but that he opposed it.

February 10, 1851, it passed the house of representatives by a vote of 72 to 2. The final passage of the bill was celebrated in Chicago by the firing of cannon and other demonstrations in honor of the event. That clause in the charter making the governor of the state an *ex-officio* officer was suggested by John Wentworth.

The incorporators named were, George Griswold, Franklin Haven, David A Neal, Jonathan Sturges, Joseph W. Alsop, Robert Rantoul, Jr., John F. A. Sanford, Leroy M. Wiley, Robt. Schuyler, Henry Grinnell, William H. Aspinwall, Thomas W. Ludlow and Gouverneur Morris. The four last named never took a very active part in the affairs of the company. Of the others who formed a part of the first board of directors, the most active and prominent were Messrs. Sturges, Alsop, Griswold, Neal and Sanford.

The act was accepted by the company, March 19, 1851. The charter was a special one, and in its bearing upon the future welfare and prosperity of the state, probably the most important it ever granted. It conferred—as was supposed at the time—valuable privileges, although it exacted unusual benefits in return. Among the privileges granted were those contained in the eighth section, which authorized the board of directors to establish such rates of toll for the conveyance of persons and property as they should, from time to time, determine. A singular provision in relation to this right to fix rates was, that it was to be governed by the by-laws of the company. The language of the charter is, “as they shall from time to time by their by-laws determine.” Ordinarily, the object of a by-law is to serve as a regulation of a society or corporation in a manner agreed upon by the members, but, as rates of transportation are necessarily frequently changed, to make them valid and binding in this particular case, would necessitate as frequent a change of the by-laws, and as this could only be done by the board of directors, it would require an assembling of that body so often as to practically make it a freight and passenger department of the

company. Had any one of the corporators supposed for a moment, that the day would ever come when this right to fix rates would be questioned, and that the highest court in the land would decide that the police power of the state must override the right to fix rates, it is very doubtful whether the charter would have been accepted at the time it was, and the road would not probably have been constructed for many years after.

The work of constructing 700 consecutive miles of railroad was about to be commenced. Although overshadowed by more modern achievements, it was a gigantic undertaking for that day, and not a few of those who had witnessed previous failures, believed that a similar fate awaited this. The mortgage upon 2,000,000 acres of the lands and the property of the company, to secure an issue of construction bonds amounting to \$17,000,000, was executed September 13, 1851. Of these, \$5,000,000 were negotiated in London, and such was the confidence reposed in the directory of the company that the bonds were eagerly taken up at a premium before construction work was fairly commenced. The bonds carried with them the right to subscribe to the share capital in the proportion of ten shares to each bond, and as the outlook for the shares was very promising at the time, this proved a very popular feature. At this time, the bonds of the state of Illinois were selling at a large discount, so that in the Eastern states confidence in any Illinois project was too limited to command any financial aid in that direction. At this time and for many years after, foreign capital was sought to carry out all the leading enterprises in the West.

Among the first and largest expenditures made were those for procuring the right of way into the city of Chicago. This difficult task was entrusted to James F. Joy and Mason Brayman. General Brayman wrote me on November 14, 1890, as follows: “My relation to the projectors of the Illinois Central Railroad began in the autumn of 1850. My retainer as their professional adviser dates November 10, 1850. * * * The history of the company so far as

relates to Illinois, and especially to Chicago, during the contention for entrance on the Lake Front was almost dramatic in its incidents."

On June 14, 1852 (Walter Smith Gurnee, being then mayor of the city) an ordinance was procured from the common council of the city of Chicago, granting permission to the company "to lay down, construct and maintain within the limits of the city, and along the margin of the lake within and adjacent to the same, a railroad with one or more tracks." This ordinance was confirmed by an agreement entered into between the railroad company and the city

by purchase and through condemnation proceedings. The company afterward acquired by purchase most of the riparian rights pertaining to the lands.

On March 22, 1851, the board of directors by a unanimous resolution appointed Roswell B. Mason of Bridgeport, Conn., engineer-in-chief with jurisdiction over the entire line. No person could have been selected better qualified for the work. Mr. Mason was born Sept. 19, 1805, in the town of New Hartford, Oneida county, New York. In 1822-3 he was in the engineering department of the Erie Canal; in



THE LARGEST LOCOMOTIVE IN THE WORLD.

GENERAL DIMENSIONS:—Cylinders, 23 inches in Diameter x 30 inch stroke. Driving wheels, 57 inches in Diameter. Boiler, front end, 82 inches in Diameter. Weight on drivers, 193,200 pounds; weight on trucks, 39,000 pounds; total weight, 232,200 pounds. Tender, loaded, 132,700 pounds.

of Chicago March 28, 1853. Lands for depot purposes, north of Randolph street, were acquired by purchase from the United States government and from private owners,* and the right of way south of Park Row was obtained

* Various and persistent attempts have been made by different parties representing the heirs of Jean Baptiste Beaubien, Mark Noble and others, to get possession of the lands in fractional southwest quarter of section 10, extending north and south of Randolph street.

April 5, 1872, under a special act of congress, there was issued to Thos. B. Valentine and wife, of San Francisco, scrip for about 13,000 acres of land, in pieces of forty acres each, in consideration of their having quitclaimed to the United States a similar quantity of land in the county of Sonoma, near the city of San Francisco, to which Valentine had acquired some title. These lands were included in what was known

as the "Miranda Grant" (granted in 1844 to Juan Miranda, and from whom Valentine had received his title), which the government had inadvertently disposed of.

The scrip received from the government was locatable on any public lands (not mineral) unappropriated and unoccupied. October 18, 1875, Valentine filed a claim in the land-office at Springfield, Ill., on fractional section 10, claiming that it was public land and that he was entitled to a patent therefor. This was the first location attempted on the company's depot-grounds under "Valentine Scrip." Feb. 12, 1878, he applied to the commissioner of the general land-office for a patent; the application was allowed, and the patent ordered to be issued. An appeal was taken by the city of Chicago (which claimed an interest in a portion of the ground) to the secretary of the interior, Hon. Carl Schurz. February 28, 1879, the secretary reversed the decision of the commissioner, on the ground that no part of section 10 was "public land" upon which scrip of such character could be located; that it could only be located upon "lands that are in a state of nature."

1824 was assistant engineer on the Schuylkill Canal; in 1825 was assistant engineer on the Morris Canal and until 1831, when he took charge of part of the Pennsylvania Canal. In 1833 he became superintendent of the Morris Canal, and left it in 1837, when he became chief engineer of the Housatonic Railroad, and held that position and that of superintendent until 1848. From 1848-51 he was chief engineer and superintendent of the New York & New Haven Railroad.

He commenced his journey to Illinois on May 14, 1851, accompanied by a corps of engineers. Their route west was as follows: by steamer from New York to Albany, thence by railroad to Buffalo, by steamer from Buffalo across Lake Erie to Detroit, by railroad thence to New Buffalo on the east side of Lake Michigan—the Michigan Central Railroad, at that time, being completed only to this point—and thence by steamer to Chicago; arriving through in about five days. A few days after his arrival, he organized several surveying parties, divided the line into working divisions and appointed over each a competent division engineer, the work being apportioned as follows:

- N. B. Porter, from Chicago to Rantoul.
- L. W. Ashley, from Rantoul to Mattoon.
- C. Floyd Jones, from Mattoon to Main-Line Junction, and north of Centralia and the main line from Ramsey's Creek to Richview.
- Arthur S. Ormsby, from Richview to Cairo.
- H. B. Plant, from Ramsey's Creek to Bloomington.
- Timothy B. Blackstone, from Bloomington to Eldena.
- B. B. Provost, from Eldena to Dunleith.
- B. G. Roots had charge of surveying parties between the Big-Muddy river and the Ohio & Mississippi Railroad.

Nearly all the important bridges on the line were constructed by Stone & 'Boomer, bridge builders, of Chicago.

Shortly after Col. Mason's arrival in Chicago, he was joined by Mr. John B. Calhoun

of Bridgeport, Conn., who had been connected with the Housatonic Railroad company, and who took charge of the accounts and finances. Col. Mason, writing of him several years after, says: "He was a competent, faithful and reliable man." Mr. Calhoun remained in the service of the company for many years and became its land-commissioner. He was a genial and courteous gentleman, unpretentious and thoroughly honest, and a man of such an ingenuous nature that he despised anything like deception. Millions of dollars passed through his hands during the work of construction without the loss of a cent to the company. Very heavy settlements had to be made with contractors during the progress of the work, and most of these were made by Mr. Calhoun personally, in the capacity of paymaster. As currency was scarce in the state and most of that in circulation was practically irredeemable, it was necessary to send to the eastern banks to procure a monthly supply. In this way the notes of many of the Hartford banks were put in circulation along the line; but as these banks all redeemed in specie, it was not long before they found their way back for redemption.

Mr. Calhoun named almost all the stations that were opened for business on the road after its completion. The names are mostly of Indian origin, but a few were named in a peculiar manner. "Tolono," for example, was constructed by placing the vowel o thrice repeated, and alternating arbitrarily with the three consonants which the word contains, producing a name sufficiently unique.

On March 16, 1853, in addition to his other duties, Mr. Mason was charged with the care of the transportation department of the company's road, covering such portions of the line as were completed and in operation, with additional title of general-superintendent, and in March 1855 additional executive powers were granted him in Illinois.

In the early prosecution of the work, great difficulty was experienced in procuring laborers; the country through which the line was surveyed was of course entirely unsettled. Southerly

from Chicago for about 130 miles, it was an almost unbroken prairie, inhabited only by deer, wolves and other wild animals, with no settlement in view. There were not half a dozen places on the entire line of sufficient importance to be known on the map of the state; so that men had to be brought a great distance to do the work and they had to be cared for along the line. Indeed with the exception of LaSalle and Galena on the main line, and Jonesboro in southern Illinois near the line, there were no places of importance along the proposed route. Nearly 80,000 tons of iron rails of a superior quality had been purchased in England by Capt. David A. Neal, the vice-president, and these began to arrive early in 1852. There were no rail-mills of importance in this country at that time. The cost of the rails purchased ranged from \$38.50 to \$43.50 per ton, f. o. b., at Wales or Liverpool. These rails were for the most part exceptionally good in quality, and some of them were in track for thirty years; a much longer period than the steel rails now manufactured will last under ordinary traffic. Considerable portion of the line was located and construction was well under way by the fall of 1851. Maps and profiles were prepared and these were deposited with the commissioner of the general land-office at Washington, as required by law, in February 1852. The final approval of location and selection of lands was secured a month later. The last contract was let Oct. 13, 1852. In May 1853 the first portion of the road from LaSalle to Bloomington, 61 miles, was put in operation, a temporary bridge was erected over the Illinois river, and cars were hauled to the top of the bluff with ropes and chains by means of a stationary engine. In July 1854, 128 miles of the Chicago branch from Chicago to Urbana were finished and trains were running. A few years afterward the company donated \$50,000 toward the construction of the industrial college at this point, now known as the Illinois University. In November of the same year the communication from Freeport to Galena was completed. In the same month for the first time, passen-

gers were carried from Chicago to Cairo *via* Chicago & Mississippi Railroad to St. Louis, thence east by the Ohio & Mississippi Railroad to Sandoval on the main line of the Illinois Central Railroad, from which point the road was then open to Cairo, a distance of 118 miles.

The writer was a passenger on the first train that passed through southern Illinois to Cairo and remembers well how the "Egyptians" turned out to witness the novel sight, to them, of a locomotive engine and train of cars. They lined the track on both sides at every station, the men dressed in their snuff-colored jeans, and the women with gaudy-colored calicoes, check-aprons and big sun-bonnets. They stood dumb with amazement. Many of them looked as though they had come out "between the shakes" of fever and ague.

When the road was located not a single railroad track crossed the right of way between Chicago and Cairo, a distance of 365 miles. The first work put under contract was that portion of the line extending from Chicago to what was then known as Calumet Station, now called Kensington. This was done in order to enable the Michigan Central trains to enter the city, and that company made a temporary loan to the Illinois Central Company to enable the latter to complete this fourteen miles more promptly. Their first train passed over this new track on May 20, 1852, running north as far as Thirteenth street, where a temporary passenger depot was constructed and which was used for nearly a year thereafter. The road from about Sixteenth street to Randolph street was afterward constructed upon piles driven in the bed of the lake, and this piling was maintained until shortly after the great fire of 1871, when the right of way was filled with *debris* from the fire.

The line into Chicago was originally located through section 10, T. 39, N. R. 14, east of 3d p. m., to the *Chicago river*, so that north of Randolph street it passed through a portion of Fort Dearborn addition then owned by the United States government. The map showing

the location was filed in the general land-office at Washington, the local land-office at Springfield and in the registry of deeds for Cook county. The company claimed a right of way through section 10, north of Randolph street, under the act of congress of Aug. 4, 1852, entitled, "An act to grant the right of way to all rail and plank roads and macadamized turnpikes passing through the public lands belonging to the United States incorporated by any of the states." That act gave such a right for ten years after its passage. The company, however, acquired the right of way through section 10, from the United States government by purchase on Oct. 14, 1852, at a cost of \$45,000 which was then a very high price. Afterward the railroad company brought suit against the United States for the repayment of the moneys paid for the land acquired in Fort Dearborn addition, on the ground that the act of congress applied to the lands reserved by the government for military purposes as well as other public lands, but the court of claims decided adversely to the railroad company.

The Baltimore & Ohio Railroad did not enter the city over the Illinois Central tracks until Nov. 17, 1874.

That portion of the "main line," as it was called between Cairo and LaSalle, a distance of 300.99 miles, was completed Jan. 8, 1855.

With its southern terminal in close proximity to Dixie's land, the road offered ready means of escape for slaves, of which many were not slow to avail themselves whenever the opportunity offered. This they did by crossing the river at Bird's Point, Kentucky, to Cairo, and secreting themselves in freight cars or under passenger coaches just prior to their departure for the north. When discovered, if the conductor of the train happened to be friendly to the slave, his escape was winked at, but in a few instances they were returned to their masters, under the law as it existed at that time.*

Up to Oct. 29, 1889, the transfers of freight and passengers between the north end of the

* Fugitive-slave law, repealed June 13, 1864.

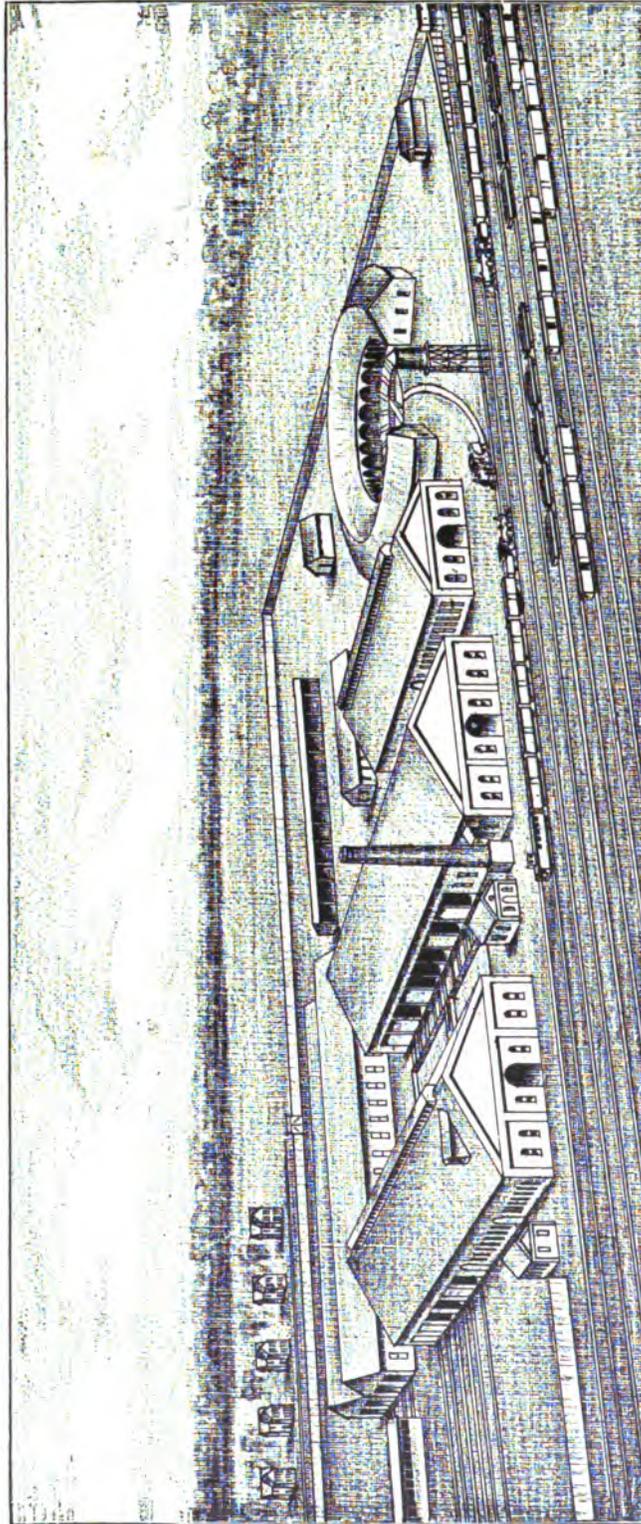
New Orleans line and the Illinois Central at Cairo, were made by transfer steamers which conveyed the cars from one point to another, but on this date the Cairo bridge was opened for traffic, forming a continuous rail route from Chicago to New Orleans, a distance of 938 miles. The length of the bridge is 3 miles and 4,720 feet, and its cost to date has been about \$2,700,000, which will be further increased by expenditures in the way of filling approaches and of additional tracks.

The Galena branch, LaSalle to Dunleith, a distance of 146.73 miles, was completed June 12, 1855.

The city of Galena in 1850 lay principally on the north bank of the river, and had in that year a population of 6000; the whole population of Jo Daviess county was only 18,600. The road was located at first on the south side, because of very hostile opposition on the part of the people of Galena, to the extension of the line across the river, owing to a fear that their trade would be injured, which at that time was quite large. After the bridge was constructed across the river by the railway company, one of the old settlers sat at the south end and swore that he would shoot the first engineer who attempted to cross; a little kindly persuasion on the part of some of the more conservative citizens induced him to retract this oath.

Some idea of the value and magnitude of the business of the city may be gathered from the following table of exports for 1851:

Lead,	- - -	33,082,190 pounds,	
			value \$1,417,151.
Flour,	- - -	39,385 barrels.	
Barley,	- - -	42,731 bushels.	
Pork,	- - -	3,185 barrels.	
Lard,	- - -	125,000 pounds.	
Bacon,	- - -	312,568 pounds.	
Butter,	- - -	87,618 pounds.	
Eggs,	- - -	22,880 dozen.	
Hides and skins,	- - -	9,326	
Horses,	- - -	800 head.	
Cattle,	- - -	1,500 head.	
Lumber,	- - -	5,085,684 feet.	
Shingles,	- - -	2,470,000 bundles.	



BIRDSEYE VIEW OF THE ILLINOIS CENTRAL SHOPS AT PADUCAH, KENTUCKY.

The town was laid out in 1827 and incorporated as a city in 1839.

The fear, as to constructing a railway *through* the city, was certainly well founded, for the completion of the road to Dunleith—now called East Dubuque—17 miles north, proved almost the ruin of Galena as a business centre; the trade being transferred to Dubuque. The road from Galena to Dunleith was opened Monday, June 11, 1855; and the first passenger train passed through on that day. No railways were at this time constructed from Dubuque west, and all the merchandise for the upper Mississippi and the northwest was transferred to steamers at Dunleith, where large and substantial stone warehouses were erected to receive and store it. This gave for the time being quite an impetus to the place; the price of city lots rapidly advanced; a fine, large hotel, called the "Argyle House," which many old Illinoisans remember well, was erected by Frederick S. Jesup, a banker of Dubuque, besides many stores and dwellings.

A connection with Chicago at Freeport was made by using the tracks of the Galena & Chicago Union Railroad, which, in 1864 became a part of the Northwestern Railway system. When the Chicago & Iowa Railroad was built in 1872, from Aurora to Forreston on the main line, its tracks were used and the arrangement *via* Freeport discontinued. The Chicago branch between Chicago and the junction with the main line, a distance of 249.78 miles, was completed September 26, 1856.* Sections of the different divisions were operated as fast as completed.

On Saturday, September 27, 1856, Col. Roswell B. Mason, engineer-in-chief, having been notified that the last rail was laid on the 705.5 miles of road and that the construction of the Illinois Central Railroad commenced December 25, 1851, was an accomplished fact, immediately sent a dispatch to the board of direct-

*The original plan was to have the Chicago branch leave the main line at a point between Decatur and Vandalia.

ors in New York informing them of the circumstance.

Shortly after he tendered his resignation to the board and it was reluctantly accepted. In 1861 he was appointed comptroller of the land-department and retained that position until 1867. In 1865 he was appointed by the state legislature one of the members of the Chicago board of public works to superintend the lowering of the summit of the Illinois and Michigan Canal. In 1869 he was elected mayor of the city of Chicago, and held that office at the time of the great fire, Oct. 9, 1871.

In 1857 what was known as the Peoria & Oquawka Railroad was constructed from Gilman on the Chicago branch to El Paso on the main line, thus forming a connection between these two important divisions. The Gilman, Clinton & Springfield Railroad, connecting the branch with the capital of the state, was opened for business on December 3, 1871.

The early estimates as to the cost of construction of the Illinois Central Railroad proved erroneous: it was supposed that the proceeds of the \$17,000,000 of mortgage debt created, secured by 2,000,000 acres of land, would be amply sufficient to construct the road, and that, immediately upon its completion, the traffic offering would yield sufficient revenue to pay the interest on the bonds issued so that no large contribution from share capital would be necessary; but this proved a disappointment, and it was found necessary to call in not only the entire amount of the share capital, but to increase the capital, all of which was paid up in full. The charter provided that the capital stock should be \$1,000,000, which might be increased from time to time to any sum not exceeding the entire amount expended on account of the road. The capital was fixed at \$17,000,000, corresponding to the amount of the mortgage debt, but this has been gradually increased to meet the necessities of the company. It is now \$60,000,000. The dependence placed upon the value of the lands granted also proved a disappointment. The entire proceeds of these, so far as received, during the construc-

tion of the line and until its completion were not sufficient to make up the deficiency in interest on the funded debt.

To refer again to the clause in the charter of the company requiring the payment of a tax of seven per cent on the gross earnings, its great importance to the state may be better understood when it is stated that, up to April 30, 1899, no less than the enormous sum of \$17,652,930.00 has been paid into the state treasury under this requirement. It may not be uninteresting to the tax-payers of Illinois to show what this sum practically represents in assets of the State. In a recent report prepared by Hon. C. W. Pavey, state auditor for the United States census department, the value of public buildings owned by the state is shown as follows:

State-house, Springfield, - - -	\$4,000,000
Northern Insane Hospital, Elgin, - -	535,000
Eastern Insane Hospital, Kankakee, -	1,211,000
Central Insane Hospital, Jacksonville, -	800,000
Southern Insane Hospital, Anna, - -	643,000
Institution, Deaf and Dumb, Jacksonville,	385,000
Institution for the Blind, Jacksonville, -	171,000
Asylum for Feeble-Minded, Lincoln, -	182,000
Soldiers' Orphans' Home, Normal, - -	148,000
Charitable Eye and Ear Infirmary, Chicago,	84,000
State Reform School, Pontiac, - -	220,000
Soldiers and Sailors' Home, Quincy, -	235,000
Northern Penitentiary, Joliet, - -	1,500,000
Southern Penitentiary, Chester, - -	750,000
Normal University, Normal, - - -	250,000
Illinois University, Urbana, - - -	270,000
Southern University, Carbondale, - -	200,000
Executive Mansion, Springfield, - -	50,000
Supreme Court, Ottawa, - - -	50,000
Supreme Court, Mount Vernon, - -	55,000
State-Arsenal, Springfield, - - -	15,000
	\$11,754,000

In the constitution of 1870, the following reference is made to the payment of this tax: "No contract, obligation or liability whatever, of the Illinois Central Railroad company to pay any money into the state treasury, nor any lien of the state upon, or right to tax property of, said company in accordance with the provisions of the charter of said company, approved February 10, in the year of our Lord 1851,

shall ever be released, suspended, modified, altered, remitted or in any manner diminished or impaired by legislative or other authority, and all moneys derived from said company after the paying of the State debt, shall be appropriated and set apart for the payment of the ordinary expenses of the state government and for no other purpose whatever."

The act of 1869, known as the Lake Front act, contains this clause: "This act shall not be construed nor have the effect to release the Illinois Central Railroad company from the payment into the treasury of the state of Illinois of the per centum on the gross or total proceeds, receipts or incomes derived from said road and branches stipulated in the charter of said company."

The year 1861 was a memorable one in the history of the Illinois Central Railroad. Ten years had elapsed since its charter was obtained. The road was fully completed and thoroughly equipped, but the results of operating it were disappointing. In April of that year, the government placed a force of troops at Cairo. Communication with the south being prohibited, the through business was cut off, and the interests of the company suffered for a time both in the loss of traffic and the failure of the farmers to pay for their lands. To add to the difficulty, the bank issues in Illinois were largely based upon the securities of the southern states. The overthrow of this currency caused the withdrawal of \$12,000,000 of paper from circulation with great loss to the holders. The tax payable to the state upon the gross earnings was, at that time, payable in gold, and the company was obliged to pay a premium of twenty-five per cent for a draft on New York, payable in coin. As the farmers indebted to the company could not meet the payments due on their lands in cash, the land-department adopted the alternative of accepting pay from them in corn, with which their cribs were overflowing. Commencing August 1, in that year, there were received 1,860,000 bushels of corn for lands, and a large quantity was received in the following year.

With the necessities growing out of the war, *sorghum*, or Chinese sugar cane, began to be successfully cultivated in Illinois in 1861, and about 1,500,000 gallons of syrup were produced. Cotton was also raised to a considerable extent in southern Illinois, the price of that staple having reached one dollar per pound. Many of the settlers on the company's lands in

hay and oat crops of 1861-2 were unusually good, and the prices of these products advanced. The demand from the south, though not of the character looked for, was very great, and all the corn, oats and hay that could be transported to Cairo, found a ready purchaser at extraordinarily high prices in the person of Uncle Sam's quartermaster. Corn sold at one time at \$1.50



COURTESY OF "WATERLOO COURIER."

WATERPOWER DAM AT WATERLOO, IOWA.

southern Illinois were from the south, and were, therefore, familiar with the cultivation of both these products.

The loss of the southern traffic was soon compensated for in the extraordinary impetus given to every branch of business by the equipment and movement of the vast number of men placed in the field. It is estimated that in Illinois alone that year 65,000 men were withdrawn from the ordinary occupations of civil life to engage in warlike pursuits. The corn,

per bushel at Cairo and hay and oats were correspondingly high.

The offerings of freight were beyond the carrying capacity of the line: and traffic was tendered at various points, with a certainty that it could not be moved, in order that claims for damages for refusal to receive might be made. Several hundred thousand dollars were paid out on this account. The movements of troops and munitions of war were so large that at times whole regiments had to be transported in

freight cars. It was no uncommon thing for the passenger department to receive an order to move 10,000 troops at a few hours' notice. From this time on the revenues of the line were immense and the interest on the bonded debt of the company was no longer a source of anxiety to those who had stood by it so heroically through the struggles of the preceding decade. The first dividend on the shares, two per cent, was earned and paid that year, six years after the completion of the line.

The road was placed at the service of the government, which at times had practical possession, and the number of troops transported over it was very large, as was also the quantity of munitions of war and stores. Most of the Illinois, Minnesota and Wisconsin troops were sent south *via* Cairo. The first detachment of Illinois volunteer troops, under orders of Governor Richard Yates and in command of Brig-Gen. Swift of Chicago, was carried south in April, 1861. It was rumored that the confederates intended an attack on some of the bridges on the road south of Centralia, and these men were sent there to defend them. Such was the haste with which they were dispatched, that most of them were unprovided with arms. For these and many other bodies of troops forwarded, the company did not wait to obtain proper requisitions from the state, and consequently no compensation was allowed for the service. A large sum of money due from the state remains unpaid to this day. Free transportation was given during the war for all supplies forwarded to the sick and wounded in the hospitals in the south. During the war, not only slaves and refugees from the south, but deserters from the southern army, and, I am sorry to add, a few from the Union army escaped by crossing the river at Cairo.

The demands upon the road-bed and rolling stock of the company, from 1861 to 1865, were so heavy that at the close of the war, the track had been so overtaxed as to be in an almost unsafe condition, and it was restored only after many years of labor and the expenditure of large sums of money.

Many of the Union officers and privates, previous to the war, occupied positions in the service of the Illinois Central Railroad company. Among them were:

Maj.-Gen. George B. McClellan was engineer-in-chief in 1856 and vice-president in 1857-9. The financial resources of the company at this time were quite limited, so that the position proved a most trying one to fill. In that year the company was compelled temporarily to make an assignment of its property, and the then Capt. McClellan was appointed one of the assignees. This trust he administered with great faithfulness. He was courageous under difficulties, exceedingly tender-hearted, just and considerate in his treatment of those placed under him, and was beloved by all with whom he came in contact. He had charge of Chicago Harbor in 1843 and superintended the removal of the sand-bar across the Chicago river.

Maj.-Gen. Ambrose Everett Burnside was cashier of the land-department in Chicago and treasurer of the company. He was a director of the company from 1865 to 1868. Upon the breaking out of the war in 1861, he was called by Gov. Sprague of Rhode Island to take charge of the state troops, and from the colonelcy of the First Rhode Island Regiment he rapidly rose to the rank of major-general. His distinguished services in North Carolina caused him to be promoted to the chief place in command of the army of the Potomac. He afterward served his state many years and until his death as United States senator.

Maj.-Gen. Nathaniel P. Banks was resident director in Chicago from September 1860 to June 1861. He left this post to enter the army.

Brig-Gen. Thomas E. G. Ransom was station agent at Farina, a small station in southern Illinois, at the time the war broke out. He lived, fought and died a brave man, every inch a soldier. I last saw him alive in his tent at Bird's Point, in May 1861. He was anxious to be ordered to the front.

Brig-Gen. Mason Brayman was one of the solicitors of the company. He did good service

for the company during its early organization and was instrumental in securing most of its right of way.

Brig.-Gen. John Basil Turchin, colonel of the Nineteenth Illinois Volunteers and author of "Chickamauga," 1889, was engaged in the land-department. He induced a large number of his countrymen to settle upon the lands of the company near Radom station.

Brig.-Gen. H. L. Robinson, for whom President Lincoln showed some friendship, was a conductor on one of the suburban trains. He rose to the position of colonel and quartermaster.

Col. John B. Wyman, colonel of the Thirteenth Illinois Volunteers, lived at Amboy; was division superintendent of the north division; he was killed at Chickasaw Bayou, Dec. 27, 1862.

Col. David Stuart was one of the solicitors of the company.

Lieut. Wm. DeWolf was engaged in the land-department. He died June 2, 1862, from injuries received at the fight at Williamsburg, Va., May 4, in that year.

Maj. Joseph Kirkland, for some time auditor of the company, entered the volunteer service in 1861, in the first levy of troops. He served faithfully and gallantly as private, lieutenant, captain and major, successively, and was with Gen. McClellan in his Virginia campaign and remained in the service until 1863.

Col. James T. Tucker, who was aid to Gen. Banks while the latter was in charge at New Orleans, was an assistant-treasurer of the company. He was commissioned by Gov. Richard Yates in 1861. He was a most generous-hearted young man, and every one who met "Jimmy" Tucker learned to love him. After the war he was the company's general southern agent at New Orleans, which position he filled most acceptably. He died in that city April 15, 1874.

Sergt. Charles W. Everett, of Battery A, Chicago Light Artillery, had been employed in the land-department; he received a fatal wound

at the battle of Belmont, Ky., and was brought to his home at Woodlawn and died there. It was my privilege to watch with him during his last night on earth.

Irving W. Carson, the celebrated scout who served in the army of the Potomac, had been conductor on the Hyde Park train, and was killed while serving under Gen. Grant at Vicksburg.

There were hosts of others, principally privates, but many of whom rendered meritorious service, that enlisted from the ranks of the Illinois Central Railroad. In truth, during the early part of the war, enlistments by the employes were so numerous that it was difficult to find men to take their places.

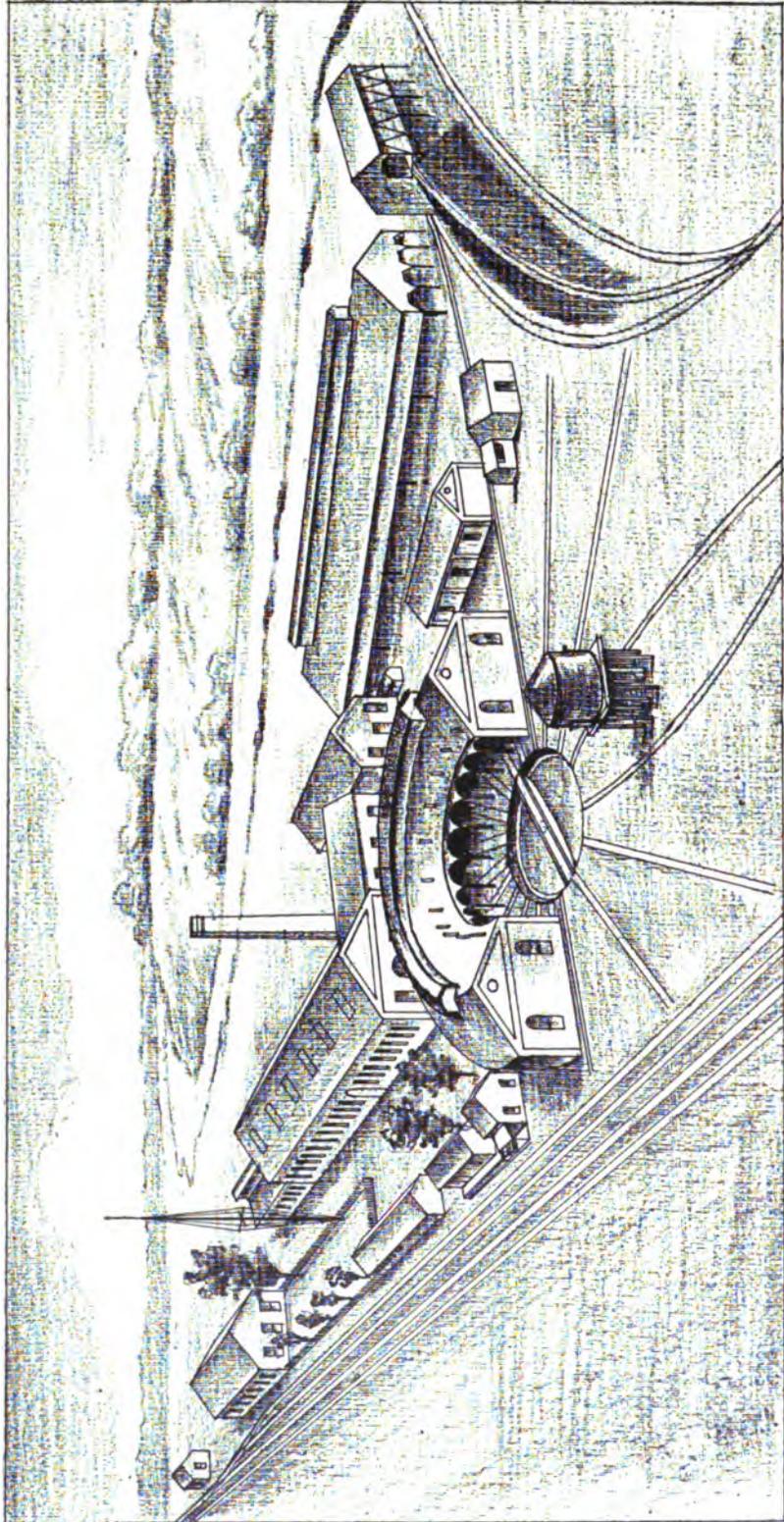
LAKE FRONT ACT OF 1869.

I suppose a history of the Illinois Central Railroad, however brief or condensed, would be incomplete without a reference to the lake front act. It will perhaps be a revelation to many to learn that the Illinois Central Railroad company was not the first in the field in the effort to acquire the lake front, and it will perhaps be a matter of interest to many to learn just how the plan originated. As far back as 1866, an organization known as the Chicago Harbor Improvement Company, and which was composed of many of the leading citizens of Chicago, attempted to obtain from the legislature of the state of Illinois certain rights which can be more clearly defined and understood by certain articles of agreement entered into by those interested in it, which were as follows:

CHICAGO HARBOR AND IMPROVEMENT COMPANY.

"Articles of agreement and association made and entered into by and between the respective subscribers hereto, each with the other, for the uses and objects and upon the declarations herein contained and stated.

"*First:* It is hereby declared to be the object of this association to secure by legislative, and other grants, franchises, immunities, easements and privileges, the right to create,



BIRDSEYE VIEW OF THE ILLINOIS CENTRAL SHOPS AT WATER VALLEY, MISS.

fill in, construct, build, dredge, excavate and dig out, own and possess, lands, piers, wharves, breakwaters, sea-walls, canals, slips, docks, warehouses, elevators, stores and buildings of every name and description, within and upon, and off from the limits, or any part thereof, now covered by the waters of Lake Michigan, or the Chicago river, lying and situated opposite and east of fractional sections 22 and 15 and that portion of fractional section 10 lying south of the Chicago river, in township 39, north range 14, east of the third principal meridian, within one mile of the shore of said lake, or within so much and such part of said limits as may be feasible and expedient, and therein and thereupon, to create, fill in, construct, build, dredge, excavate and dig out, own and possess, lands, piers, wharves, breakwaters, sea-walls, canals, slips, docks, warehouses, elevators, stores, and buildings of every name and description, and do all and singular, such other work and perform such other acts as may be necessary to be done to carry out and effectuate the object and ends of this association.

"*Second:* This association shall be known and called 'The Chicago Harbor Improvement Company.'

"*Third:* The officers of the association shall consist of a president, vice-president, treasurer, secretary and an executive committee composed of five members of the association, to be chosen by the association. Said officers and executive committee to hold office during the pleasure of the association. The duties of the executive committee shall be to obtain the legislation, grants, franchises, immunities and easements mentioned in the first section of these articles.

"*Fourth:* All grants, franchises, immunities and easements obtained by the association shall run to individuals composing said association, and shall be owned and possessed by the several members thereof in equal undivided *pro-rata* proportions; and each member thereof shall have the right, upon the organization of any corporation under and by virtue of such grants or franchises, to subscribe for and re-

ceive an equal proportion with each and every other member thereof of the capital stock of such corporation.

"*Fifth:* It is hereby agreed by and between the parties hereto, that each member hereof is liable for and hereby promises to pay to the treasurer hereof his equal *pro-rata* proportion of all assessments made to defray the expenses incident to the obtaining of the legislation, grants, franchises and easements aforesaid.

"*Sixth:* All assessments under article fifth shall be made by the association at a meeting called by the secretary thereof by written or printed notice to each member thereof, such notice specifying the time, place and purpose for which such meeting is called. For the purpose of this section, one-half of the members of said association shall constitute a quorum, and a majority vote of such quorum shall be sufficient to create a valid assessment.

"*Seventh:* Any member of the association failing to pay each and every assessment made against him in accordance with sections fifth and sixth after notice and demand by the treasurer shall forfeit to said association all interests in its grants, franchises, immunities and easements, and may by resolution be declared expelled therefrom.

"Chicago, March 10, 1866, A. D."

The organization that sought to obtain this franchise was composed of many of the leading citizens of Chicago, but they were governed by selfish motives, and could give nothing in return—it is even doubtful whether they would have carried out their scheme. They failed to procure the privileges they sought to obtain, and at the next session, in 1869, the legislature conferred similar rights upon the railroad company by the passage of an act of which the following is a copy:

LAKE FRONT ACT.

"An act in relation to a portion of the submerged lands and lake-park grounds, lying on and adjacent to the shore of Lake Michigan, on the eastern frontage of the city of Chicago.

"SECTION 1. *Be it enacted by the people of the state of Illinois, represented in the General Assembly,* That all right, title and interest of the state of Illinois in and to so much of fractional section 15, township 39, range 14, east of the third principal meridian, in the city of Chicago, county of Cook and state of Illinois, as is situated east of Michigan Avenue and north of Park Row, and south of the south line of Monroe street, and west of a line running parallel with, and four hundred feet east of the west line of said Michigan Avenue—being a strip of land four hundred feet in width, including said avenue along the shore of Lake Michigan, and partially submerged by the waters of said lake—are hereby granted, in fee, to the said city of Chicago, with full power and authority to sell and convey all of said tract east of said avenue, leaving said avenue ninety feet in width, in such manner and upon such terms as the common council of said city may, by ordinance provide: *Provided,* that no sale or conveyance of said property, or any part thereof, shall be valid unless the same be approved by a vote of not less than three-fourths of all the aldermen elect.

"SECTION 2. The proceeds of the sale of any and all of said lands shall be set aside, and shall constitute a fund, to be designated as the "park fund" of the said city of Chicago, and said fund shall be equitably distributed by the common council between the south division, the west division and the north division of the said city, upon the basis of the assessed value of the taxable real estate of each of said divisions, and shall be applied to the purchase and improvement, in each of said divisions, or in the vicinity thereof, of a public park, or parks and for no other purpose whatsoever.

"SECTION 3. The right of the Illinois Central Railroad company, under the grant from the state in its charter, which said grant constitutes a part of the consideration for which the said company pays to the state at least seven per cent of its gross earnings, and under and by virtue of its appropriation, occupancy, use and control, and the riparian owner-

ship incident to such grant, appropriation, occupancy, use and control in and to the lands submerged or otherwise lying east of the said line running parallel with, and four hundred feet east of the west line of Michigan Avenue, in fractional sections 10 and 15, township and range as aforesaid, is hereby confirmed, and all the right and title of the state of Illinois, in and to the submerged lands constituting the bed of Lake Michigan, and lying east of the tracks and breakwater of the Illinois Central Railroad company, for the distance of one mile, and between the south line of the south pier extending eastwardly, and a line extended eastward from the south line of lot twenty-one, south of and near to the round-house and machine-shops of said company, in the south division of the said city of Chicago, are hereby granted, in fee, to the said Illinois Central Railroad company, its successors and assigns: *Provided,* however, that the fee to said lands shall be held by said company in perpetuity, and that the said company shall not have the power to grant, sell or convey the fee to the same; and that all gross receipts from use, profits, leases, or otherwise of said lands, or the improvements thereon, or that may hereafter be made thereon, shall form a part of the gross proceeds, receipts and income of the said Illinois Central Railroad company, upon which said company shall forever pay into the state treasury, semi-annually, the per centum provided for in its charter, in accordance with the requirements of said charter: *And provided, also,* That nothing herein contained shall authorize obstructions to the Chicago harbor, or impair the public right of navigation; nor shall this act be construed to exempt the Illinois Central Railroad company, its lessees or assigns, from any act of the general assembly which may be hereafter passed regulating the rates of wharfage and dockage to be charged in said harbor: *And provided, further,* That any of the lands hereby granted to the Illinois Central Railroad and the improvements now, or which may hereafter be, on the same, which shall hereafter be leased by said Illinois Central

Railroad company to any person or corporation, or which may hereafter be occupied by any person or corporation other than the said Illinois Central Railroad company, shall not, during the continuance of such leasehold estate, or of such occupancy, be exempt from municipal or other taxation.

"SECTION 4. All the right and title of the state of Illinois, in and to the lands, submerged or otherwise, lying north of the south line of Monroe street, and south of the south line of Randolph street, and between the east line of

provided for in the charter of said company shall forever be paid in conformity with the requirements of said charter.

"SECTION 5. In consideration of the grant to the said Illinois Central, Chicago, Burlington & Quincy and Michigan Central Railroad companies of the land as aforesaid, said companies are hereby required to pay to the said city of Chicago, the sum of \$800,000, to be paid in the following manner, *viz*: \$200,000 within three months, from and after the passage of this act, \$200,000 within six months from



PHOTOGRAPH BY A. W. ADAMS, WATERLOO, IOWA.

A representative of the type of Freight Engines used on the West End of the Illinois Central.

Michigan avenue, and the track and roadway of the Illinois Central Railroad company, and constituting parts of fractional sections 10 and 15, in said township 39, as aforesaid, are hereby granted, in fee, to the Illinois Central Railroad company, the Chicago, Burlington & Quincy Railroad company, and the Michigan Central Railroad company, their successors and assigns, for the erection thereon of a passenger depot, and for such other purposes as the business of said company may require, *Provided*, That upon all gross receipts of the Illinois Central Railroad company from leases of its interest in said grounds or improvements thereon or other uses of the same, the per centum

and after the passage of this act; \$200,000 within nine months from and after the passage of this act, \$200,000 within twelve months from and after the passage of this act; which said sums shall be placed in the park fund of the said city of Chicago, and shall be distributed in like manner as is hereinbefore provided for the distribution of the other funds which may be obtained by said city from the sale of the lands conveyed to it by this act.

"SECTION 6. The common council of the said city of Chicago is hereby authorized and empowered to quitclaim and release to the said Illinois Central Railroad company, the Chicago, Burlington & Quincy Railroad company, and

the Michigan Central Railroad company, any and all claim and interest in and upon any and all of said land north of the south line of Monroe street, as aforesaid, *which the said city may have by virtue of any expenditures and improvements thereon* or otherwise, and in case the said common council shall neglect or refuse thus to quitclaim and release to the said companies, as aforesaid, within four months from and after the passage of this act, then the said companies shall be discharged from all obligation to pay the balance remaining unpaid to said city.

"SECTION 7. The grants to the Illinois Central Railroad company contained in this act are hereby declared to be upon the express condition that said Illinois Central Railroad company shall perpetually pay into the treasury of the state of Illinois the per centum on the gross or total proceeds, receipts or income derived from said road and branches stipulated in its charter, and also the per centum on the gross receipts of said company reserved in this act.

"SECTION 8. This act shall be a public act and in force from and after its passage."

This act was accepted by the board of directors of the Illinois Central Railroad company July 16, 1870, and the secretary of state advised accordingly.

This bill was returned to the house of representatives April 14, 1869, by Gov. John M. Palmer without his approval. The reasons given for the veto were that the consideration for the grant was insufficient—that the rights that were confirmed to the railroad company were too vaguely enumerated—that the act was not, in his judgment, coupled with such restrictions as would protect the rights of the state—that the act did not *require* the Illinois Central Railroad company to place improvements on the submerged lands—that the price named for the three blocks of land between Randolph and Monroe streets—intended to be used for a passenger depot—\$800,000—was below the market value.

On April 16, 1869, however, the act was passed in the house over the governor's veto by a vote of 52 to 31, and in the senate by a vote of 14 to 11. A careful examination of the act will show that, although the railroad company was to receive an extraordinary grant, the interests of the state at least were very well guarded. The railroad company could not part with the fee, and were obligated to pay perpetually to the state upon all gross income derived from the property the same percentage that they pay on the gross earnings of their railway, 7 per cent; also taxes to the city of Chicago upon any of the lands acquired under the grant, that might be leased to other parties. There was also a provision in the act that the general assembly should reserve power to regulate the rates for dockage. The view taken by many senators and representatives who voted for this measure was, that the state was simply utilizing its interest in the submerged lands by constituting them a source of permanent income to it and incidentally to the city of Chicago. The ownership of docks by municipalities has never proved very profitable, and their construction and maintenance have been fruitful sources of corruption. It is possible, therefore, that what was regarded by some, at that time, as a tremendous "steal" might have proved a large and permanent benefit to the city and to the state.

The construction of piers at that time would have afforded splendid facilities for the shipping interest of Chicago, and a strong effort was made to induce the Michigan avenue property owners to consent to their erection, but many of them owning comfortable and costly homes were reluctant to surrender them to the demands of business, and relinquish rights which they had acquired under original purchase, as well as under a special act of the legislature of the state of Illinois, passed in 1863 which is as follows:

"The state of Illinois, by its canal commissioners, having declared that the public ground east of said lots should forever remain open and vacant, neither the common council

of the city of Chicago nor any other authority, shall ever have the power to permit encroachments thereon without the assent of all the persons owning lots or land on said street or avenue."

The great need of the city of Chicago is increased dockage; the accommodation offered by those on the Chicago river and its branches is entirely inadequate to the wants of a great city of nearly 2,000,000 inhabitants. The loss of time and great expense to which vessels are subjected by reason of being compelled to pass through the numerous bridges spanning the Chicago river are very great, and have inflicted incalculable injury upon the shipping interest of the port of Chicago, while the delay caused by the opening and closing of the bridges has also proved a serious inconvenience and loss to her citizens. With each section of the city now supplied with a park, and some of them but partially completed, the necessity for an additional one in the business portion of the city, and which can only be created at great expense, does not seem as pressing or important as the construction of additional docks, which the city under its charter has the right to construct.

On July 3, 1871, with a view of preventing encroachments upon the shore of the lake, certain proceedings were commenced by the United States by information filed in the United States circuit court and a temporary injunction was obtained. A year later, a stipulation was entered into between the railroad company and the war department upon the recommendation of the engineer officers of the United States government, establishing certain dock lines on the east, to which point, those authorized, should be allowed to construct piers.

Two years later, April 15, 1873, the following act was passed: "An act to repeal an act entitled 'An act in relation to a portion of the submerged lands and Lake Park grounds, lying on and adjacent to the shore of Lake Michigan, on the eastern frontage of the city of Chicago; in force April 16, 1869.'

"SECTION 1. *Be it enacted by the people of the state of Illinois represented in the general*

assembly, That the act entitled 'An act in relation to a portion of the submerged lands and Lake Park grounds, lying on and adjacent to the shore of Lake Michigan, on the eastern frontage of the city of Chicago; in force April 16, 1869,' be and the same is hereby repealed."

The subsequent litigation growing out of the passage of these various acts culminated in the decision rendered by Judges Harlan and H. W. Blodgett, February 23, 1888, in the United States circuit court. This decision confirmed to the Illinois Central Railroad company its title to all lands held by it north of Randolph street and also all its rights as riparian owner south of Park Row. As to the distance between Park Row and Randolph street, the following extract, from the opinion referred to, will perhaps give the reader a clearer view of the decision rendered by the court:

"Upon the whole case, we are of opinion that the effect of the repealing act of 1873 was to withdraw from the railroad company as well the grant of the submerged lands described in the third section of the act of 1869, as the additional powers therein conferred upon it, by implication, to engage in the business of constructing and maintaining wharves, piers and docks, for the benefit of commerce and navigation generally, and not in the prosecution of its business as defined and limited by its original charter; saving to the company the right to hold and use, as part of its way ground, or right of way, the small part of the submerged lands, outside of its breakwater of 1869, between Monroe and Washington streets, extended eastwardly, which was reclaimed—presumably upon the faith of the act of 1869—from the lake in 1873. Such appeal was attended with the further result, that while the city of Chicago may, under its charter, preserve the harbor, prevent obstructions being placed therein, and make wharves and slips, at the ends of streets, the exercise of those powers, and the whole subject of the development or improvement of the harbor by a system of wharves, docks, piers and other structures, is with the state, subject only to the paramount

authority of the United States under the power of congress to regulate commerce."

An appeal to the United States supreme court may be taken by any one of the parties interested, *viz.* the Illinois Central Railroad company, the city of Chicago, or the state of Illinois, at any time within two years after entry of decree—Sept. 24, 1888.

VISIT OF FOREIGN DELEGATES.

The year 1876 brought new misfortunes to the affairs of the company. Restrictive legislation in Iowa, of the most aggressive character, compelled a large reduction in local tariff rates

fierce trunk-line war between the Baltimore & Ohio Railroad and the Vanderbilt lines, and in which the Pennsylvania Central was necessarily involved. It was largely a struggle for supremacy between cities, but much personal bitterness was also engendered. Mr. Garrett boasted of his shorter line to the seaport and his cheap fuel, and made his demands accordingly. Mr. Vanderbilt pointed to his curveless and gradeless four-track line as more than an equivalent. The battle waxed sore. Freight was moved for some time at rates below the cost of carrying. Practically, at Chicago, both of these systems entered into competition with the lakes



UNION PASSENGER STATION USED BY THE ILLINOIS CENTRAL AT SIOUX CITY, IOWA.

on the lines in that state, and, incidentally, on all through traffic to and from all points within the state. The difficulty was aggravated by a loss of revenue consequent upon a failure of crops both in Iowa and Illinois. Added to this, there had been a large number of new lines constructed throughout the west, but particularly in the states of Illinois and Iowa, for which there was no remunerative traffic. The division of the limited traffic over so many lines was, as Mr. Wilson G. Hunt aptly expressed it, like giving "one bone to two dogs." Competition became very sharp and rates were forced so low that many of the weaker lines were driven into bankruptcy.

The crowning folly of this dark year in railroad history was the inauguration of the

and canal. The result was a loss, and both sides, weary of the fray, came out of it with largely exhausted resources. The introduction of larger grain-carrying vessels on the lakes, and the reduction of tolls on the Erie Canal, soon proved to the trunk-lines the folly of attempting to compete with water-carriage. The effect upon all the weaker east and west lines was most disastrous—they were compelled to carry freight from all junction points south of Chicago at the same rates as prevailed at Chicago. This, of course, seriously affected the operations of the Illinois Central Railroad, as it deprived them of the haul to Chicago. The result was that their traffic, at all the junction points in Illinois, was confined to short hauls between the stations, changing, in fact,

the entire working of this part of the line by reducing it to a local business. This division of traffic, with the loss of the long haul to Chicago—which had for so many years proved so certain and profitable a source of income to the company—proved very injurious to its revenue.

The unsatisfactory condition of the affairs of the company—which, however, reflected in no degree fairly upon the management, being due entirely to circumstances over which they had no control—produced a feeling of restlessness among the foreign holders of its shares who could not so well appreciate the conditions which led to it as those on this side of the Atlantic ocean.

The average shareholder will rest in sublime contentment and with a confidence born rather of calm indifference than of intellectual comprehension, regarding the affairs of his company, so long as other brains are working out successful results for his benefit. He will saunter into the treasurer's office semi-annually or quarterly, if notified, scrawl his name on the dividend-book in a more or less legible style, receive his check in silence or perhaps with a little growl, and saunter out again, scarcely troubling himself to inquire whether his dividend is *earned* or only *paid*. But woe be to the luckless wight of an official, who, through an error of judgment or unforeseen circumstances, fails to accomplish all that he attempted in the way of cash returns, even though he be fortified with the aforesaid shareholder's proxy. A shareholder's meeting is a tame affair with the shareholders—with dividend checks in their pockets—absent; but a meeting of shareholders to consider ways and means will soon resolve itself into a warring demonstration. So, in this case, this temporary check to the company's prosperity—happily apparent rather than real—was first felt on this side of the water where the circumstances of the case were better understood, and its effect was soon discounted. London and Amsterdam slowly responded to the shock.

A meeting was held in London on January 26, 1877, to consider existing difficulties, which

was presided over by Sir John Rose, and at which were present a large number of English shareholders, and representatives of the administration office for American railroad securities in Amsterdam, at which some unnecessary denunciation was indulged in. Their action, however, resulted in the sensible conclusion to appoint a joint-committee to select delegates to proceed to New York, to confer with the directors and to examine into the financial condition of the company, and then to visit Illinois and the south to make a critical examination of the company's property and report upon its condition and resources. Captain Douglas Galton was appointed on behalf of the English shareholders, and H. de Marez Oyens on behalf of the Dutch shareholders. They sailed for New York and held a series of lengthy and very satisfactory conferences with the directors, resulting in a complete dissipation of the unfounded fears which had been entertained. They then proceeded to Illinois and went over the entire line with the officers of the company, making a very thorough and critical examination of the property and of its assets. As a result of their inspection, they prepared and submitted to their respective bodies of shareholders, April 27, 1877—three months after their appointment—a very elaborate report covering the conclusions at which they had arrived and giving their reasons in detail. It was in all respects highly complimentary to the directors and officers of the company, and justly so, and most reassuring to the shareholders. In this report, they made various suggestions, which, if carried into effect would, in their judgment, prove advantageous to the interests of the company. Stringent economies were introduced into the operations of the line, and the recommendations of the delegates were, so far as circumstances would permit, carried out. The price of Illinois Central Railroad shares, which had fallen to forty cents on the dollar, rapidly recovered.

The office of president had been vacant since July 1876, at which time Mr. John M. Douglas resigned, and on October 17, 1877, the

writer, who had filled the office of vice-president and had been acting president, was elected to fill the vacancy, which position he held until August 15, 1883, afterward again serving as vice-president until January 1, 1884, at which time he retired from the service.

The year 1877 gave promise of better things for the railways of Illinois. The corn crop of that year in this state amounted to about 270,000,000 bushels and the wheat crop was about 32,500,000 bushels. The price of iron and steel declined to a very low point, and railway supplies were correspondingly low. In Iowa the indications of public sentiment toward railways were, temporarily, somewhat more favorable, as the effects of injudicious legislation on the interests of the state were beginning to be felt by the people. The unwise and restrictive laws, which had been passed, began to cripple the railways and forbid further investments of capital and this had its effect upon the legislature of the state.

RIOTS OF JULY 1877.

The dark spot in railway history this year was the inauguration of the great railway strike which occurred in July. "Railway strikes attended by riots were at that time in progress in several of the states, but the first demonstration in Chicago was at a mass meeting of workmen, so called, held Monday evening, July 23, at the corner of Madison and Market streets, at which there were about 5000 people present. The first indication of mob violence occurred next morning, Tuesday, when a mob of men and boys, armed with clubs and sticks, moved down South Canal street, compelling all workmen in the lumber-yards and factories to quit work. They were dispersed by the police but later on in the day another mob collected near Remington's gun-store on State street. This was dispersed also by the police. In the afternoon mobs congregated in different parts of the city. The first actual violence occurred on Wednesday, when the rioters began driving men from their work and destroying property in the lumber district, and massed a large force

near McCormick's reaper factory on Blue Island avenue. A second mob congregated at Van Buren street bridge and still another in the vicinity of the Illinois Central elevators. This latter was most effectually dispersed by the police under Lieut. Bell and Sergt. Brennan, who dealt with the leaders in the most summary manner. Before noon several outbreaks occurred in various parts of the city and the street cars were compelled to stop running. At the Chicago, Burlington & Quincy freight depot, five rioters were shot dead. That evening the rioters raided a gun store and appropriated the stock. Thursday morning, 26th, the rioters were massed in the vicinity of the 16th street viaduct and several sanguinary conflicts took place. At noon the rioting culminated and the police, who were greatly exhausted from their efforts of the four previous days, were no longer able to cope with the rioters, and it was found necessary to order out the military. The first and second regiments reported for duty, two six-pound guns and two companies of cavalry were also brought into service. These troops were stationed in different parts of the city and had a quieting effect upon the surging crowd, but in one instance they were obliged to fire upon the rioters. By Monday, July 31, the riot was practically at an end. Owing to the prompt measures resorted to and the efficiency of both the police and the military, the city of Chicago happily escaped with small loss."*

The whole demonstration had none of the elements of a strike, the men were simply intimidated and feared to go to work. The property of the Illinois Central Railroad, as was that of many others, was imperilled by the action of lawless mobs that visited the freight yards and shops of the company and ordered the engineers to stop moving trains and men to quit work. These demonstrations were made in most instances by men not connected with the railroads. Almost all the Illinois Central men took a stand and gave proof of their loyalty and devotion to the company against the

* "History of Chicago," by A. T. Andreas, 1885.

rioters, and assisted in preserving the property of the company. Indeed, it is greatly to the credit of the men to record the fact that, during this trying ordeal, the company suffered no loss whatever beyond detention of traffic. All of its rolling stock was removed to a place of safety, south of the city.

A company of militia was organized by volunteers from the different departments of

Oliver A. Berry, and other faithful men, at that time in the service of the company.

In 1878 a contract was entered into with the Pullman Palace Car Company for the use of their sleeping cars. Previous to this the company had constructed and used its own sleeping cars. For a number of years after the road was constructed it was not regarded as a passenger line. Indeed, it is very doubtful whether



COURTESY J. R. LILLY, McCOMB CITY, MISS.

ILLINOIS CENTRAL LOCOMOTIVE No. 942.

the service, muskets were purchased for their use and Col. James Noquet, chief draughtsman, was placed in command of the force which was placed on duty in the freight yard. Many of the men had fought in the Union army, and Col. Noquet had been a soldier in the French army and had led troops against a mob in the city of Paris. These facts being made known were sufficient to deter the rioters from committing depredations. Col. Noquet was assisted by Thomas J. Tustin, William Wilkinson,

the passenger receipts were sufficient to pay the expenses of keeping up this branch of the traffic. It had no through connections of importance, but after the acquisition of the southern lines leading to New Orleans and to other important points in the south, the character of the business of the line was materially changed and it gradually began to take its place among the first-class passenger lines of the country, and it became necessary to devote greater attention to this class of traffic. The introduc-

tion of the elegant coaches of the Pullman Company greatly improved the service of the company, a fact which the travelling public were not slow to appreciate.

May 26, 1880, ground was broken for the construction of the works of the Pullman Palace Car Company on land adjoining the Illinois Central tracks, about one mile north of Kensington station. The establishment of this model manufacturing town of Pullman upon the road, at so convenient a distance from the city, gave an immense impetus to the suburban traffic which, though carried on for many years, had not, up to this time, proved very profitable.

In 1879 the company constructed a bridge across the Chicago river under authority contained in an ordinance which had been passed many years before, Dec. 1, 1862, entitled "an ordinance approving the plans for a bridge to be erected by the Illinois Central Railroad company across the Chicago river." This connected its depot grounds on the south side with the lands of the Chicago Canal & Dock Company on the north side. The construction of this bridge added immensely to the facilities of the road, enabling it to reach important connections on the north side, theretofore only reached by the circuitous route afforded by the St. Charles Air-line crossing at Sixteenth street.

In 1880 the Kankakee & Southwestern Road, a branch line running southwest from Otto, was extended to a junction with the northern division at Minonk, thus giving an independent connection between that division and the Chicago branch.

Steel rails were purchased this year to complete in steel the entire original line, and when laid soon demonstrated that the most remunerative employment of capital in a railway is in perfecting its condition.

In 1881 a brick elevator, with a capacity of 600,000 bushels, was erected at Cairo; and in Chicago two new docks, and the substantial iron viaduct at the foot of Randolph street were completed. In the following year additional terminal facilities were provided by the

construction of additional tracks from the Chicago yards south, which provided two tracks for freight trains, two tracks for passenger trains, and allowed two tracks to be devoted entirely to suburban business, giving the road the finest and safest entrance into a great city possessed by any railway in the world.

In 1883 the South Chicago Railroad was completed which afforded a double track connection, about five miles in length, with this important manufacturing town and added largely to the suburban traffic.

RAILWAY COMMUNICATION WITH THE SOUTH.

For many years after the completion of the Illinois Central Railroad, the directors made repeated attempts to carry out the original intention, as contemplated in the act of congress granting the public lands to the three states, by effecting an all rail communication with the Gulf of Mexico. Traffic to and from the south was gradually increasing; and transshipment of produce and merchandise at Cairo by ferry to Columbus, Kentucky, a distance of twenty miles, there connecting with the Mobile & Ohio Railroad, was attended with both unnecessary delay and expense. Accordingly in 1872, a contract was entered into with the lines that were then known as the Mississippi Central Railroad, 232 miles in length, and New Orleans, Jackson & Great Northern Railway, 206 miles in length—which were operated under one management—providing for the extension of the former line from Jackson, Tennessee, to a point opposite Cairo, a distance of 108 miles, and for a mutual interchange of traffic. Under this contract, the Illinois Central Company was to invest annually, one-eighth of its earnings from traffic to and from those lines, in their consolidated mortgage bonds to the extent of \$100,000 per annum for ten years. This contract was afterward modified to the extent of an engagement to purchase outright \$200,000 of these bonds at par, annually, to the extent of \$6,000,000 in all. This was done in order to enable the two southern lines to negotiate the bonds so as to procure the necessary means to

construct the new intermediate road and make certain necessary improvements. The Mississippi Central road was extended to Cairo—work being completed so that it was opened for traffic December 24, 1873. This supplied a most important link in the direct chain from Chicago to New Orleans, a distance of 913 miles.

The Illinois Central Railroad company subsequently exchanged \$5,000,000 of its five per cent bonds for the same amount of the seven per cent. southern bonds with the engagement to purchase attached, thus practically taking up its own obligation with a bond bearing a reduced rate of interest.

The opening of an all-rail route to the south had the effect of largely diverting traffic from the Mississippi river; but the southern roads had scarcely recovered from their impoverished condition following the close of the war, and, lacking the means to properly equip and maintain them, they were not in a situation to handle the large traffic offering. Steel rails were selling at nearly \$100 a ton at this time, and many other articles of railway supplies were correspondingly high. Added to this, the financial panic of 1873 affected all railway enterprises throughout the country, so that this and the year following were years of unusual depression; the results of the particular arrangements referred to did not therefore immediately prove as satisfactory as was expected.

In 1876 the roads between New Orleans and Cairo defaulted on their interest, and on March 10, in that year, both lines were placed in the hands of a receiver. Foreclosure proceedings followed, and as a result, the Illinois Central Railroad company became, after about two years of litigation, practically the owner of both lines, under purchase, and the name of the company owning the consolidated New Orleans line was changed to the Chicago, St. Louis & New Orleans Railroad company. It was thought by many, who were unfamiliar with the resources of the south, that the additional obligation assumed by the Illinois Central Railroad company would prove an onerous burden,

and, for the time being, it had the effect of depressing the market-price of its shares. After the Illinois Central company obtained full control of the two lines, it completed their restoration to the standard of first-class railways, and then what was feared at one time might prove a serious burden to the Illinois Central Railroad company became in reality the best paying portion of the line.

The remainder of the story can best be told by producing *verbatim* the report of Mr. William H. Osborn, chairman of the executive committee, who, through all these trying years, never lost faith in the ultimate success of the undertaking, and to whose sagacity and foresight, aided by the indomitable energy of Mr. James C. Clarke, who was in charge of the lines, and the remarkable legal ability displayed by Judge James Fentress, now the general solicitor of the company, may be attributed the very satisfactory termination reached. This report contains an epitome of the entire transaction and is as follows:

Report of Mr. William H. Osborn, chairman of the Chicago, St. Louis & New Orleans Railroad Company:

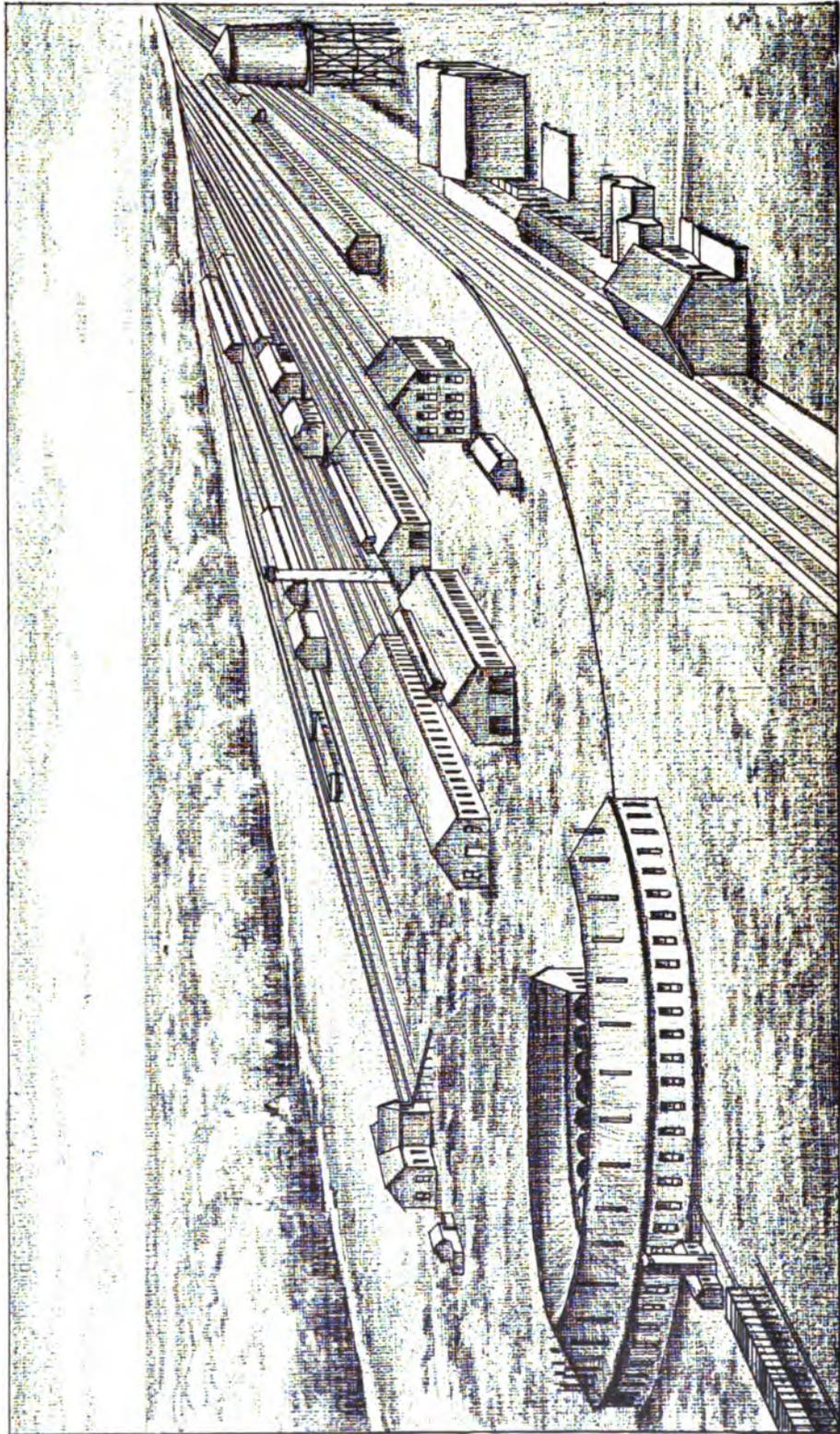
“NEW YORK, Dec. 30, 1882.

“TO THE BOARD OF DIRECTORS OF THE ILLINOIS CENTRAL RAILROAD COMPANY:

“*Gentlemen*:—This railway, consisting of 548 miles of main track, 31 miles of branches, with 106 locomotives, 2,241 cars, and all other property and rights attached to it, with \$1,000,000, five per cent, 1951 bonds, \$125,000, six per cent bonds and \$623,043.70 in cash will be surrendered to you on the first *proximo*, in pursuance of the lease of this property to the Illinois Central Railroad company, dated June 13, 1882, thus completing your system with a well finished railroad and plant from the lakes to New Orleans.

“The Hon. Stephen A. Douglas introduced in the senate of the United States in 1848, a bill ‘granting to the state of Illinois the right of way and donation of public lands for making a railroad to connect the waters of the upper and lower Mississippi with the chain of lakes at Chicago.’ This motion resulted in the granting of lands to Illinois and similar grants to Mississippi and Alabama in order to effect the completion of this important connection.

“It was the subject of earnest debate in the senate in 1850 and was supported by Senators Lewis Cass of



BIRDSEYE VIEW OF ILLINOIS CENTRAL SHOPS AT McCOMB CITY, MISS.

Michigan, Henry Clay of Kentucky and William H. Seward of New York. The latter gentleman, speaking of the proposed railroad, said: 'I regard this work as a great national enterprise—a great national thoroughfare.' The bill, after the advocacy of these distinguished statesmen, passed the senate by a vote of nearly two to one.

"In 1851 the state of Illinois accepted a proposal to build the road, made to it by a prominent body of New York and Boston gentlemen, all of whom, with but two exceptions, have passed away.

"The act of the general assembly of Illinois, approved Feb. 10, 1851, constituted your present corporation. Most of the directors named in the charter became the active managers of the company, and, before the Illinois Central Road was completed, the directors communicated with those of the Mobile & Ohio Road, and upon several occasions endeavored to promote the completion of that line to Cairo; but the Mobile & Ohio Road did not reach Cairo until a recent period. The public events which arrested the progress of the country for so many years left the railroads south of the Ohio river in the most dilapidated and ruinous condition. There was no railway communication from Cairo south until 1874.

"Previous to your line reaching Cairo, the products of Louisiana were shipped by steamboats to St. Louis, trans-shipped up the Illinois river by smaller steamboats, trans-shipped again to canal-boats, and reached Chicago by the Michigan Canal. These three transfers caused a delay of a month or six weeks. The grain and provisions, which were so indispensable to the south, were sent in the same circuitous way. Later on this traffic was connected with your road at Cairo but in a very unsatisfactory manner, as most of the commerce upon the lower Mississippi was destined for St. Louis and Cincinnati; Cairo was not of sufficient importance to command exclusive lines of boats upon the river. Moreover, this river communication was oftentimes very expensive; the frequent transfers required expensive packing of provisions; grain was sent in bags; and upon the north-bound freight, chiefly sugar and molasses, the waste and shrinkage was serious. It is a singular fact that the rates of rail transportation to-day from New Orleans to Chicago, and from Chicago south, are not equivalent to the loss by shrinkage and waste upon the sugar and molasses in former times, or to the cost of packing the provisions sent south, which is not now required under the present modes of shipment by rail. Thus the producer is brought close to the consumer at least expense. It is a moderate estimate to say that the prices of provisions and grain, hay and other products of the north, now ruling in the south, are lessened one-third by the advantage of the present rail communication.

"The Illinois Central directors, in 1872, unanimously agreed to advance about \$5,000,000 toward the extension of the Mississippi Central Road to Cairo, and to the improvement of the Jackson Road to New Orleans. It is not pleasant to waste words upon the failure in the expectations of the company. These advances at one time appeared to be lost through the failure of the southern lines to pay the interest upon the bonds purchased. It may be well to remember that in February 1876, the board of directors were willing to take the control of the property burdened with a debt of \$18,372,834, with an annual interest charge of \$1,404,655.97, and to spend \$2,000,000 additional in the necessary improvement to the property. Negotiations to this end failed, and foreclosure proceedings were commenced by filing a bill in the federal courts in the spring of 1876. These proceedings terminated happily in 1877, and the two roads were purchased that year in behalf of the bondholders on equal terms—the Illinois Central holding a majority of the bonds in default. The legal steps in the foreclosure were directed by the Hon. John A. Campbell and the Hon. James Emott, and later, by the Hon. Jas. Fentress of New Orleans. Suffice it to say that, under the counsel of these eminent lawyers, we have not had to retrace our steps in any one instance. Repeated legislation was required from all four of the southern states, and ordinances from the city of New Orleans and other municipalities, all of which were obtained promptly and honestly. The desire of the southern people to have a first-class railroad was expressed through the governors of the states and the legislatures, who gave every assistance which could consistently be granted. This new company is now constituted a corporation in perpetuity with the right to lease other roads or to lease its own road to the Illinois Central Company. The acts, deeds and papers have been carefully examined. Your possession of this property is as absolute as if the original charters had been granted to the Illinois Central Railroad Company directly.

"I have, therefore, the satisfaction of concluding the active existence of this corporation which has had only five years of duration. Your road constitutes the most important north and south trunk line in the world. The traffic is chiefly in the interchange of commodities, the exclusive growth of the south for commodities grown in the north, and is of indispensable necessity to a population of six or eight millions of people. The location of the line is so direct that this traffic is perhaps less open to competition than that of any other line on this continent.

"Soon after the appointment of receivers in 1876, I induced those gentlemen to appoint Mr. James C. Clarke the general manager of both lines. It required the whole term of the receiverships to catch up with arrears. The employes were unpaid for several months;

there were not fifty tons of spare rails upon the road; no supplies in the machine shops; no fuel on hand. The demoralization of unpaid employes is always dangerous, leads to accidents, puts the lives of all the passengers in peril and causes the death of some. There was a fatality attending these lines at that time. The route was avoided; many travelers preferred to take their chance upon the river rather than face the dangers of the track. Mr. Clarke had not the power to restore order and discipline to the management of this property until the termination of the receiverships, January 1, 1878. From that date full control of the working of the line has rested upon him. Knowing him for many years, his experience, his perfect integrity, his thoroughness in every detail of railroad construction and management, I have never interposed my comparatively imperfect knowledge of railway affairs.

"Mr. Clarke has rebuilt this line from its ashes. At the machine shops were piles of broken cars; and the remnants of locomotive boilers, which had been exploded for years, were still maintained on the books of the company as engines. The bridges all required renewing; the ties were rotten and defective. From this confusion Mr. Clarke now delivers to you a well constructed and equipped railroad. 35 engines and 1200 cars have been built in the shops of the company; 24½ miles of bridging have been built; 3½ miles of open trestle-work have been filled up with solid embankments; 1,341,500 new cross-ties have been put in, equal to 2,080 ties per mile on this whole road and side tracks. The road has been extended 3½ miles to East Cairo; a spur line of 12 miles to Lexington is nearly completed; the passenger equipment renewed and doubled; the wooden truss bridges replaced with iron; every bar of iron has been taken from the track, which is now laid entirely with steel; 200 miles of track ballasted with stone or gravel, and over 100 miles of the road have been fenced. It was indispensable to change the gauge, adopting the standard gauge of the north, which of course required the change of all the motive power and rolling stock. This has been done. The side tracks were insufficient—15 miles of new side track have been added, the shops furnished with new machinery sufficient for the repair and construction of engines and cars at both of the principal machine shops; new shops have been built at Jackson, Tenn. The improvements to the road render it safe; the trains are now running from New Orleans to Chicago, about the same distance as from New York to Chicago, at about the same speed. Passengers going to St. Louis were formerly two nights and one day on the road; they are now taken through in twenty-nine hours. The station grounds on the river bank at New Orleans were insufficient; large and valuable property has been purchased, and a freight station, which accommodates

the West Indian and Mediterranean freight business, built near the river front.

"These betterments, which have cost about \$5,000,000, have been paid for out of the earnings of the property. The road is not overlaid with debt to correspond to these outlays. On the contrary, its improved condition and the increase of traffic benefitted the credit of the corporation to such an extent that it has been practicable to issue and sell five per cent bonds to take up the older issues of six's, seven's and eight's. In this way the interest charge upon the property, which is intrinsically worth \$5,000,000 more than it was in 1876, has been actually reduced \$370,505.97 per annum and its debt from \$18,372,834 to \$17,000,000.

"The services of Judge Fentress in arranging and settling the many legal complications which cumbered and afflicted this railway and in securing the legislation affecting its powers for all time, though not as conspicuous to the eye as those of Mr. Clarke, have been equally valuable and of as much permanent importance. Annexed to this statement is an exhibit of the legislation in the several states.

"The company has no engagements with other railway corporations excepting those for the construction of the two lines in Mississippi, which have been entered into under your direction and by your authority. Its recent contract with the Western Union Telegraph Company is open to revision at short periods, and the engagement with the Pullman Southern Car Company can be terminated at the option of the company in 1884. It is free from floating debt and free from litigation.

"You take this productive property with a surplus in hand and with all the powers necessary for its future management. You now own \$5,000,000 of the five per cent bonds, for which there is no immediate use as the requirements of the southern line upon capital account are drawing to a close and can readily be met from the earnings of the property. I therefore beg to suggest to your consideration the cancellation of this \$5,000,000 of bonds, thus reducing the debt to \$13,000,000, upon which the interest charge will eventually be \$650,000. This reduction of interest charge will enable you to pay larger dividends upon the \$10,000,000 of stock now the property of your shareholders. This step will reduce your entire fixed charges to about \$1,350,000 on 1525 miles of railway.

"For the next thirteen years you have no debt to provide for. \$2,500,000 of your bonds fall due in 1895. It seems unwise to hold \$5,000,000 of your own executed obligations available at any moment. The experience of nearly thirty years strengthens my impression that prosperity—leading to unwise expenditures—is oftentimes as dangerous as adverse crops, with consequent loss of traffic affecting income. The specific for

accuracy in accounts and economy in expenditures appears to be—to take all expenses including construction out of income and divide the surplus only.

“I beg to refer to you the annexed exhibits and reports.

“In retiring from this trust, I have every reason to believe that the New Orleans division of the Illinois Central is in charge of zealous, faithful and experienced men.

W. H. OSBORN, Chairman.”

Report of Mr. James C. Clarke, general manager of the Chicago, St. Louis & New Orleans Railroad Company:

Railroad Company—now the lessee of this railroad—treats of the work which has been done on track, building bridges, engines, cars, ballasting, fencing, depot grounds, side tracks, shops machinery, steel rails, change of gauge, etc., etc., in a general way. It is therefore, considered unnecessary to refer again to them. At the close of the year 1877, there were 60 miles of steel rails on the track. On December 31, 1882, the whole main track, 548 miles, is laid in steel rails.

“REDUCTION OF GRADES BETWEEN JACKSON, TENN., AND CANTON.—The maximum of grades on this portion of the road has been reduced from 60 feet per



ILLINOIS CENTRAL STATION AT NEW ORLEANS.

“NEW ORLEANS, LA., January 1, 1883.

“TO THE SHAREHOLDERS OF THE CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD CO.

Gentlemen:—I was elected vice-president and general manager of this company in January 1878. At that time, the equipment of the road in motive power and rolling stock consisted of 80 locomotives and 1240 cars. At the present time, this company has 106 locomotives and 2242 cars of all kinds. Many of the engines and cars on the schedule in 1878 have been rebuilt and renewed, some were condemned as unsafe for future use. 11 of the old engines were sold, their capacity to draw heavy trains being too light for profitable use.

“The report of the chairman of our board, dated December, 30, to the directors of the Illinois Central

mile to a maximum of 40 feet per mile, few exceeding 35 feet per mile.

“This has enabled our engines to draw over this portion of the road six to eight loaded cars more per train than the engines of the same class were able to do before the grades were reduced, thus largely reducing the expenses in train service by increasing the earnings per train.

“The portion of the line between Jackson, Tenn., and East Cairo, 110 miles, has some grades of 52 feet or more per mile. It was constructed with these grades. Evidently the question of economy in operating the lines as a channel of commerce was not considered in adopting such grades. I recommend to the lessee to reduce these grades to a maximum of 40 feet per mile. The work may be done gradually, and the outlay spread over a series of years. I am

sure it will pay to reduce the grades on this portion of the road.

"In these times of low rates for transportation service, nothing is more conducive to economy in operating a railroad than low grades, steel rails, a well-ballasted track, large engines, and slow speed of heavy freight trains.

"CAPITAL ACCOUNT.—There is at present nothing to call for any immediate large outlay of money.

"It is proposed to build four combined brick, freight and passenger stations on the line during the coming year, costing in all about \$15,000, and to revise and remodel the freight-houses and yards and tracks at the levee station in New Orleans, to adapt them to handle the business with less force and expense than we now incur. The increased facility and decreased expenses in transacting business at this station will compensate for the outlay to be made.

"MOTIVE POWER.—The present equipment of engines seems to be sufficient for the wants of the road until the business shall increase to require more power.

"BALLASTING—I recommend to the lessee the continuance of this important matter, gradually, as we have heretofore done during the summer months, when the traffic is light and the engines and cars can be spared from service to transport it.

"FENCING.—This necessary precaution to avoid accidents and prevent paying damages for stock injured or killed, which, in the past five years, has amounted to upward of \$60,000, should be gradually pursued until the whole line is enclosed.

"MACHINE-SHOPS, MACHINERY, AND TOOLS.—The present condition of this plant and its location is all that will be required on this line until its business and traffic shall be increased fifty per cent more than it now is.

"STEEL RAILS.—It will be necessary to buy 150 to 200 tons per year to make frogs and switches and provide for those, now in track, which may be broken or rendered unfit for use by reason of accidents.

"LABOR.—During the past five years, this company has employed a large amount of unskilled labor, consisting chiefly of negroes. My experience with this class of labor has been very satisfactory. When intelligently directed, properly treated, and justly dealt with, there is no better laborer than the negro to be found among any race in the world. They are peculiarly fitted for labor in semi-tropical climates, and by nature cheerful, obedient, kind, imitative, and contented. They are fast learning that "freedom" means honesty, industry, and intelligence. They are now a valuable laboring population, and each year, as they acquire education, they will become better citizens. They should be justly dealt with and treated with the respect due all honest laborers.

"CAPITAL REQUIRED FOR FUTURE IMPROVEMENTS.—From the past five years' experience, I feel I am justified in saying that this property, managed as we have no doubt it will be, will furnish the funds to make the betterments and improvements that may be necessary, as well as to provide for the fixed charges and rentals.

"The Illinois Central Railroad Company has, today, assumed the control and management of this property as lessee. Hereafter its earnings and expenses will appear in the accounts of that company, under the head of the 'Southern division of the Illinois Central Railroad Company.'

"CONCLUSION.—As you are aware, the managers of this property, during these past five years, have made no published report. All our receipts, during these five years, have been applied to the operating expenses, and reconstruction, and to the interest on the prior liens, styled the first and second mortgage bonds. I have not endeavored to draw a nice distinction between operating expenses and construction account. After providing for the interest on the prior liens, I have used the remainder of the money in rebuilding this road. It is now in such a condition that I feel it safe to say that it can be maintained and steadily improved at about sixty per cent of its gross earnings. The gross earnings, during the past five years, have been as follows:

1878.....	\$2,842,434.15
1879.....	3,357,305.00
1880.....	3,716,902.42
1881.....	4,059,151.40
1882.....	3,820,996.83

A yearly average of...\$3,559,357.96

"The report of the chairman of the board referred to gives the result of our stewardship of your property.

"With a sense of gratitude to officers and employes in every grade of the service for their zeal, anxiety, and devotion at all times to promote the company's interest, and the cheerful co-operation and aid rendered to me in the management, I desire to place my acknowledgements on the records of the company.

Respectfully,

JAMES C. CLARKE, General Manager.

This report was submitted to a meeting of the board of directors, held January 17, 1883, and the following preamble and resolutions were adopted:

[Extract from the minutes:]

"The report of Mr. William H. Osborn, chairman of the Chicago, St. Louis & New Orleans Railroad Company, addressed to this board under date of December 30, 1882, accompanied by the report of the Hon. James Fentress, general solicitor, addressed to him, under date of December 8, 1882; and, also, the report of Mr. James C. Clarke, general manager of the Chicago, St. Louis & New Orleans Railroad Company, addressed to the shareholders of that company, under date of January 1, 1883, having been submitted and read, it was, on motion of Mr. Webster, duly seconded,

"*Resolved*, That these reports be accepted by this board, printed, and a copy thereof transmitted to each shareholder of the Illinois Central Railroad Company, and to each holder of the leased line stock certificates issued against the shares of the Chicago, St. Louis & New Orleans Railroad Company.

"That this board desires to express and place on record its high appreciation of the wisdom, zeal, and unflagging fidelity with which Mr. Osborn, Mr. Clarke, and Mr. Fentress, and every other officer whose work has come under the observation of this board, have conducted the affairs of the Chicago, St. Louis & New Orleans Company since the property was placed in their hands. And the president of the Illinois Central Company is hereby directed to express to those officers of the Chicago, St. Louis & New Orleans Company the thanks of this board for the gratifying results which their labors have done so much to accomplish."

The following, moved by Mr. Elliott, and duly seconded, was also adopted:

"In view of these highly satisfactory reports, the board deems it desirable to call the attention of the Illinois Central shareholders specifically to the increased value of their property resulting from the intelligent and unwearied efforts of the officers who have been charged with the care and development of the Southern line; therefore, be it

"*Resolved*, That the board recommends to the shareholders, at their next annual meeting, to take such action as they may deem best to express their appreciation of the results thus far obtained and their recognition of the services rendered."

In obedience to the request of the board of directors, the president addressed letters to Mr. Osborn, Judge Fentress, and Mr. Clarke, expressing the thanks of the board, of which the following are copies:

ILLINOIS CENTRAL RAILROAD COMPANY,
PRESIDENT'S OFFICE.

CHICAGO, January 24, 1883.

WILLIAM H. OSBORN, Esq., New York:

"*My Dear Sir*:—At a meeting of the board of directors of the Illinois Central Railroad Company, held on the 17th instant, your report to them, dated December 30, 1882, was submitted, read, ordered to be printed, and copies mailed to each shareholder and leased-line certificate holder of the Illinois Central Railroad Company.

"The following resolution was offered by Mr. Sidney Webster, duly seconded, and passed unanimously:

"*Resolved*, That these reports be accepted by this board, printed, and a copy thereof transmitted to each shareholder of the Illinois Central Company and to each holder of the leased line stock certificates, issued against the shares of the Chicago, St. Louis & New Orleans Railroad Company—that this board desires to express and place on record its high appreciation of the wisdom, zeal, and unflagging fidelity with which Mr. Osborn, Mr. Clarke, and Mr. Fentress, and every other officer whose work has come under the observation of the board, have conducted the affairs of the Chicago, St. Louis & New Orleans Company since the property was placed in their hands. And the president of the Illinois Central is hereby directed to express to those officers of the Chicago, St. Louis & New Orleans Company the thanks of this board for the gratifying results which their labors have done so much to accomplish."

"Also the following, offered by Mr. John Elliott:

"In view of these highly satisfactory reports, the board deems it desirable to call the attention of the Illinois Central shareholders specifically to the increased value of their property resulting from the intelligent and unwearied efforts of the officers who have been charged with the care and development of the Southern line; therefore, be it

"*Resolved*, That the board recommends to the shareholders at their next annual meeting to take such action as they may deem best to express their appreciation of the results thus obtained and their recognition of the services rendered.

"I do not know that I can add anything that will emphasize more distinctly the sincere gratification felt by the board on the completion of your work and I fear that I shall but feebly convey to you the proper expression of their feeling. Remembering, as I do, the physical condition of the Chicago, St. Louis & New Orleans Railroad six years ago, and the complicated state of its finances and affairs generally, the work which you

have just completed seems to me the most remarkable exhibition of energy, skill, and untiring perseverance, ever recorded in the history of railroad management. Words fail me to properly express the appreciation which I am sure every member of the board of directors of the Illinois Central Railroad Company feels in reference to the prominent part you have taken in rescuing this property and in protecting the interests of the Illinois Central shareholders. This work has been to you at times one of great discouragement as well as intense anxiety; but the grand result accomplished, now commanding the attention of those interested with you, will, I am sure, compensate you for your labors and call out from the shareholders a more earnest expression of approval than has yet been given.

the management of the Illinois Central property for a period of over a quarter of a century.

"I remain, with great respect,

Yours very truly,

WM. K. ACKERMAN, President."

"ILLINOIS CENTRAL RAILROAD COMPANY,
PRESIDENT'S OFFICE.

CHICAGO, January 24, 1883.

"HON. JAMES FENTRESS, New Orleans:

"My Dear Sir:—At a meeting of the board of directors of the Illinois Central Railroad Company,



COURTESY S. O. HORTON; DURANT, MISS.

Effects of a collision with a \$10 cow.

Even without this, I am sure that the eminent satisfaction you will enjoy arising from the conscientious application of your energies in developing and bringing to a successful conclusion so arduous a work as you have been charged with, would of itself amply repay you for the harassing cares which have surrounded you in its prosecution.

"Permit me, in conclusion, to express to you my own sense of the great obligation under which you have placed us, and to express the hope that, although in the future you may not be engaged in the active management of the line, yet that we may be favored from time to time with your kind co-operation, and may have the benefit of your long experience, gained in

held on the 17th instant, the very able and comprehensive report prepared by you as solicitor general of the Chicago, St. Louis & New Orleans Railroad Company, and addressed to the chairman of the executive committee of that company, covering a period of five years past and giving a synopsis of the legislation obtained during your management of the legal department during that time, was laid before the board, together with the reports of the chairman and general manager. They were read in full, accepted by the board, ordered to be printed, and copies thereof sent to each shareholder and to each leased line certificate holder of the company.

"The following resolutions were offered by Messrs. Webster and Elliott, duly seconded, and passed unanimously:

[Same preamble and resolutions as contained in letter to Mr. William H. Osborn.]

"From the foregoing, it will be seen that it is made my pleasant duty to convey to you the thanks of the board, as expressed in the above resolutions, which I take great pleasure in doing. There was but a single expression on the part of all the members of the board and that was one of full appreciation of the very able manner in which you have conducted the legal business of the Chicago, St. Louis & New Orleans Railroad Company since that line first came into the possession or under the control of the Illinois Central Railroad Company. The management of the department, over which you have so successfully presided during the past five years, has been eminently satisfactory, and the board feel that there is due to you an expression of the high sense of obligation under which you have placed the shareholders of the company for the very happy results that you have obtained.

"Desiring to add my own personal congratulations and good wishes, and trusting that our future relations will be as pleasant and harmonious as they have been in the past,

"I remain, with great respect,

Yours very truly,

WM. K. ACKERMAN, President."

"ILLINOIS CENTRAL RAILROAD COMPANY,
PRESIDENT'S OFFICE.

CHICAGO, January 24, 1883.

"JAMES C. CLARKE, Esq., New Orleans:

"My Dear Sir:—At a meeting of the board of directors of the Illinois Central Railroad Company, held on the 17th instant, the report prepared by you dated January 1, 1883, and addressed to the shareholders of the Chicago, St. Louis & New Orleans Railroad Company, was submitted, read, ordered to be printed, and copies thereof mailed to each shareholder of the Illinois Central Railroad Company.

"The following resolutions were offered by Messrs. Webster and Elliott, duly seconded, and passed unanimously:

[Same preamble and resolutions as contained in letter to Mr. William H. Osborn.]

"From the foregoing, it will be seen that it is made my duty to express to you, as one of the officers of the Chicago, St. Louis & New Orleans Railroad Company, the thanks of the board for the efforts put forward by you during the past five years and which

have resulted in bringing this property to its present very satisfactory condition. Although the board of directors have now by formal resolution more particularly called the attention of the shareholders to your efforts in accomplishing so desirable a result, yet I am sure that, during all the time you have been so engaged, they have never ceased to feel how great was the obligation under which you had placed them. Of my own personal knowledge, I know full well with what difficulties you have had to contend and the many adverse circumstances with which you have been surrounded. In 1874, I passed over the line of road which you have practically rebuilt. Comparing my recollections at that time with its present condition, I can better and more fully appreciate what work you have accomplished. The Chicago, St. Louis & New Orleans Railroad from this time on becomes a part and parcel of the old line, which it has been the good fortune of both of us to serve for so many years together. I sincerely trust that our relations, personal and official, will be as pleasant and cordial in the future as they have been in the past. Believe me, dear Mr. Clarke, yours very sincerely,

WM. K. ACKERMAN, President."

In addition to the reports made by Mr. Osborn and Mr. Clarke, was one furnished by Judge James Fentress, then of Bolivar, Tennessee, giving a concise statement of the legal history of the case. He, with Hon. John A. Campbell of New Orleans—ex-attorney-general of the United States and at one time one of the justices of the United-States supreme court—had been most active in the management of the company's legal affairs of the South, and with consummate skill had been instrumental in bringing them to a successful result. Both Judge Campbell and Judge Fentress—owing to their great ability and thorough familiarity with the laws of Tennessee, Mississippi and Louisiana, the latter unusually complex—were enabled to render most valuable services in expediting settlements of complicated legal questions. Judge Fentress is now the general-attorney of the company, resident in Chicago, having succeeded Mr. Benjamin F. Ayer, who held that position for many years and is now the general-counsel of the company. The law department of the company has always been maintained at a high standard, and among its legal advisers, in past years, may be found the

names of James F. Joy, Hiram Ketchum, William Tracy, Wm. Curtis Noyes, Daniel Lord, Charles O'Connor, Judge Ebenezer Lane,* Judge James Emmott, Melville W. Fuller, the present chief-justice of the United States; W. C. Goudy, Senator William B. Allison, Lyman Trumbull, and John N. Jewett.

Among those prominently identified with the history of the road we mention the following:

Edward Turner Jeffery who was born in Liverpool, England, procured employment as an office boy with Samuel J. Hayes, superintendent of machinery of the Illinois Central Railroad in October 1856. He was afterward placed for a while in the tin and copper shops, and then served as an apprentice in the machine shop, cultivating what might be regarded as an hereditary fondness for the craft of the machinist. He then entered the department of mechanical drawing, and, after he had mastered this science, he was—at the age of twenty—put in charge of this department, and was also made secretary to the superintendent of machinery, and had charge of all new work done in the shops and foundry. From February 1, 1871, to May 4, 1877, he was assistant-superintendent of machinery, and on that date he was appointed general superintendent of the road

*Ebenezer Lane, jurist, was born in North Hampton, Massachusetts, December 17, 1793, and died in Sandusky, Ohio, June 13, 1866. He was graduated at Harvard in 1811, studied law under the guidance of his uncle, Matthew Griswold of Lyme, Connecticut, in 1814, and was admitted to the bar. After practising for three years in Connecticut, he removed to Ohio and settled in Norwalk, Huron county. He became judge of the court of common pleas in 1824, and from 1837 until 1845 was judge of the supreme court of Ohio. After his retirement from the bench, he resumed his profession and was afterward engaged in various relations with western railroads. December 6, 1855, he was elected resident-director of the Illinois Central Railroad Company, and was their legal adviser for three years. He withdrew from active employment in 1859. His ability and experience rendered his advice wise and trustworthy. Like Rufus Choate, Horace Greeley, and some other great men, he never learned to write legibly.

serving as such until December 15, 1885, when he was appointed general manager of the entire line—a rare promotion for one of his age, the more so when we consider his humble beginnings. He resigned as general manager in 1889.

His own advancement, step by step, was fairly won without favoritism or solicitation, but solely on the ground of merit and fitness. His experience not only added to his capacity as a railroad manager, but it likewise broadened his mind and enlarged his heart and sympathies for every honest wage-worker, especially for the young apprentice in the shops. His official career, in the Illinois Central Railroad Company, was singularly successful throughout. His particular strength lay in his thorough adaptation to the company's service and to every branch of it in which he served, as well as in his great industry and energy. (See biography in Part II.)

It was my good fortune, during the seven important years of my connection with the company, as its executive, to have so able a man with me, and one so loyal alike to me and to the company as was Edward T. Jeffery. He was skillful, energetic, systematic, and economical; and, in all he undertook, he worked with an intelligent comprehension of the duty in hand. A harmonious feeling was maintained among the employes, and their devotion to him was something rarely witnessed in corporate operations.

The seven years, heretofore referred to, were the most prosperous ones in the history of the company. Many important additions and improvements were made to the property during this time, and, as the engineering department had been abolished—Mr. Leverett H. Clarke, chief-engineer, having resigned after a faithful service of twenty-five years—and the construction account had been closed, the planning and superintending of these new works devolved largely upon the general superintendent. The gross earnings were increased, the operation expenses were kept at a very low percentage, while at the same time, the physical

condition of the property was fully maintained and large additions were made to its rolling stock.

Joseph F. Tucker was born in Saco, Maine, September 29, 1835. He entered the service of the company September 15, 1856, and remained until 1884. Five of these twenty-eight years were spent as ticket agent, ten as general freight agent, two as general superintendent, and nearly nine as traffic manager.

that had certain of the freight agents in former years adopted such honorable and conservative principles in the prosecution of their business, it is more than probable that the railway interests of this country would have suffered less than they have at the hands of legislatures. Many a time at meetings and in conventions, did Mr. Tucker warn these railroad managers and freight agents as to what would be the result of their doubtful dealings. His words were not always heeded,



PHOTO LOANED BY E. H. GERRY, CHICAGO.

A representative of the locomotives used by the Illinois Central, in the Chicago suburban service.

From the foregoing, it will be seen that his education in the traffic department was thorough and the lessons he gained there taught him that *earnings* for his road meant more than gathering a large volume of profitless business for self-glorification. The "rate per ton per mile" was his ever present thought—and he aimed to secure such a rate as would produce a reasonable *net* result of profit. In this matter, he was a wholesome example to many in similar positions and they might have studied with advantage his conservative course. It is safe to assert

and when the storm came it swept into bankruptcy the properties managed by the reckless or ignorant men who had withstood him.

There is another thing about "Joe" Tucker that is pleasant to record and that is the esteem in which he was always held by the shippers over his line as well as by the craft of traffic managers. It was always said of him that his word was as good as his bond, and so it was. The shippers used to say that if he declined to make concessions, he could always give a good reason for the ground he took and that the re-

fusal was always made in such a kind spirit that, although they might feel disappointed, they could not go away offended. And in his relations to other lines, it required no cast-iron compact of any association of traffic managers to bind *him* to an agreement as to maintenance of rates. It was this spirit of fairness and integrity that made and kept him host of friends both among freight men and shippers.

His management of the traffic business of the Illinois Central Railroad Company extended through some very troublous times, particularly during the period when railroad commissioners were sometimes appointed not so much for their fitness as for political reward. When these men got on the wrong track and attempted to make unreasonable reductions, it was difficult to reason them out of it, for they were dealing with a subject concerning which they were profoundly ignorant, and were governed more by prejudice, and passion, than by sound sense and sober judgment. But Mr. Tucker's arguments before the board of railroad and warehouse commissioners, evincing as they did a thorough mastery of the subject and delivered with such fairmindedness and honest precision, were usually listened to with respectful attention and often carried conviction to his hearers; and, in one instance at least — aided by some suggestions from his brother officers — he prevailed upon the members of the board actually to recall a schedule of tariff rates which they had ordered to take effect within a few days. He proved clearly to the minds of the commissioners that the practical effect of an enforcement of the schedule would be a confiscation of railway property and that it would also operate to the disadvantage of the public.

John C. Welling was born near Trenton, New Jersey, on February 24, 1840, and received his education in that city. In 1858 he went into business at Titusville, New Jersey, remained there until 1861, when he was appointed clerk to John W. Newell, paymaster of the United States army. He was in the government service until August 1866, and then entered the service of the Ironton Railroad and Mining Com-

pany, whose mines were located near Allentown, Pa., and owned by Robert Lennox Kennedy of New York. He afterward served as Mr. Kennedy's private secretary until 1874, when he entered the service of the I. C. Railroad Company in the financial department in New York. September 1, 1874, he removed to Chicago to take the position of assistant treasurer. Two years later, he was appointed auditor. His title was afterward changed to general auditor and then to comptroller, a title more nearly corresponding to the duties performed, his office being charged with the supervision of all accounts of the company. He was later elected vice-president, which position he retains at the present time.

Personally, Mr. Welling is held in very high estimation by the board of directors, by every brother officer, and by all the employes of the road, especially by the young men serving immediately under him, who find in him not only an example of good life but a kind and helpful counsellor.

Benjamin Franklin Ayer was born in Kingston, Rockingham county, New Hampshire, April 22, 1825. His family is one of the oldest in New England, he was descended in the eighth generation from John Ayer, who had settled in Haverhill, Mass., in 1645. After preparing himself at the Albany, New York, Academy, Mr. Ayer entered Dartmouth College where he was graduated in the year 1846. He afterward attended the Dana Law School of Harvard College to perfect himself for the profession of the law. In July 1849, he was admitted to the bar and practised in Manchester, New Hampshire — being endowed with natural abilities for the profession, he soon made a high reputation. He was elected to the legislature in 1853. In 1854 he was appointed prosecuting attorney for Hillsborough county, New Hampshire, and held that office until his removal to Chicago in 1857. He was admitted to the bar of Illinois on May 15th of the same year, and he as rapidly rose in the regard of our people and of the profession as he had in his Eastern home. In 1861 he was appointed corporation

counsel and served as such five years, during which time, he prepared the revised charter of Chicago in 1863. He was afterward of the law firm of Beckwith, Ayer and Kales. When Judge Corydon Beckwith withdrew to accept the general solicitorship of the Chicago & Alton Railroad Company, the firm was continued by Ayer and Kales. In 1876 he was tendered the position of general solicitor of the Illinois Central Railroad Company. Prior to this, he had devoted his attention to corporation and railroad law and had distinguished himself in this class of legal practice. He accepted the offer of the Illinois Central Railroad, gave up all other practice, and has since devoted himself to the legal department of this company. He was elected a director of the company, April 25th, 1877, which position he still holds. In 1890 his title was changed to that of general counsel. Mr. Ayer was for several years president of the Western Railroad Association, which was organized many years since to pass upon the validity of patents affecting railways and which includes in its membership all the leading railways of the West.

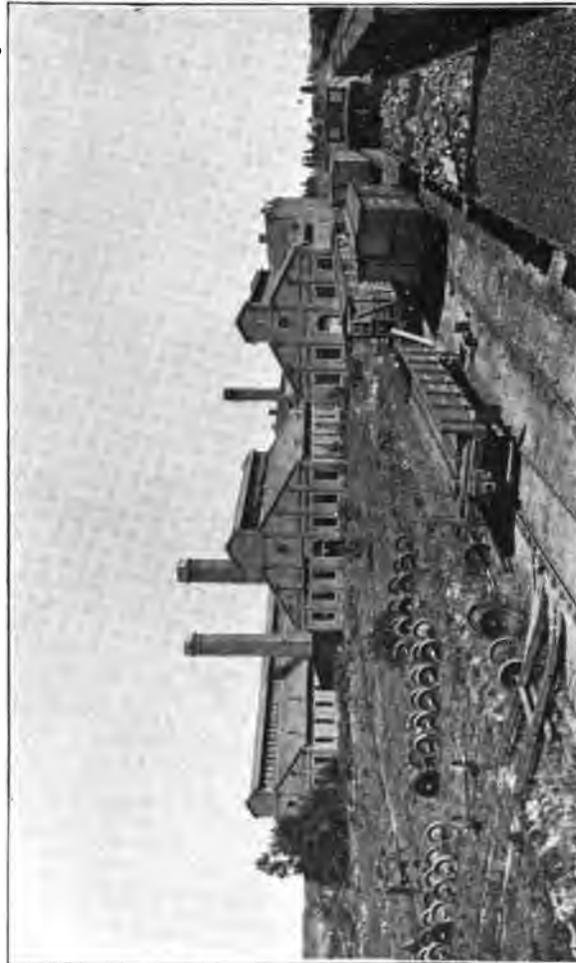
Timothy B. Blackstone, late president of the Chicago & Alton Railway, was one of the division engineers who assisted Col. R. B. Mason in surveying, locating and constructing the line of the road and was with him from May 1851, to December 1855.

Mr. Marvin Hughitt was born in August 1837, and may be said to have begun his railroad experience with the Chicago & Alton Railroad in 1856, in the capacity of superintendent of telegraph and train dispatcher. He entered the service of the Illinois Central Railroad Company in 1862, and occupied the positions of superintendent of telegraph, train dispatcher, assistant general superintendent, and general superintendent, successively. He was appointed general superintendent in 1866—succeeding W. R. Arthur, who had held that position for about seven years—and remained in that position until 1870. The period of his connection with the company was a somewhat trying one. It was during the stormy days of the rebellion, when

the railway service was a hard field to occupy. The demoralization incident to the war seemed to permeate every part of the line and unfortunately it was not confined to the subordinates. Many of the men in the different departments having enlisted in the army, their places had to be supplied by new and inexperienced hands. Perfect discipline was practically impossible. The earnings of the line were very large, but all supplies and materials had to be bought at war prices. The equipment, both in quantity and quality, was inadequate to the demands upon it, and these demands were all the more difficult to meet with an unballasted road-bed upon a prairie soil. These disadvantages, particularly at time when the resources of the road were greatly overtaxed, required about as much heroism as any that was displayed on the field of battle, and reflected great credit upon those who could bring good results out of such comparatively disordered conditions, and Mr. Hughitt was well entitled to a share of this credit.

For awhile, the United States government hesitated about making payments to the company for transportation of troops and munitions of war. Hon. Elihu B. Washburne, then a member of congress from Illinois, took the ground that the company was obliged under its charter to carry them free. If congress adopted this view, it meant bankruptcy for the road. The matter was very thoroughly discussed and exhaustively examined by congress, and a conclusion was reached in exact accordance with the charter—that the road-bed should remain open a "public highway" free for the transportation of troops and war materials for the government; but that the company was not expected to furnish equipment, supplies and men free.

The year after the close of the war, 1866, there was a large decline in the passenger traffic consequent upon the discontinuance of hostilities. The south had been desolated by the war, its labor system was disorganized and its industries were not yet reconstructed, so that its impoverished people were unable to purchase much. The southern states not taking their



VIEW OF ILLINOIS CENTRAL SHOPS AT FREEPORT, ILL.

usual supply of food from the north, traffic in that direction decreased. The road-bed and equipment, owing to the heavy traffic of the five years preceding, were greatly deteriorated and this called for large expenditures in the way of reconstruction, sadly affecting net results.

October 1, 1867, the Dubuque & Sioux City Railroad was leased; but all the traffic at Dunleith had to be transported across the river to Dubuque by ferry. This year the construction of the Dunleith and Dubuque bridge was commenced, but it was not opened for business until January 1, 1869. In 1869 the corn crop in central Illinois was a failure. 54 miles of Cedar Falls & Minnesota and 49 miles of the Iowa Falls & Sioux City railroads were constructed this year but both lines—the former to Mona and the later to Sioux City—were not completed until the following year. In 1869 the Iowa system reached the total length of 402 miles.

In 1870 an arrangement was made with the Belleville & Southern Illinois Railroad for running through trains between Cairo and St. Louis.

In 1871 Mr. Hughitt was succeeded as general superintendent by Mr. Abram Mitchell, having resigned to accept the position of assistant general manager of the Chicago, Milwaukee & St. Paul Railway. In the same year, he be-

came superintendent of the Pullman Palace Car Company. In February 1872, his connection with the Chicago & Northwestern Railway commenced, in which company he held with great credit to himself and to the material prosperity of said company the various positions of superintendent, general manager, and second vice-president, and finally rose to the presidency.

The present managers of the Illinois Central Railroad Company have a goodly heritage. They have emulated the example of their predecessors in carrying along a work born in integrity of purpose and prosecuted with heroism under every conceivable adversity to a successful completion.

The construction of the Illinois Central marked a new era in the history of the state of Illinois, an era in which it could turn from the mortification of broken pledges, and despair of insolvency, to the bright realization of restored credit at home and abroad. Well has the state profited by its sad experience, "internal improvement" need be no longer dreamily indulged in as a joyful anticipation of childish fancy—for it is now being worked out to its fullest completion. Well may its sons rejoice, and let them not forget to honor the memory of those who filled important parts in the work of construction and commercial progress.



CHAPTER II.

HISTORICAL BIOGRAPHIES.

HISTORICAL BIOGRAPHIES.



Among those who were most prominent in bringing to a successful termination the organization and early development of the Illinois Central Railroad, we mention the following:

JONATHAN STURGES was one of the incorporators of the company, and a director from February 10, 1851 to May 28, 1862; he was again elected, May 17, 1868, and held the office until the time of his death, Nov. 28, 1874. He was also acting-president at one time. In the management of this property, he applied the same rules of commercial integrity that were employed in his own business. In the days of its sorest trials, Mr. Sturges proved the main-stay of the Illinois Central Railroad, and in the time of its greatest financial depression when the price of its shares declined, his great fear was that some who had been induced to purchase them, owing to his official relation with the company, might suffer loss. Mr. Sturges was born at Southport, Ct., March 24, 1802. He was one of the honored merchants of the city of New York. His business-house was established about 1834 and was then Reed and Sturges; afterward it became Reed, Hempstead and Sturges, and later Sturges, Bennett and Company, wholesale grocers at No. 125 Front street. He was elected a member of the Chamber of Commerce, July 1, 1834, and was elected its vice-president in 1863, and retired from that office in 1867. The following is an extract from a letter addressed to Mr. Sturges by his brother merchants, Dec. 30, 1867, on the occasion of his retiring from business and inviting him to meet them at dinner: "Your life among us of nearly half a century in the same locality in Front Street, we can truly say has been such as commends itself to every one both old and

young, who regard that which is true, just, and noble, in mercantile character." * * * *

On December 3, 1874, the directors of the Chamber of Commerce ordered the following minute to be entered upon their record:

"In 1868, Mr. Sturges retired from active business with an ample fortune and a reputation for probity and honor which is better than earthly riches. He had come to be regarded as the foremost man in the tea and coffee trades which he had followed for so many years, and was recognized as a wise counsellor, and a warm and steadfast friend. The good example which he lived doubtless did much to impart to the whole body of traders, of which his house was a conspicuous member, that character for integrity and upright dealing which it has always borne — which it still maintains. * * * Mr. Sturges was a promoter of many important undertakings, as well as an able coadjutor in all, and in the discharge of his various and responsible duties, he was always governed by a rectitude of purpose and unswerving fidelity to his trust. Good sense and a sound judgment were the distinguishing characteristics of his great worth in all corporate bodies. As one of the founders and directors of the Bank of Commerce, as director and acting-president of the Illinois Central Railroad Company, as one of the proprietors and directors of the New York and New Haven Railroad Company, and as vice-president of this association, he was widely known and held in high regard. Nor was it in the walks of business, in the counting room, and in the

exchange, that he was chiefly honored and beloved — he was a recognized patron of art. In the church, he manifested the virtues of a christian; in society, the unostentatious attributes of a gentleman; in the service of his country, the devoted zeal of a true patriot; as a citizen, the love of the philanthropist, never forgetting his obligations to the poor, the sick, and the crippled, but extending to all the benefactions of a warm heart and of an open hand. The homage we paid to the good man when living we desire to perpetuate in hallowed memories, and to this end

being signed by the officers of the chamber." He died in the city of New York, November 28, 1874.

GEORGE GRISWOLD was of the firm of N. L. and G. Griswold who occupied a rough-granite store at No. 71 and 72 South street in the city of New York. This building was a fitting emblem of the standing and credit of the house. They



COURTESY B. & O. R. Y.

THE "HERCULES" 1837.

This was the first locomotive in the world with equalizing frames and levels.
See article Transportation Advancement.

we inscribe on our minutes the sentiments that are graven on our hearts — of gratitude for this life of uncommon beauty, of sincere sorrow for our own great loss, and of our sympathy for the family of the bereaved to whom it is ordered that a copy of the foregoing be transmitted after

were engaged in the China trade, sailing the good ship *Panama*, and did a very large business, selling Canton goods, teas, etc. J. N. A. Griswold, son of George Griswold, who in 1855 became president of the Illinois Central Railroad company, was sent as super-cargo on the *Panama* to

China, and resided there for many years. Mr. Griswold came to New York from Lyme, Conn., in 1794, and in 1796 the house was established. In those early years, the merchants ruled the city, and participation in politics was regarded not only as honorable but as an imperative duty. He made an excellent presiding officer at political or popular meetings for any purpose. He was always ready to promote the interests of the city and added largely to its prosperity in his day. He had many noble traits of character, and more than one young merchant owed his success to the help and counsel Mr. Griswold afforded. Although well advanced in years at the time, he took part in the organization of the Illinois Central Railroad company, in 1851, he was a man of such wonderful energy for his years and possessed of such remarkable will power, that many of the younger men engaged with him in this important work, found it no small task to keep up with his movements. He was a director in the Bank of America for many years, and was also interested in many institutions of a public character in the city of New York. He was a member of the Presbyterian church, attending Dr. Pott's church. He died in New York, September 18, 1859, in the old homestead which he had occupied for so many years at No. 9 Washington Square.

LEROY M. WILEY was born in Hancock county, Georgia, on October 30, 1794. His father was born in South Carolina, and his mother in Mecklenburgh county, North Carolina; they were both of Scotch-Irish descent and were among the early settlers in Hancock county, Georgia. About the year 1807, they removed to Baldwin county and resided on a farm near Milledgeville, which had been made the capital of the state. Here his father died, leaving his widowed mother with seven children with limited means to fight the battle of life alone and to provide for their

support and education. Under these circumstances, Leroy the eldest son, then only fifteen years of age, was placed in a dry-goods store in Milledgeville to earn his living and make his way in the world. With a limited education, by industry and integrity, faithfulness and close application to business, he soon gained the confidence of all those with whom he came in contact and laid the foundation for his success in life.

Upon his arrival at manhood, Mr. Wiley entered into business with Thos. W. Baxter, who had married his eldest sister, under the name of Wiley and Baxter, and for many years this firm continued in Milledgeville doing a large and profitable business. After the settlement of Macon, they opened an additional store in that city where they were equally successful. In 1832 the firm was dissolved, Baxter moving to Macon, and Wiley went to Charleston, S. C., at the invitation of the Messrs. Parish of New York and became associated in business with them under the firm name of L. M. Wiley, Parish and Company in Charleston, and Parish and Company in New York. They did a large and lucrative business extending throughout the Southern States, and thus Mr. Wiley became one of the leading merchants of the South and a man of wealth. After the retirement of the Messrs. Parish from business, Mr. Wiley removed to New York and became the head of the house under the name of L. M. Wiley and Company, and afterward as a special partner in the firm of W. G. Lane and Company, continuing in business until 1854.

In the winter of 1853, he was called on an urgent engagement to St. Louis, and through the exposure of that journey, then partly made by stage-coaches, and from general overwork, he had a slight attack of paralysis, and at the earnest solicitation of his friends and relatives, he retired from all mercantile pursuits. From this time, he devoted his time and energies to the management of his large estate and to various enterprises in which he was engaged. He established a large flour-mill and iron-works on the Etowah River near Cartersville, Ga., and became

interested with others in various railroad companies, and these, together with his plantation interests, occupied his time. He was one of the original corporators and directors of the Illinois Central Railroad Company from 1851—64. He was also a director and largely interested in the Great-Western Railroad Company of Illinois, afterward the Toledo, Wabash & Western Railroad Company. At the commence-

York, resumed his old quarters at the Astor House, and engaged again in the various railroad enterprises in which he was interested. The board of directors of the Illinois Central Railroad Company, out of respect to Mr. Wiley and in recognition of his valuable services to the company during its early organization, again elected him a director, May 29, 1867, which office he held until the time of his death.



COURTESY B. & O. R.Y.

THE "ATLANTIC." 1832.

This is the first of the "Grasshopper" class, and is the oldest American locomotive in existence. See article Transportation Advancement.

ment of the war, influenced by education, association, and sentiment, he removed South to protect his interests and to cast his lot with his brothers and sisters, and remained quietly at his plantation near Eufaula, Ala., which henceforth became his home. During his absence South, his seat in the board was declared vacant, May 19, 1864, on account of absenteeism. After the restoration of peace, he returned to New

Mr. Wiley was a man of fine physique and indomitable energy and a gentleman of the old school. He was scrupulously honorable and just in all his transactions, never seemed to know what fatigue was, and his invincible will power was felt among his subordinates in all the ramifications of his extensive business. In society, he was courteous and polite, and among his relatives, he was exceedingly kind and generous.

His three sisters were all left widows with large families, and two of them without means. The families of these two he supported, and educated their children, and all of his nieces he educated, giving them the very best advantages the country afforded. At the commencement of the war, he had by his own exertions and without entering into any speculations, accumulated a fortune estimated at two millions of dollars, at a time when millionaires were not so plentiful as they now are. During that unfortunate struggle, much of his property was greatly depreciated in value, and this, together with the effects of emancipation, swept away one-half of his estate, which, when he died, was valued to be about one million of dollars. Having never married, he gave his entire property to his three sisters and the children of his deceased brothers. In January 1868, Mr. Wiley, while on his journey from Georgia to New York, was again attacked by disease of the brain, and his friends, finding him in this condition, removed him to the home of Mr. Gresham, who had married his niece, in Macon, Ga. But he did not improve, and was carried to Welanee—the name he gave to his beautiful home in Alabama—and there, under the tender care of his sisters and nieces, he quietly passed away, April 16, 1868, and his body lies at rest in Macon, by the side of his mother.



ROBERT RANTOUL, JR. was an American statesman, born in Beverly, Mass., August 13, 1805. He was graduated at Harvard College in 1826 and was admitted to the Essex bar in 1827. In 1837 he was appointed a member of the Massachusetts board of education. In 1838 he removed to Boston, and in 1843 was appointed by President Tyler collector of that port, and in 1845 United States district attorney for Massachusetts. Hiram Ketchum—a celebrated lawyer of New York, and an intimate personal friend

of Daniel Webster, and who strenuously advocated his nomination to the presidency, suggested the latter's name as a fit person to draft the charter of the Illinois Central Railroad, but Webster could not give it attention and named Rantoul, who did most of the work at his Boston office. Hon. George White, now judge of probate for Norfolk County, was then a student in Rantoul's office, and copied out the first draft in his handwriting. Probably Ketchum aided Rantoul in formulating the charter; there were, however, radical changes made in it before its final passage, which Mr. Rantoul personally superintended in Springfield. By a coincidence, while thus engaged, he was elected by the Massachusetts legislature to serve out Daniel Webster's term in the United States senate, which had been temporarily filled by Robert C. Winthrop under an appointment of the governor, entering the senate February 22, 1851, twelve days after the Illinois Central Railway charter was passed. He wrote to his son on taking his seat a letter in which occurs this passage "I arrived this forenoon from St. Louis, my mission to Illinois has been completely successful. I have obtained a charter which the western senators here call worth five or six millions. This however is to be ascertained by the result of the experiment." After Mr. Rantoul's services of a few weeks in the senate, he was succeeded by Charles Sumner for the long term. He was elected to the house of representatives the same year, 1851, for the first time, and died before his term expired, August 7, 1852.

Said his historian: "Of the great men who in 1852 were summoned to "put on immortality," Robert Rantoul, Jr., in all the elements of moral worth, intellectual activity, practical usefulness, and beneficence to mankind, was one of the greatest. His life was a scene of incessant labor in the cause of liberty, justice, and humanity. Of every subject to which he directed his attention gaining with unparalleled facility a profound knowledge, a thorough mastery, he devoted his acquirements with honest and inflexible purpose to advance the welfare of society; yet he sounded no trumpet before him. His manners

were gentle, quiet, and unostentatious. * * * Few men have been called from the scenes of American civil life whose death caused more unaffected sorrow and tender grief."

One of the laudable acts of his life was the effort he made for the abolition of capital punishment and his report is still one of the standard authorities on the subject. In politics, Mr. Rantoul was a democrat and an earnest advocate

but he was unsuccessful. When in 1863, Rantoul's son — the present mayor of Salem, Mass., was introduced to President Lincoln at the White House, the latter referred to this fact and acknowledged he did all he could to stop it, but added with a laugh and slapping his lank thighs, "Your father beat me, he beat me!"

Rantoul was the author of an interesting pamphlet entitled: "Letter on the value of the



COURTESY B. & O. R.Y.

THE "MT. CLARE." 1845.

Named after the oldest railroad shops in the world. See article Transportation Advancement.

of free-trade. He defended the first fugitive slave arrested in Massachusetts under the act of 1850.

At the time application was made to the legislature of Illinois for the Illinois Central Railroad charter, there were certain Western capitalists who desired to secure it, as they did not wish the project to go to Eastern capitalists. Abraham Lincoln was employed on their behalf

public lands of Illinois" which he wrote in 1850. It was an inquiry as to the prospective value of lands in Illinois and an examination of the considerations which would probably influence the settlement of the state. In this pamphlet, he compared the lands of our state with those of the older states and showed how the latter had been affected in value by railway construction. The pamphlet teems with valuable statistical informa-

tion, and we quote extensively from it. At that time, 1850, it appears that the unsold lands in Ohio, Indiana, and Illinois, were as follows:

Ohio, containing 25,576,960 acres, had unsold	367,742
Indiana, " 21,637,760 " " "	1,511,266
Illinois, " 35,459,200 " " "	11,449,471

He estimated that eleven million acres of land not taken up in Illinois would supply a population of little more than four hundred thousand persons with twenty-eight acres each, and predicted that this increase at the *ordinary rate* would occur in six or seven years, and that if the rate of increase should not be checked, five hundred and sixty-five thousand persons would be added to the population in eight years, and nine hundred and five thousand in twelve years, this at the *ordinary rate*. He then went on to show what, in his belief, would be the effect of the settlement of the Illinois Central Railroad lands, and estimated the following increases in population by land districts:

District.	Rate of increase.	Pop. 1860
Quincy and Chicago,	66 $\frac{2}{3}$ per cent,	525,225
Dixon, Danville and Vandalia,	240 "	640,009
Other five,	80 "	633,620
		1,798,854

His estimate was very nearly reached. The population of our State in 1850 was 851,470 and in ten years, 1860, it had reached 1,711,951.

Referring to the debt of Illinois and its effect upon emigration to that State, he says:

"During the last ten years, Illinois has labored under a debt of a magnitude absolutely overwhelming, when compared with her resources at the commencement of that period. She had then before her a very gloomy alternative. If she endeavored to meet even the interest of her obligations, she would be crushed under the weight of an intolerable taxation, from which her most able and enterprising citizens would have fled into other states. If she abandoned the effort in despair of the possibility of success, then she must suffer all the consequences of the total loss of credit consequent on her bankruptcy. In neither case, did it seem to be probable that her public works could be made available toward the discharge of the debt incurred

for them or aid to develop the resources of the State. Why should an emigrant from the old world, or from the states, with the broad valley of the Mississippi open before him where to choose, voluntarily assume a full share of these embarrassments by becoming a citizen of Illinois? The answer which the emigrants have given to this question may be seen in the settlement of Wisconsin which state, with a colder climate and harder soil than Illinois, has added to her population more than eight hundred and eighty per cent in the last ten years — a progress unprecedented in the history of the world in any agricultural community.

"Ten years ago, Illinois, borne down with debt, had not only not a mile of railroad, or canal, or plank road, in operation within her borders. but no reasonable plan had been agreed upon by which she could hope to diminish her debt, discharge her interest, or acquire facilities of communication. She has now her canal debt rapidly approaching toward extinction, revenues sufficient in a very short time to discharge her whole interest without increasing the rate of taxation, one hundred miles of canal, and a still greater length of railroad in highly profitable operation, with plank roads in great numbers paying dividends large enough to insure the early construction of several thousand miles more. Not only so but she has before her the certainty that she will be supplied with more than twelve hundred, perhaps it may be safely said, more than fifteen hundred miles of railroad in the next five or six years; and channels are already constructed to convey her products, transported to her borders on these railroads, through Michigan, Indiana, and the Eastern states, to the seaboard and abroad. If, paralyzed as she was for the last ten years, her growth was at about the same rate as that of Michigan, having less than half as dense a population, with her railroads and her lake borders and her steamboats; about the same as that of Missouri with only two-thirds as dense a population, and with the Queen City of the Great River in her centre receiving the whole current of emigration up the Mississippi; about the same numerically as that of Wisconsin and

Iowa together, these two starting with a hundred thousand square miles of land unoccupied, wholly unencumbered with debt and accessible from the lake and from the river — why should she not, in her present healthy condition, her limbs unshackled and her pathway free before her, advance with the step of a giant refreshed, toward her natural position among the first in population, power, and wealth of the North American

is not worth so much as a bushel of corn costing twenty cents which can be carried for ten cents to the same market and sold for the same price of thirty-six cents. A saving of twenty cents per bushel on the transportation of your corn is the saving of ten dollars on the crop of an acre reckoned at fifty bushels; and this sum is twenty per cent interest on a first cost of fifty dollars per acre. It will be better economy, therefore,



COURTESY B. & O. R.Y.

THE "DRAGON." 1848.

This is one of the oldest examples of the Baldwin Locomotive Works extant. See article Locomotive Advancement.

confederacy of states? * * But, it may be asked, will not a larger portion of the additional population coming into the valley of the Mississippi, diverge into the new states and so be drawn off from Illinois?

Certainly not to the inaccessible portions of those states — because a bushel of corn costing six cents which can be carried for thirty cents to a market where it will sell for thirty-six cents,

taking the article of corn as a criterion, to buy land in the south part of the Danville district at fifty dollars per acre, when the prices by competition for it shall have been raised so high, and you have a double-track railroad within twelve miles of your farm, than it would have been to buy the same land at a dollar and a quarter per acre when there was no practicable outlet for your produce.

"Corn was carried during the summer from a point several miles above the mouth of the Illinois River down to the Illinois, thence up that river to the canal, thence to Chicago, and thence to New York, and there sold at a profit. Corn was not low in Illinois last summer, but in New York is was considerably lower than the average of the last four years. Corn will go to market cheaper from the lands in the Danville district on the line of the Chicago branch of the Central road than from the point of shipment on the Mississippi first referred to. Corn is so cheap and bulky that all other agricultural produce may be carried much further on the railroad without too great an addition to its price. All produce for which a market can be found at the seaboard will bear the cost of transportation from Illinois.

"Nor need we be alarmed at the vast amounts of produce which these unsettled tracts are capable of yielding. The Northwest never received so great an accession to its population in any equal period as in the last five years; the emigration from foreign countries, most of which passes to the Northwest, having risen to 299,610 in 1849. and to 315,333 in 1850, instead of less than 50,000 a year as it was formerly. Yet with this unparalleled increase of laborers cultivating the richest soil of the world, with the new avenues to market that have been opened during that time, all pouring to the seaboard the surplus of a succession of bountiful harvests in quantities unheard of before, and at much lower freights than before, the supply has not kept pace with the demand as is shown by the fact that agricultural products, almost without exception, have borne much higher prices during the last four years than during the four next preceding. The following are the average prices of the whole quantities of some of the principal articles exported from the United States during the two periods:

Flour,	1843-4-5-6,	\$1.79	1847-8-9-50,	\$5.77
Wheat,	" "	.96½	" "	1.29½
Corn,	" "	.55	" "	.71½

"The prices of pork and other animal products differ also in about the same proportion.

The difference extends also to southern products, so that labor will not be diverted at the South from their peculiar staples, to wheat, corn, pork, and the articles which now employ Northwestern labor. The prices were:

Cotton,	1843-4-5-6,	\$.068728	1847-8-9-50,	\$.08417
Rice,	" "	17.66	" "	22.24
Tobacco,	" "	52.15	" "	59.47

"Stimulated by this rise of prices, the exports of the last four years exceeded those of the four years previous in vegetable food and the products of animals alone by about one hundred millions of dollars in the total:

The animal products, exported from 1843-46 inclusive, were valued at	- - -	\$24,153,331
And the vegetable food at	- - -	47,335,438
Making an aggregate of	- - -	\$71,488,769
"But, during the period from 1847-50 inclusive, the exports of animal products were about doubled and amounted to	\$	47,354,655
The vegetable food was more than doubled being	- - -	123,720,738
Total	- - -	\$171,075,393
Subtract amount for previous four years,	- - -	71,488,769
		\$ 99,586,624

"The demand for Northwestern products for exportation is, however, far from being the only dependence of the producer. The home demand increases and must continue to increase in a ratio even greater than the foreign demand. As the country grows richer, a larger proportion of its population is withdrawn from agricultural pursuits to be employed in manufactures and mining, and in the management of internal exchanges and transportation, and foreign navigation and commerce. All these persons ceasing to grow their own food and consuming freely, since, taken as a whole, they have ample means to purchase, create a continually expanding demand, which for the last five years at least, has not been overtaken by the supply. This progress in this country is far beyond that of any other part of the world in the rapidity with which it proceeds. This communication would extend to too great a length if I should collect all the elements which would be necessary to judge accurately how fast this change goes on. But for

the present purpose and with a view to contrast the multitudes of men devoted now to other than agricultural pursuits with the small numbers of a time not far distant, let us compare a few particulars of the years 1830 and 1850.

In the year 1830, the anthracite coal sent to market from the mines of Pennsylvania was less than 175,000 tons. In 1850, it was about twenty times that amount. In 1830, the iron produced in the United States was about 165,000 tons or

"The instruments of transportation compare as follows after an interval of twenty years only:

	1830	1850
Miles of canal in operation,	1,277	3,698
Miles of railroad in operation,	73	8,779
Miles of railroad in construction,	. 338	11,000
Tons of shipping, - - -	1,191,776	3,535,454
Tons of shipping built in the year - - - - -	58,094	272,218
Number of steamers built in last five years - - -	196	965



COURTESY B. & O. R. Y.

THE "PERKINS."

The first of the type of heavy ten-wheel locomotives. See article Transportation Advancement.

about as much as Great Britain produced in 1800. In 1850, the United States produced about four times as much as in 1830 or about the same quantity that Great Britain produced in 1830. The cotton manufacturers in the United States consumed in 1830, 45,000,000 of pounds of raw material; in 1850, 270,000,000 of pounds or six times as great a quantity.

"The imports of the year 1830 were \$70,-876,920, but in 1850 they had risen to \$178,138,-318. This increased purchase of course took off increased quantities of products to pay for it. The imports in the four years ending with 1830 were \$313,363,339; for the four years ending with 1850, they were \$627,519,323, while the exports for four years ending in 1830 were \$300,797,692,

and for the four years ending in 1850, they were \$610,339,598. The imports having doubled in twenty years, the exports have doubled also. Has the whole demand, both domestic and foreign taken together, been sufficient to keep up the prices of the surplus products of the Northwest, as compared with the prices of manufactured and imported articles which the farmer purchases with the disposable portion of his crop? The answer to this question determines whether the inducements to settle in the Northwest are gaining strength; *for it is the amount which his surplus will purchase that determines the question whether the farmer will grow rich or poor.*

"If we compare the four years with the four preceding, we shall find: 1. That goods manufactured in the Eastern States have become much cheaper. 2. That imported articles have grown cheaper. 3. That agricultural products command much higher prices than before. 4. That the cost of transporting agricultural produce from the West to the seaboard, and manufactured and imported articles from the seaboard to the West has been materially diminished and is likely to be still more so.

"Each of these four changes is of vast importance to the settlers on public lands, and their combined influence has caused wealth to pour in like a flood into those sections of the Northwest having convenient access to the markets of the world. Of the effect of this tribute of wealth upon the accumulations of those communities who receive it, I give as an instance, that the wealth of the thirteen northern counties of Illinois was six times as great in 1849 as it has been nine years before in 1840, as follows.

Population and valuation of the thirteen counties on the line of the Chicago & Galena Railroad in 1840 and 1849:

COUNTIES	POP. 1840	1850	VAL. 1840	VAL. 1849
Jo Daviess,	6,180	18,767	383,715	2,785,225
Stephenson,	2,800	11,666	125,485	837,685
Winnebago,	4,609	11,731	222,630	1,564,617
McHenry,	2,578	15,800	88,930	1,545,277
Lake,	2,634	14,134	95,385	1,222,088
DeKalb,	1,697	7,544	66,945	720,108
Kane,	6,551	16,242	289,565	1,442,001
DuPage,	3,535	9,290	196,290	943,503

Cook, - -	10,201	43,280	1,864,205	7,617,102
Boone, - -	1,705	7,627	55,990	717,292
Kendall, -	new	7,730	—	1,205,739
Carroll, -	1,023	4,586	65,345	370,372
Ogle, -	3,479	10,020	175,555	971,230
	46,992	178,417	3,630,040	21,942,239

Population in 1840, 46,992. Valuation, \$3,630,040; per head, \$77.25.

Population in 1850, 178,417, by United States census.

Deduct 15,000, increase 1849 to 1850.

Population in 1849, 163,417. Valuation, \$21,942,239; per head, \$134.27."

The town of "Rantoul" 114 miles south of Chicago was named after him.



JOHN F. A. SANFORD was an incorporator of the Illinois Central Railroad company and one of its directors from Feb. 10, 1851 to March 18, 1857; he was of the firm of Pierre Chouteau, Jr. and Company, extensive traders in furs and other commodities with the far-northwest country — they had warehouses in St. Louis and New York. Chouteau was also a director of the company from 1857 to 1860. He was born in St. Louis, Jan. 19, 1789. He was of French extraction, his father and uncle, Auguste, were the founders of the city of St. Louis and gave it its name; they were both born in New Orleans. Pierre was at first a clerk with his father and uncle, who were then largely engaged in the fur trade with the Indians, but soon entered into business for himself. May 1, 1813, Berthold and Chouteau opened their new firm in St. Louis with a general stock of merchandise. This was the origin and foundation of what afterward, by the addition of two new partners — John P. Cabenne and Bernard Pratte, Sr. — with their added capital, became the great and wealthy "American Fur Company" to trade with the Indian tribes on the Upper Missouri; and which for many years almost monopolized the fur trade of the upper country and acquired

large wealth. Following the Indians as they receded from point to point, Chouteau established himself at different points on the Missouri river and finally at Fort Benton, Montana, at the head of navigation of the Missouri river. In 1806, he visited Dubuque to trade with the Sacs and Foxes, ascending and descending the river in canoes. He also followed the Indians as they receded up the Osage river, and up the Missis-

to the Falls of St. Anthony, and northwestward to the Blackfeet country; monopolizing the fur trade of the entire region east of the Rocky Mountains and also controlling the trade of Santa Fe in New Mexico. This business necessitated the employment of a large amount of capital, and large transactions in the Eastern cities were carried on, so that Chouteau was finally obliged to take up his residence in New York; but he



COURTESY B. & O. R. R.

THE FIRST PASSENGER "MOGUL."

WINAN'S "CAMEL-BACK" IN BACKGROUND TO RIGHT.

The "600" was regarded as representative of the highest type of American locomotive twenty-five years ago.
See article Transportation Advancement.

sippi from Keokuk to St. Paul, having trading posts all along the rivers. In 1834, he and his associates purchased the interest of John Jacob Astor in the American Fur Company, and in 1839 they formed the trading company which, under the firm name of P. Chouteau, Jr. and Company, extended its operations southward as far as the Cross Timbers in Texas, northward

afterward returned to St. Louis. In 1808, acting under the instructions of Governor Lewis, he concluded an important treaty with the Osages fixing the boundary between them and the whites. In 1819 he was a member of the convention which framed the first constitution for the state of Missouri, but with this exception, he never engaged in politics. Both Chouteau

and Sanford were exceedingly just in their dealings with the Indians, and by this means gained their confidence and were enabled to carry on their trading with them amicably, and through these transactions amassed a large fortune. Chouteau died in St. Louis on Sept. 8, 1865. Fort Pierre, 1300 miles above St. Louis on the west bank of the river, was named in compliment to Pierre Chouteau.

Owing to his generous treatment of the Indians and the great confidence placed in him by them, Sanford was appointed by the United States government Indian-agent for the Mandans, Rickarees, Minatarees, Crows, Knisteneaux, Assineboin, and Blackfeet tribes, and made frequent trips up the Missouri and went among the Indian tribes, and his very presence among these hostile people always restored confidence and courage. The speech of Ha-wan-je-tah—the one horn, a Sioux chief,* will serve to show the estimation in which Major Sanford was held by them:

“My father, I am glad to see you here today: my heart is always glad to see my father when he comes—our Great Father who sends him here is very rich and we are poor. Our friend who is on your right hand—meaning Pierre Chouteau—we all know is very rich and we have heard that he owns the great medicine-canoe. He is a good man and a friend to the red man. My father, I hope you will have pity on us, we are very poor.” After these words, he took off his beautiful war-eagle head-dress, his shirt and leggings, his necklace of grizzly bear’s claws, and his moccasins, and tying them together, laid them gracefully down at the feet of Major Sanford as a present. Major Sanford made a short speech in reply, thanking him for the valuable present which he had made him, and for the very polite and impressive manner in which it had been done, and sent to the steamer for a quantity of tobacco and other presents which were given to him in return.

He frequently visited Washington with representatives of these different tribes; an amus-

ing and interesting story is told also by Catlin of a young Assineboin, Wi-jun-jon—the pigeon’s egg head, who was selected by Maj. Sanford to represent his tribe in a delegation which visited Washington City under his charge in the winter of 1832. With Major Sanford, the Assineboin, together with representatives of several others of those Northwestern tribes descended the Missouri river on their way to Washington in a Mackinac boat from the mouth of the Yellow Stone. Wi-jun-jon and another of his tribe, at the first approach to the civilized settlements, commenced a register of the white men’s houses or cabins by cutting a notch for each on the side of a pipe stem, in order to be able to show when they got home how many white men’s houses they saw on the journey: as the cabins increased in numbers, they soon found their pipe stem filled with marks, and they determined to put the rest of them on the handle of a war-club which was soon marked all over likewise. At length while the boat was moored at the shore, Wi-jun-jon and his companion stepped into the bushes and cut a long stick upon which they afterward attempted to copy the notches from the pipe-stem and club, but the cabins increased so in number that they, after consulting a little, pitched their sticks overboard. Wi-jun-jon was absent a year on his trip to Washington and when he returned to his tribe with Major Sanford, he was decked in a full suit of colonel’s uniform which had been presented to him in Washington. He wore with it a beaver hat and a blue umbrella. Catlin frequently accompanied Maj. Sanford in his visits to the different Indian tribes and in this way procured the interesting views and portraits with which his works are illustrated; and to the correctness of which Major Sanford certifies. It took about three months for a steamboat to reach the mouth of the Yellow Stone from St. Louis. The steamer, *Yellow Stone*, on her first trip up the Missouri, had Catlin and Sanford on board. As she approached the Mandan village, she fired a salute of twenty guns, which caused great alarm among the Indians. When they stepped aboard they met, to their great surprise and delight, their old

* “Catlin’s North American Indians,” Vol. 1, page 228.

friend Major Sanford, their agent, and this put an end to all their fears. Mr. Sanford married Miss Emilie, the daughter of Chouteau. He was a genial gentleman of polished and graceful manners, and of fearless nature, which manifested itself either when driving a spirited horse or facing an hostile savage. The cares and anxieties of the immense business transacted by his firm, but largely devolving upon him, weighed heavily upon his mind, and at last it succumbed to the strain. He died in New York in 1857, much beloved and respected by all who were brought into commercial or social relations with him.

to purchase large tracts of land, "they both being in affluent circumstances." Whilst Richard was living in New York, a son was born to him, in 1672, and called Lewis, after his uncle. "Six months after this child's birth"—so runs the old record—"the father, Richard, died, and in a few weeks the mother also died, and this child, the sole one of the family and name at that period in this country, was left at nurse among strangers at Harlem." Such part of young Lewis' papers and other property as had escaped the pillage of servants and soldiers was placed by the Dutch—then in possession of New York—under the care and management of some



PHOTOGRAPH LOANED BY GEORGE E. PETERS, CHICAGO.

The present type of switch engine used by the Illinois Central R'y Co.

GOUVERNEUR MORRIS of Morrisania, was the only child of Gouverneur Morris and Anne Cary Randolph, and was born at Morrisania, New York, on February 9, 1813.

The earliest record of the Morris family in America dates from about the time of the Restoration, 1660, when Colonel Lewis Morris, having played a bold and daring part in opposition to King Charles, being then in the Island of Barbadoes, and thinking it imprudent to return to England, directed his thoughts and aspirations toward America. Accordingly, he sent his brother Richard to New York empowered

of the principal inhabitants, and a guardian was appointed for the infant. When New York was restored to the British in 1674, Lewis Morris, Sr., came from the Barbadoes, took charge of his nephew, and settled upon his lands in New Jersey, improving at the same time his estate in Westchester Co., which by the royal patent of 1676 was called the lordship or manor of Morrisania. Before leaving Barbadoes, Lewis Morris, Sr. had unfortunately married a woman of low extraction and bad conduct whom he brought with him to America. During Morris' last illness, this woman destroyed all the family papers she could lay her hands on, and so re-

modelled his will as to leave herself and one Bichley, her accomplice, the whole personal estate and all the negroes and silver. The fraud, however, was so evident that when young Lewis came of age, some years after his uncle's death, the legislature gave him possession of the estate as his uncle's heir-at-law. Lewis Morris married Isabella Graham, a near relative of the Marquis of Montrose, by whom he had fifteen children, of whom five daughters and two sons survived him. At different times, he held the offices of chief justice of New York and New Jersey, state councillor and acting governor in 1731 and governor of New Jersey in 1738.

In the quaint old family record kept by himself, Lewis Morris says: "I begin the year the 25th of March. I was born at Tintern in New Jersey in 1698, Sept. 23, and I was married by Wm. Vesey [the first rector of Trinity Church] on March 17, 1723, to Mrs Sarah Staats." The issue of this marriage was three sons and one daughter. Lewis, the eldest son, was "born the 8th day of April 1726." He was afterward one of the signers of the Declaration of American Independence. Sarah Staats, the first wife of Lewis Morris, died in 1731, and Morris married, November 3, 1846, "Mrs. Sarah Gouverneur," and the issue of this marriage was four daughters and one son—Gouverneur, who was born on January 30, 1752, and who played so distinguished a part in the struggle for American freedom and in the formation of the constitution, and who, during the stormy days of the revolution in France, stoutly maintained the integrity of his government in the fulfilment of his duties as accredited minister to the French court. In the autumn of 1798, Gouverneur Morris returned to America after an absence of ten years, and rebuilt the house at Morrisania in which he had been born, and, which having been within the enemy's lines during the revolution, had seen so many stormy days. In 1809 Gouverneur Morris married Miss Anne Cary Randolph, the daughter of Thos. Mann Randolph, Esquire, of Tuckahoe, Virginia, and in 1816 Morris died, leaving to her the care

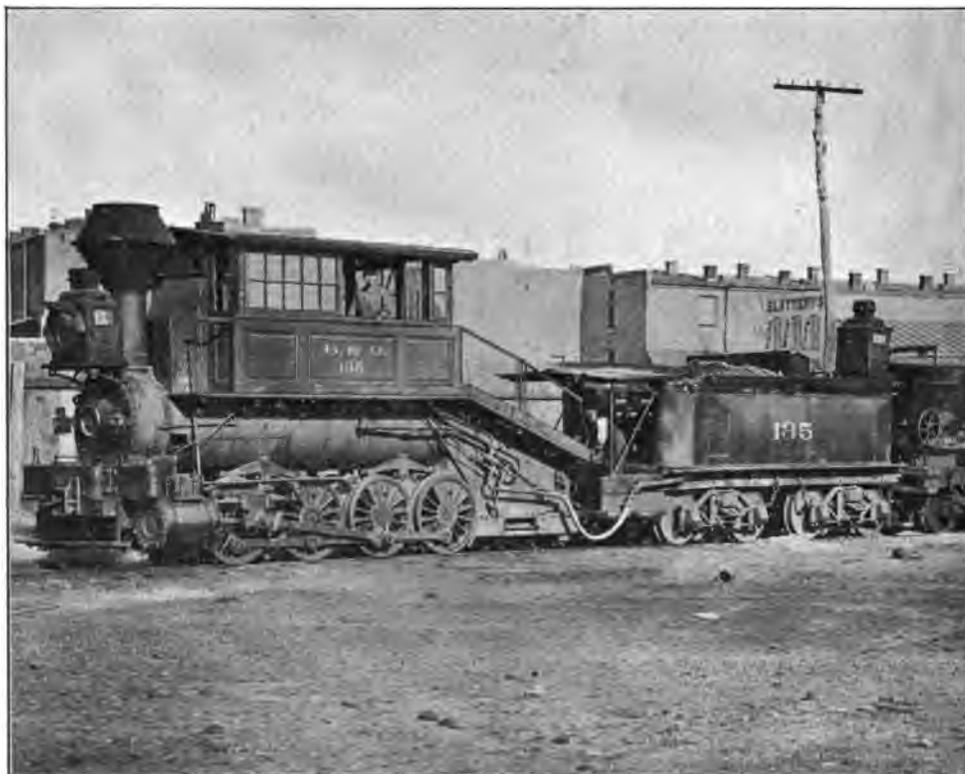
of his son and also of his estates, in which she was to have a life interest.

Morrisania was far removed during the early part of the century from the busy parts of New York city, and communication was only easy by means of the family carriage. Occasional trips into town and rare journeys not comfortable and often dangerous through New York state to Jefferson County to inspect lands—called the "Morris tract," lying along the St. Lawrence River—seem to have been the principal breaks in the life of of young Gouverneur, who with only the companionship of his mother, and occupied by the various interests connected with his farm, grew to man's estate. On May 28, 1837, Mrs. Morris died and Morris became possessed of his father's estates and responsibilities. After Mrs. Morris' death, the house at Morrisania was closed for some years and during this period Morris mingled somewhat in the society of New York and among his numerous kinsfolk.

The extensive field for men of intelligence and enterprise which was opened by the projecting and building of railways, early attracted Morris' attention; he foresaw the great effect they would have in helping to build up and develop the varied interests of the whole country, and therefore devoted himself earnestly to the work. His first effort in this field was in connection with the New York & Harlem Railroad. The company had by herculean efforts completed the road in 1838 from the city hall to Harlem, 125th street, in the course of which it had blasted its way through many deep rock cuttings, and had performed the wonderful feat, for that early day, of driving a tunnel of several hundred feet in length through the rock at Yorkville hill, and had built a long and high viaduct across the Harlem flats at great expense. The road was made a double track and had cost so much that the company found its finances completely exhausted on reaching this point, as also were its powers to proceed further under its charter. About this time, 1838, another company was chartered by the legislature of the State of New York, called the New York & Albany Railroad Com-

pany, empowered to build a road from New York to Albany. Gouverneur Morris and other gentlemen interested in the Harlem road, conceived and carried out the idea of purchasing this charter and consolidating it with the Harlem, which being accomplished, opened the way for extending the Harlem railroad beyond the Harlem River. Railroads were then in their infancy and people were timid about investing

H. Morris. Morris had the satisfaction of seeing the completion of this extension and its opening for business in 1841. From this time forward for many years, he acted as a director in the company, taking a very active part in conducting its affairs, and at one time held the office of vice-president. He exerted himself in having the road extended from time to time until it reached its final completion in 1852, by a



THE LAST OF THE "CAMEL-BACK" TYPE.

money in them so that it seemed probable that the extension would have to be abandoned. In this emergency, Morris came forward and personally supplied the means with which to extend the road as far as Williamsbridge in Westchester County, about seven miles, making use of the railway bridge built for wagon travel across the Harlem River at the head of Fourth avenue, that bridge being owned by Gouverneur Morris and his cousins Gerard W. Morris and William

connection with the Boston & Albany Road at Chatham Four Corners in Columbia county, New York, one hundred and thirty miles from the city. The last fifty miles of the road from Dover Plains to Chatham Corners — called the "Albany extension" — were built in 1851-2 by Morris in partnership with George L. Schuyler and Sidney G. Miller as chief contractors. Seeing the importance to the Harlem Railroad of having a connection with deep water tide at its southern

terminus, Morris undertook and completed in 1850 the construction of the Port Morris branch road from a point near the Melrose station on the main line to a point on the East river opposite Flushing Bay, including the building of ample wharf accommodations for large vessels. This road was built upon Morris' own lands and with money supplied entirely by himself. He was one of the incorporators of the Illinois Central Railroad company and a director from the date of its incorporation to August 4, 1854.

In 1850, with George Barker and others, Morris built the Vermont Valley Railroad, twenty-two miles long, from Brattleboro to Bellows Falls on the Connecticut river. He became a director in the company and subsequently was chosen president. His career as a railway projector and builder ended when he retired from the presidency of the Vermont Valley Road about 1879. Morris, in 1852, commenced to build the Treverton & Susquehanna Railroad in Pennsylvania. This road, sixteen miles long, including a very long bridge over the Susquehanna river, was a most difficult work, requiring much time and care in its execution. It was, however, very satisfactorily completed in 1855. Associated with George L. Schuyler, J. S. Stranahan, Josiah W. Baker, Charles G. Case, and Sidney G. Miller, Morris entered into contract with the Albany & Susquehanna Railroad Company in 1853, to build its road from Albany to Binghamton in Broome county on the Erie Railway, a distance of one hundred and forty miles. The work was commenced soon after the contract was signed, and the grading was quite far advanced when, in 1854, a difference of opinion arising between the company and the contractors, work was stopped, the contractors considering themselves justified in abandoning it. As early as 1839, Morris became persuaded that the progress of railways through the country could not be arrested by the timidity of persons unwilling to put their money in them, and to a number of gentlemen averse to subscribing for the completion of the New York & Albany road, he plainly stated this conviction. "Gentlemen," said he, "it makes no difference how dilatory you are in the matter,

within thirty years there will be steam communication from Boston pierhead to the Pacific." The less far-seeing among this group of gentlemen were inclined to treat the prediction as a flight of the imagination, but many of them lived to see the prophecy fulfilled, for, exactly thirty years and four months after it was made the last spike was driven in the Pacific Railway.

In February 1842, Mr. Morris married his cousin, Miss Martha Jefferson Cary, of Virginia, and by her had ten children of whom five survive him. Mrs. Morris died in 1873, and in 1876, Mr. Morris married his cousin, Miss Anna Morris. After his second marriage, he lived quietly at Pelham, where he died after a long illness, August 20, 1888, aged seventy-five years.

The period of one hundred and thirty-eight years covered by the lives of the two men, father and son, was one of vast interest to the civilized world. It embraced the American revolution for independence, the revolution in France for liberty, the development of the far-reaching power of the press, the perfecting of the locomotive-engine which has opened up the immense resources of America, and the unfolding of the amazing power of the electric telegraph. With keen intelligence, the two Morrises, father and son, conceived and prophesied the development of their country, and each, in his generation, labored earnestly for its advancement.

Mr. Morris was a man of powerful physique, had a robust and generous nature, and possessed broad views regarding matters of public policy. He was somewhat negligent of his personal appearance, but with commendable pride, he always signed his name "Gouverneur Morris of Morrisania."*



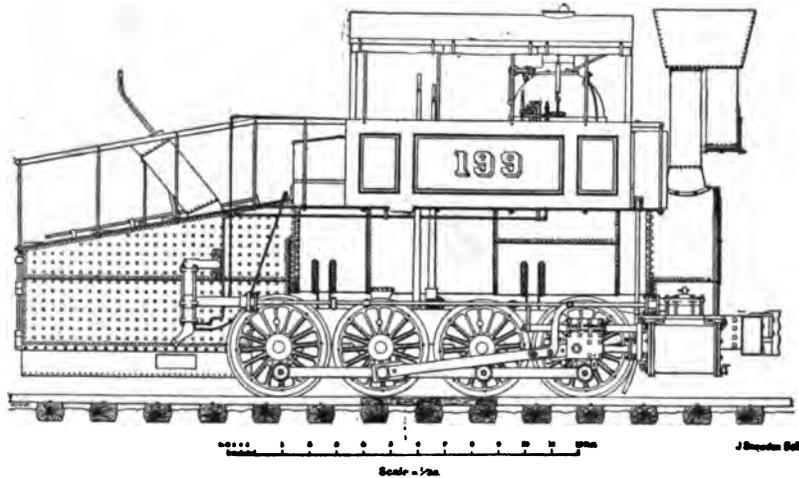
FRANKLIN HAVEN was born May 30, 1804. When the Merchants Bank of Boston was incorporated in 1831, Mr. Haven accepted the office of cashier. He was elected, 1836, its president, which office he continued to hold until Jan. 1884, having

* "Gouverneur Morris," by Anne Cary Morris, *Genealogical and Biographical Record*, January, 1889.

served the institution in the two capacities for over half a century. At the time of his resignation, he was succeeded by his son Franklin Haven, Jr. He continued a director, however, until March 1885, when he resigned that position and was succeeded by Abbott Lawrence.

In 1838, he was appointed pension agent for New England and held that office seventeen years. He was also appointed sub-treasurer at

recognition of his services. Mr. Haven is a gentleman of striking features, tall and erect, of courtly bearing and possessed of great dignity of manner as well as kindly feeling, and is perfectly upright in all his business relations. Among the people of New England and especially among the bankers and merchants, none stand higher in the estimation of their fellowmen than he.



A "CAMEL BACK."

Boston in 1849 and resigned in 1853, but at the request of President Pierce continued a year longer. As chairman of the commission on public lands of the state in 1859, and many years subsequent, he had much to do with the growth and development of the city of Boston over what is known as the Back Bay, now the most beautiful part of the city. He enjoyed the acquaintance and esteem of Daniel Webster, and after his death and that of his son Fletcher, became guardian of Fletcher's children. He was an incorporator of the Illinois Central Railroad Company and a director from Feb. 10, 1851 to May 28, 1862, and gave much of his valuable time to the affairs of the company. As he resided in Boston, he was obliged to make a journey to New York each time he attended a board-meeting, which he did with frequency. When he retired from the directory, the board made a handsome

JOSEPH W. ALSOP was for many years of the firm of Alsop and Chauncey of New York, formerly Alsop, Wetmore and Cryder, one of the greatest of New York's old mercantile houses. The Alsops trace back their ancestry to Richard Alsop, who was lord mayor of Dublin in 1597. Joseph W. Alsop was descended from one of the oldest families in Connecticut, which had settled at Middletown before the revolution, early in the eighteenth century; Middletown being at that time a commercial seaport doing more business than New Haven and Hartford combined.

Joseph W. Alsop was born in Middletown, November 22, 1804. He received a common-school education. At the age of fifteen, he entered the commission-house, of which his father was senior partner, as clerk. The house then commanded a large share of the West-Indian

and South-American trade, and in the capacity of agent, Alsop made several voyages to Santa Cruz and other commercial ports.

He came to New York in 1824, and soon thereafter began business in his own name. Branches of the house of Alsop and Company were established on the western coast of South America, where they are still conducted under the same firm-name and where they now, almost alone, maintain the repute of American commerce in fields from which it has been driven by our own stupid legislation. In 1842, on the return of Henry Chauncey — at that time one of our first merchants — from South America, the firm of Alsop and Chauncey was formed. The partnership continued until the death of Chauncey about fifteen years ago. Shortly before the discovery of gold in California, William H. Aspinwall, in connection with the old house of Howland and Aspinwall, started a line of steamships to run in connection with the Panama R. R. In both of these enterprises, the New York branch of Alsop and Chauncey took a prominent part. Aspinwall, upon whom the principal labor of establishing the railroad devolved, subsequently said that had it not been for the sagacity, integrity and capital of Alsop's firm, the road would not have been finished. Besides the firm of Howland and Aspinwall, John L. Stephens, Gouverneur Campbell, Joseph W. Riley, Edward Bartlett, and Samuel Comstock, were associated with Alsop in the Panama enterprise, several of whom were successively connected with the house of Alsop and Chauncey, and all of whom were familiar with the Southern coast and with the wants of commerce, and who understood the usefulness of this road to American trade.

Mr. Alsop was the first president of the Ohio & Mississippi Railroad, and was receiver of it for ten years and retired in favor of Gen. George B. McClellan. He was one of the incorporators of the Illinois Central Railroad Company and a director from February 10, 1851 to May 27, 1863. He was a director of the Seamen's Savings Bank and was its treasurer for many years, and was also director of the Woman's and St. Luke's hospitals. Mr. Alsop

had not been actively engaged in business for about seven years at the time of his death, 1878, but had remained in the city during the winter and at the old homestead in Middletown during the summer.

Mr. Alsop was always a warm friend to the deserving poor, and young men of principle and integrity who got into business embarrassment, he helped, often at great inconvenience to himself. He always declined to accept any political office. He was an earnest friend to the democratic party, but never permitted his political principles to influence or disturb his social relations. He died at his residence, No. 32 West Washington Place, New York City, February 26, 1878. He left a wife and one son, Dr. Joseph W. Alsop of Middletown, Connecticut. He was an exceedingly conscientious and upright man, and died as he had lived, deeply loved and respected. His remains were taken by special train to his native town for burial. The funeral services in New York were conducted by Dr. Eaton and Dr. John Cotton Smith, and at Middletown, Bishop Williams officiated. Thus passed away one of the greatest of New York's old merchants.

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APT. DAVID AUGUSTUS NEAL, the first vice-president of the Illinois Central Railroad Company, was one of the incorporators of the company and a member of the board of directors from February 10, 1851 to March 19, 1856. He was born at Salem, Mass., in June 1793; his life was an exceedingly eventful one. He received a thorough elementary education and left school early. At the age of twenty-two, he made his first voyage to Calcutta as super-cargo in the brig *Alexander*, a small craft of two hundred and fifty tons burthen, owned by himself and his father. In 1817 he made a voyage to Batavia, a city of Java — the capital of the Dutch possessions in the East Indies, in command of the same vessel. This voyage he always said was

without doubt the first voyage ever navigated on tee-total principles. As he had come to the command of his vessel, as the phrase is "through the cabin window," that is to say through the circumstance of part ownership and without the rough discipline, delay, and experience of the lower grades of service, his crew at once began to presume upon this fact and to test his quality. When a few days out, the men sent back, by one of their number, the usual allowance of grog which had been served, stating that if they could

Halifax, in July 1814, he sailed in a transport, one of a fleet convoyed by the *Goliath*, Capt. Maitland, for Dartmoor prison in England. While in the fogs of the Grand Banks of New Foundland, he took part in an attempt to get possession of the transport, was severely wounded and had his hand dressed by Surgeon Barry O'Meara of the *Goliath*, who, soon after, joined Capt. Maitland on the *Bellerophon*, going with him to St. Helena in charge of the captured Bonaparte. Surgeon O'Meara afterward wrote



ILLINOIS CENTRAL LOCOMOTIVE No. 383.

not have more, they would not have any. The young captain took them at their word, directed the ship's steward to "cut off the tap," and navigated his brig without further trouble. His comment was, "the rum came home safe and so did the men."

During the war with Great Britain in 1812, he embarked in privateering and met with considerable success. In May 1814, he was captured and taken to Halifax, where he spent his freedom birthday in a British prison. From

a famous memoir of the Emperor. Capt. Neal carried with him the evidence of this attempted escape until his dying day. He was released from Dartmoor by the treaty of peace of 1815. Later, he was a shipmaster in the merchant service and commanded ships until the summer of 1826, making several voyages to the Mediterranean, the East and West Indies, South America, and incidentally visiting a great deal of the interesting scenery and a great many of the historical spots in Europe and Asia. He was an

observant traveller and gained much valuable knowledge in his trips abroad. These were singularly free from disaster with the exception of one trip to Sumatra, undertaken in 1818, where his crew fell sick and some died. Failing to ship fresh hands there, he made the best of his way around the Cape of Good Hope to the island of Saint Helena in hopes of a supply of provisions, medicines, and able bodied men. But here Napoleon was a prisoner, and access to the harbor was so jealously guarded that he succeeded in obtaining nothing but supplies for his depleted medicine-chest. He returned from this place with his vessel in charge of himself, one old sailor, and two chinamen, they being the only able bodied seamen on board. In this miserable condition, he at last reached the coast of Virginia in the tempestuous January of 1820 with his remnant of a crew on short allowance and here he suffered total shipwreck in sight of the lights of Cape Hatteras. The shore, being white with snow, had misled them as to distance. Capt. Neal made his way to Norfolk and Baltimore, where having settled the disastrous voyage with his owners, he took passage for Philadelphia, early in March, in a government mail-wagon.

On retiring from the sea, he became a commercial partner in the house of Neal and Sons, which was founded by his father, an old revolutionary veteran, privateersman, and prisoner of war, and finally became head of that house on the retirement of Capt. Neal, Sr. He became president of the Eastern Railroad of Massachusetts in 1841, when it was extending its lines from Massachusetts into New Hampshire and Maine, and subsequently took charge also of the Reading Railroad of Pennsylvania, the affairs of which were much disordered and which was then in control of Eastern bankers. Both of these positions he resigned in 1851 to become vice-president of the Illinois Central Railroad Company, of which he was one of the original incorporators and in which he held a large pecuniary interest. He remained in that position four years. He was director for five years until 1856. In 1851, he visited Illinois and went over

the proposed route with Col. Roswell B. Mason, was very favorably impressed with the country, and made a very elaborate report to the board of directors on the value of lands and on the resources and probable amount of traffic that would be controlled by the line when completed. He also paid considerable attention to the organization of the land department and to the platting and selling of the lands which had been donated to the company. During the period of the construction of the road, he made two trips to Europe, spending a considerable portion of his time in Liverpool, where he purchased about 80,000 tons of iron rails of a most excellent quality—56 pounds to the yard.* In London, he took part in the negotiation of the first issue of sterling bonds made by the company. They were sold at a premium.

Capt. Neal was a man of robust nature, of indomitable energy and of great physical endurance. In his religious views, he was perhaps inclined to be somewhat heterodox, or, even skeptical; he was brought up in the midst of tendencies and influences which may have been intensified by his early acquaintance with oriental life and thought, of which in his autobiography, left in manuscript, he writes most understandingly. Capt. Neal never held political office of any kind. He died at Salem, Massachusetts, in August 1861.

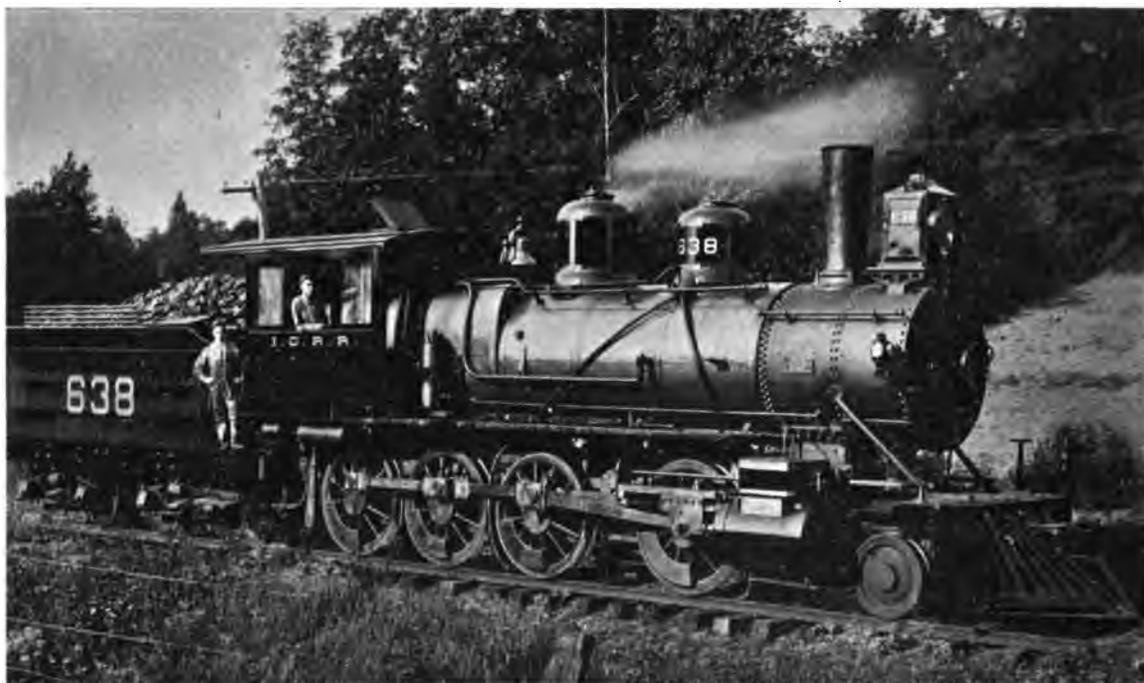


WILLIAM H. ASPINWALL, one of the incorporators of the company, was born in New York, December 16, 1807; he was a nephew of Gardner G. Howland, and, at an early age, he entered the old shipping house of Gardner G. and

* The receiving and forwarding of these rails was entrusted to a commission-house established in New York in 1852, under the firm name of Clark & Jesup, being composed of Charles G. Clark and Morris K. Jesup. This was the inception of the present firm of Crerar, Adams & Co. (John McGregor Adams, Edward S. Shepherd), extensive manufacturers of railway supplies, Chicago, whose senior partner, John Crerar, recently died, leaving such a munificent sum to the city for a public library, and other liberal bequests.

Samuel S. Howland, and was taken into the firm in 1832. In 1837 the new firm of Howland and Aspinwall was established. This house had the largest Pacific-coast trade of any firm in New York, besides doing an extensive business with the East and West Indies, England, and the Mediterranean. Shortly after the discovery of gold in California, he retired from the active management of the firm and secured the contract for a line of mail-steamers to run from the Isth-

enterprises, Mr. Aspinwall was eminently successful and he held the office of president of the company for many years. He founded the city of Aspinwall, at the eastern terminus of the railway. Besides his brief connection with the Illinois Central Railroad, Mr. Aspinwall was interested in the construction of the Ohio & Mississippi R. R., extending from Cincinnati to St. Louis. This was built as a broad-gauge road, but afterward changed to the standard gauge.



ILLINOIS CENTRAL LOCOMOTIVE No. 638.

mus of Panama to San Francisco, Cal. This line was established under the name of the Pacific-Mail Steamship Company. He and his associates also organized the Panama Railroad Company, and constructed its road. In aid of its construction they received a liberal concession from the government of New Granada. Owing to the unhealthy climate of the country through which the line passed, the construction proved an expensive work, but after many difficulties the road was completed and opened for business February 17, 1855. In both of these

Mr. Aspinwall traveled much in the last twenty years of his life, and being a liberal patron of the fine arts, made an important collection of paintings. These were sold by his family in 1886. Mr. Aspinwall was a man of fine presence, a courteous gentleman, an earnest christian, and justly ranked as one of New York's great merchant-princes; he was remarkable for his generosity and his lenience to the debtors of his house. He died in his native city, January 18, 1875, in the sixty-eighth year of his age.

THOMAS WILLIAM LUDLOW, a son of Thomas Ludlow and Mary Ludlow, was born in his father's house, on the northeast corner of Garden street (now Exchange Place) and Broadway, New York, on June 14, 1795. He was a great-grand-son of the founder of the New York family of Ludlow, Gabriel (arrived in New York, 1694), who came of the old English stock to which belonged the republican general, Sir Edmund Ludlow, and the great Puritan statesman and jurist, Roger Ludlow of Massachusetts and Connecticut. Thomas W. Ludlow graduated with credit from Columbia College in the class of 1811, and served as a trustee of his *alma mater* from 1833 to 1836. After graduating he read law with Martin Wilkins. In 1825 he went to England with his cousin, Frances Mary Ludlow, wife of Philip Thomas and mother of Ludlow Thomas, in connection with her claim to the Harison succession, then in the English courts, and was successful. However, he soon withdrew from general practice of his profession. His brother-in-law, Gulian Ludlow, recommended him, toward the close of his active life, to his family connections of the great banking-house of Crommelin of Amsterdam, and to his English correspondents as well, and for many years Mr. T. W. Ludlow had charge of their important commission business in America, and conducted it so much to their satisfaction that, upon his retirement, the Crommelins sent him a large sum of money, with which he procured, as a souvenir, a splendid service of plate. For the account of the Dutch house, Mr. Ludlow had much to do with a loan of the District of Columbia, an affair of considerable importance at that time. He represented also the Holland Land Company, and was at one time instrumental in saving the interests of his clients, which were menaced by an adverse sentiment in congress.

From early manhood, Mr. Ludlow's mental grasp of the prospects and promises of the country, which was then almost wholly undeveloped, was remarkably comprehensive, and with his immediate associates, many of them at that time or since distinguished in the fields of public or of private affairs, he took an active

part in the inception of a number of business enterprises which have continued to be highly prosperous, and have several of them contributed not a little to the national progress. Thus he became one of the incorporators of the Illinois Central Railroad Company, February 10, 1851, and was a director of that company from Feb. 10, 1851, to August 25, 1854. He was the first president of the Panama Railroad Company; a director of the New York Life Insurance Co.; and one of the founders of the New York Life Insurance and Trust Company. Of the last corporation, Mr. Ludlow served as vice-president up to the time of his death. This corporation has been managed so well that the shares originally issued at \$100 now sell for \$700.

Mr. Ludlow married, in 1828, Frances Wickham Morris, a beautiful and accomplished daughter of Robert Morris of Fordham (Morrisania), and established a charming home in the then fashionable quarter of the Fifth ward of the city, at the southeast corner of Varick and Laight streets, Hudson Square, opposite St. John's Park, which is now the site of the freight station of the New York Central Railroad. Soon afterward he acquired a large tract of property south of Yonkers, adjoining the new station of the Hudson River Road which bears his name, Ludlow.

Mr. Ludlow died at his country-seat, Cottage Lawn, Yonkers, New York, July 17, 1878, leaving behind him the memory of a thoroughly just, upright, liberal, and temperate life.



HENRY GRINNELL was born in New Bedford, Massachusetts, in 1800, was graduated at New Bedford Academy in 1818, and during the same year became clerk in a commission house in Pine St., New York. In 1825 he was made a member of the firm of Fish and Grinnell; afterward Grinnell, Minturn and Company. He was much interested in geography, and especially in Arctic exploration, and in 1850 at his own expense, fitted out

an expedition to search for Sir John Franklin, from whom nothing had been heard in five years. The expedition sailed from New York in May 1850, under command of Lieut. E. J. DeHaven, with Dr. Elisha Kent Kane (whose second cousin, Elias Kent Kane, was a senator from Illinois) as surgeon and naturalist. It discovered land in latitude $75^{\circ} 24' 21''$, which was named Grinnell Land—an island north of Corn-

graphical Society in 1852-3, and a vice president from 1854-72. His daughter, Sylvia, married Admiral Ruxton of the British navy, and in 1886, presented to that society a crayon portrait of her father framed in wood taken from the *Resolute*. Mr. Grinnell was also one of the merchant princes of New York and died in that city, June 30, 1874, universally loved and respected.



COURTESY OF THE FRANKLIN PRINTING CO., COUNCIL BLUFFS, IOWA.

Illinois Central bridge over the Missouri River between Council Bluffs and Omaha. Double track—17 ft. above high water—1707 ft. long—span 520 ft., the longest in the world.

wallis Island which should not be confounded with the better known Grinnell Land bordering on the frozen sea. In 1853, in conjunction with George Peabody, he spent \$50,000 in the equipment of the second Franklin search expedition, giving it also his personal supervision. This expedition was placed in charge of Dr. Kane, and the government bore part of its expenses. Mr. Grinnell also contributed freely to the Hayes expedition of 1860, and to the "Polaris" expedition of 1871. He was one of the original incorporators of the Illinois Central Railroad Co., and named in the charter; but, as he was about retiring from active business at the time the company was being organized, his connection with it was brief. Throughout life, he was an earnest advocate of the interests of sailors. He was the first president of the American Geo-

JOHN MOORE was an Englishman by birth, having been born at Grantham, Lincolnshire, September 8th, 1793. Up to his fourteenth year, he attended the common school and all his subsequent education was obtained without a teacher. He often studied while at his work at his trade as a wheelwright, to which he was apprenticed at an early age. In 1817 he sailed for America. He settled first in Virginia but remained there but a short time, when he removed to Harrison, Hamilton County, Ohio; here he worked at his trade; March 9, 1820, he married a Kentucky lady, a Mrs. Misner. They had a family of eight children. In October 1830 he moved to McLean County, Ill., and settled on a farm at Randolph Grove. There he entered forty acres of land and afterward purchased considerable more land, and

did some farming. He also worked at his trade; and here he endured the privations to which all the early settlers were subjected. In 1831 he was elected a justice of the peace, this being the first office he held. In 1835 he was elected to the legislature, which then held its sessions at Vandalia. In 1839 he was elected to the senate of the State and in 1840 he was elected lieutenant governor; this office he held up to 1846. At the close of his term, at the outbreak of the Mexican War, he enlisted as a private in the 4th Regiment of Illinois Volunteers, which he had been active in forming, and was almost immediately chosen lieutenant colonel; he bravely and honorably served during that war and participated in several engagements—Cerro Gordo, Rio Grande, and Vera Cruz. When he returned from the Mexican War, the State of Illinois presented him with a sword to show its appreciation of his distinguished services. In 1848 he was appointed state treasurer by Governor French, to fill the vacancy caused by the death of Milton Carpenter. At the expiration of the term in 1850, he was elected to hold the same office and was reelected in 1852. In 1854 he was again a candidate, but was defeated on account of an absurd prejudice which sprang up at that time against foreigners. In 1853 Mr. Moore was appointed by Governor Matteson to settle the difficulty between the State of Illinois and the firm of Thompson & Foreman, growing out of a contract by which that firm was to deliver to the State of Illinois a certain amount of railroad iron. This difficulty was arranged by Mr. Moore to the entire satisfaction of all parties. He was appointed one of the trustees of the Illinois Central Railroad Company in 1851, and held that position up to the time of his death in 1866.

Mr. Moore was nearly six feet in height and heavily built; his shoulders were broad, and his carriage erect and his complexion ruddy. His health was remarkably good, and this doubtless contributed to his cheerful, happy disposition. He was a man of great natural force of character and an honest man, and was familiarly known throughout the State as "Honest John Moore." The State of Illinois never had a more faithful

guardian of her interests. His power of memory and of conversation was wonderful. He was a fine presiding officer and the chair of the senate has never been filled by a more accomplished parliamentarian. His death, which occurred at Boston, September 23, 1866, was the result of a surgical operation performed upon his eyes for cataract. His remains were interred in the old burying ground at Randolph Grove.*



JUDGE SAMUEL DRAKE LOCKWOOD was born at Poundridge, Westchester county, New York, August 2, 1789; when quite young, his father died, leaving his mother with three small children and with but slender means of support; by this event, Samuel's plans for a liberal education were broken up and he was thrown upon his own resources. At twelve years of age, he spent a few months at a private school in New Jersey, where he says of himself, "I acquired some knowledge of arithmetic and enough of Latin to be able to decline a few nouns and conjugate a few verbs." Lessons in arithmetic were given orally and written out by the pupils. In 1803 he went to live with his mother's brother, Francis Drake, a lawyer of Waterford, New York, where he remained as a law student until February 1811, when he was licensed to practise law and opened an office in Batavia, New York. It may be said of Judge Lockwood as was said of John Quincy Adams, that he never had a boyhood. In early years, he met the stern realities of life which left no time for boyish or manly sports and, as a consequence, he had no relish for such things. But he was preeminently a home man, in full sympathy with everything that would increase the happiness of home, and bring enjoyment to the family circle. The first four years of his professional life was a hard struggle with disease and pecuniary embarrassment. In

* "Good Old Times in McLean County, Illinois," by Dr. E. Duis, Bloomington, 1874.

a new country, he found the legal profession well filled and in it some men of reputation and experience — able to absorb all the business.

On March 12, 1813, however, he was appointed master in chancery by Gov. Tompkins, a circumstance which, as he wrote at the time, enabled him, with his other practice, to support himself decently and to pay the debts he had contracted before he got into business. This period included the war time, when everything was

for Illinois, reaching Shawneetown, December 20. He made the journey in company with William H. Brown and others on a flat-boat down the Alleghany and Ohio rivers. From Shawneetown, Lockwood and Brown made the trip to Kaskaskia, a distance of 120 miles, on foot and arrived December 26; entire strangers to the country. On their way, they were met by two young men bound for the same place. These were Thomas Mather and Sidney Breese, both



ILLINOIS CENTRAL LOCOMOTIVE "1156."

depressed to the lowest point. Judge Lockwood naturally diffident and retiring, feeble in physical constitution, with a tendency to self-depreciation, and far separated from all family friends, must have passed through many trials, and his final success is an evidence of that sterling worth of character with which in after life he was universally credited. From a letter to his mother, written in May 1815, we learn that he remained in Batavia about a year, then removed to Auburn in that year and practiced law with George B. Throop until the fall of 1818, when he started

from New York. Judge Lockwood remained in Kaskaskia a year, and then removed to Carmi, spending a year there. In 1821, at the second session of the legislature held at Vandalia, he was elected attorney general. This election to office necessitated his removal to Edwardsville. In 1822 Governor Coles appointed him secretary of state, but in the same year, President Monroe appointed him receiver of public monèys at Edwardsville and he accepted the latter position. In 1823 he was appointed an agent of the board of canal commissioners. In 1824 he was elected

associate justice of the supreme court, and in 1824-5, assisted in a revision of the criminal code of the state which, with a few amendments, has continued in force ever since. He remained on the bench until the adoption of the new state constitution in 1848. Judge Lockwood was therefore a resident of Illinois from 1818 to 1874, and for over fifty years was in public service, holding during that period, under state and national appointment, the following positions of trust and responsibility, attorney general, secretary of state, receiver of public moneys in the Edwardsville land-office, associate justice of the supreme court. He was state trustee of the I. C. Railroad from the organization of that company until his death in 1874, and was charter trustee in each of the state institutions established for the benefit of the insane, deaf and dumb, and blind.

This brief outline indicates something of Judge Lockwood's standing in the state, something of the esteem with which he was regarded by his fellow-citizens, and something of the influence he must have exerted in that period of our State history, when a few of our good and wise men were laying the foundations of those civil, social, and educational institutions, which have secured for us our present prosperity and are a standing proof of the wisdom and fidelity of the great men into whose labor we have entered.

ROSWELL B. MASON, chief engineer of the Illinois Central from 1851 to 1856, was born in New Hartford, Oneida county, New York, September 19, 1805, and died in Chicago, January 1, 1892. He was reared on a farm and attended the district schools until the age of sixteen. In the summer of 1821 our subject's father took a contract to furnish stone for a section of the

Erie Canal, and the boy was set to work hauling stone. It was here he met Edward F. Gay, assistant engineer of the canal, who offered him a position of rodman for the engineering party, and he remained with Gay until the completion of the Erie Canal. In the spring of 1824 he joined the engineering party that was engaged in the construction of the Schuylkill Canal, but on account of sickness was compelled to return home in August of that year. In the spring of 1825 he joined his old employers on the Morris Canal in New Jersey. Here Mr. Gay resigned his position as assistant chief engineer, and our subject was given his place. He was engaged on this work for six years, the latter part of the time as chief engineer and superintendent of the canal. He was engaged on various canals in New Jersey and the east until the spring of 1837, when he became interested in the surveys of the Housatonic railroad, one of the largest of the early railroads. During the following fourteen years he served as engineer and superintendent of the railroad, making his headquarters at Bridgeport, Conn.

In the spring of 1851 he came west and took charge of the construction of the Illinois Central railroad, which he completed in October 1856. He then resigned his position as chief engineer and was engaged in the construction of other roads in Iowa, Illinois and Minnesota until the spring of 1861, when he was appointed comptroller of the land department of the Illinois Central Railroad and retained this position until August 1867. He then took charge of the Dubuque bridge which was completed in December 1868. In November 1869, he was elected mayor of Chicago and it was during his administration that the great Chicago fire occurred. In 1873 he was appointed one of the trustees of the Illinois Industrial University and held that position ten years. He was an important factor in the early growth and development of our present system of railroads.

CHAPTER III.

PRESIDENTS OF THE
ILLINOIS CENTRAL RAILROAD COMPANY.

PRESIDENTS OF THE ILLINOIS CENTRAL RAILROAD COMPANY.



Robert Schuyler,	March 19, 1851 to July 11, 1853.
William P. Burrall,	July 28, 1853 to Nov. 23, 1854.
John N. A. Griswold,	Jan. 10, 1855 to Dec. 1, 1855.
Wm. Henry Osborn,	Dec. 1, 1855 to July 11, 1865.
John M. Douglas,	July 11, 1865 to March 14, 1871.
John Newell,	April 14, 1871 to Sept. 11, 1874.
Wilson G. Hunt,	Sept. 11, 1874 to Jan. 28, 1875.
John M. Douglas,	Jan. 28, 1875 to July 17, 1876.
Wm. K. Ackerman,	Oct. 17, 1877 to Aug. 18, 1883.
James C. Clarke,	Aug. 18, 1883 to May 18, 1887.
Stuyvesant Fish,	May 18, 1887.



ROBERT SCHUYLER, first president of the Illinois Central Railroad Company, was a grandson of General Philip Schuyler of revolutionary fame; he served from March 19, 1851, to July 3, 1854. He became interested in Illinois railways through the purchase of the finished portion, 24 miles, of the Northern Cross Railroad from Jacksonville to Meredosia, the first railroad constructed in the State. It was sold at public sale, April 26, 1847, and purchased by Nicholas H. Ridgely of Springfield, who soon after, through the negotiations of Thomas Mather of the same city, sold it to a construction company organized in New York in which Schuyler was interested. Its name was changed to the "Sangamon & Morgan Railroad" and it was rebuilt, work being completed July 22, 1849.

The record of Robert Schuyler in his connection with American railways is an interesting, but a sad one, to dwell upon. He was a pioneer in American railway construction and justly deserved the title of the first railroad king. He was at one time the president of five railways, *viz.* the New York & New Haven, the Harlem,

the Illinois Central, the Rensselaer & Saratoga, and the Sangamon & Morgan, and these various positions he held up to a certain period with great credit to himself. He was a man of unusual business ability, aided by a sound judgment and a liberal education. In his devotion to duty, he was no less remarkable; though broken in health, he was frequently found laboring in his private rooms until an early hour in the morning in a conscientious effort to serve the best interests of his share-holders. His versatility of mind enabled him to accomplish great results in a short space of time. He was a man of keen perceptions, clear and comprehensive views, and these constituted him a wise counsellor. His unaffected dignity, courteous bearing, and refined manner, commanded the respect of all who knew him, and these included many eminent persons of his day. Such qualities lent a peculiar charm to his office and station, and gave him the presence of an American gentleman. There was a provision in the charter of one of the railroad companies with which he was connected that required its completion within a certain time under a penalty of forfeiture. In an effort to

complete it within the specified time, as was supposed, he in an evil moment of his mistaken zeal, resorted to very questionable measures, which in the end proved his down-fall. In addition to holding the office of president of the New York & New Haven Railroad Company, he was the transfer agent of that company. At that time, the share certificates of railways were not countersigned as they now are; consequently there was nothing to prevent irregularities. Transfer agents had it in their power at that time

of the State of New York, familiarly known as the "Schuyler Act," making the over-issue of capital stock in that state a felony; for up to this time there was no statute covering such a breach of trust. A final examination of the books of the New Haven company and a return of all certificates showed that there had been an over-issue of the stock of that company amounting to about \$2,000,000. The discovery was made by mere accident. Schuyler was taken ill on June 29, 1854, and remained away from his



COURTESY A. H. RALPH, VICKSBURG, MISS.

"The Freight Conductor En Route."

to over-issue the shares of a railway, and it was done in this instance. The first irregular issue was made in Oct. 1853, and others followed until the irregularity was discovered, July 3, 1854. This occurrence resulted in the action that was afterward taken by the New York stock exchange, requiring that all certificates be signed by two officers of a company, and registered and countersigned by a third disinterested party, which must be a banking or trust company. This has proved a wholesome check upon similar dishonest transactions. It also resulted in the passage of a special law, in 1855, by the legisla-

office until July 3rd; the vice-president, Mr. Worthen, being called in to act as transfer agent. The fraud was discovered by the presentation of some of the spurious certificates issued by Schuyler. The case, which was brought by the holders of these irregular certificates, many of whom claimed to be innocent holders, was continued in the courts for ten years, but finally resulted in a decision in the New York court of appeals, in 1864, against the railroad company, which compelled it to reimburse every holder the value of his shares.

Schuyler, in his pride and ambition to succeed, and lacking the moral courage to acknowledge his needs and mistakes, fell into the fatal blunder which brought ruin to his reputation, sorrow to his friends, disgrace to his family-name, and disaster for the time being to the financial world. Flattered by apparent success — deficient in caution — failing properly to measure his resources — and withal, lacking the principle with which he had been credited, he dissipated large sums of money in an attempt to resuscitate failing properties. In an effort to retrieve himself, he committed this terrible wrong. However questionable his procedure, or reprehensible his conduct may appear to the minds of those unfamiliar with all the circumstances of the case, a careful investigation into his conduct shows that he was at least in part actuated by unselfish motives. It does not appear that he took advantage of his position merely to enrich himself. The trust imposed in him was unlimited, and the burden laid upon him very great; but there is a limit to human accomplishment, and there ought to be a limit to the responsibility laid upon human intellect. If there is not, those who impose excessive burdens in hopes of obtaining impossible results, should at least be willing to share in the responsibility, and to accept the outcome with resignation. In this instance, the zeal to promote the interest of one corporation tempted him to draw—temporarily, as he no doubt regarded it—upon the resources of another. The redeeming feature of the case laid in the fact that, when the transaction was laid open, he did not attempt to palliate his offence and meet his accusers with brazen effrontery. His sense of personal honor was so shocked, and his mortification so great, that he could not face his friends, and hence his flight to a strange land, to find relief in death. He fled the country from Quebec in a stray vessel: had he been a polished villain instead of a blunderer, he might have covered his tracks. But he had not studied the art of fraud, and so he put a very honest construction upon his own dishonesty. He attempted too much for his day, and failed. Many have gone further since and

succeeded, as the world counts success. But his was not a day of "trusts," when transactions quite as dishonest, and involving many more millions, can be so deftly hidden as to defy discovery. The world might indeed say that his sin partially lay in the fact of his being found out. The subtleties of finance had defeated him, because in his blindness he could not see his peril in time to be warned; and so, in the meridian of an otherwise bright and extraordinary career, his light went out. A life was extinguished that could not well be spared at that juncture from the railway world. He died in a foreign land, poor and friendless; the concealed worm had fed upon him, until he was wrecked mentally and physically, and he became the mere shadow of his former self.

WILLIAM PORTER BURRALL was the second president of the Illinois Central Railroad Company, having succeeded Mr. Schuyler under whom he had acted as vice-president. He was born in Canaan, Conn., September 18, 1806; died at Hartford, Conn., March 3, 1874. His father, William Morgan Burrall, was a lawyer by profession, a graduate of Yale, a prominent member of the bar of Litchfield county, Conn., an associate judge of the county court from 1829-36, and after that, chief judge for ten years. His ancestors were among the original settlers of the town of Canaan, and his mother, Elizabeth Morgan, was a member of the well known Hartford family of that name. William P. Burrall's mother was Abigail Porter Stoddard, a descendant of the Porter and Stoddard families of Salisbury, Conn., both of them prominent in the early history of the town and state.

Mr. Burrall was graduated at Yale College in 1826, among his classmates being President Sturtevant and Elizur Wright; he studied law at the Litchfield law-school; also in the office of the late Chief Justice Church, where he was associated as a law student with O. S. Seymour,

late chief Justice, and was admitted to the bar of Litchfield county in 1829. He practiced law in his native town until October 1839, when he removed to Bridgeport, Conn., to accept the presidency of the Housatonic Railroad, which position he held for fifteen years. This railroad had just become an accomplished fact by the exertions of Alfred Bishop, a gentleman of great energy and personal power, father of Hon. W. D. Bishop. Mr. Burrall was called from its

views were broad and generous. He favored no mean or stingy policies. He held in just estimate the rights and responsibilities of railroad companies, believing that the true secret of success in railroad management is found in fair and courteous treatment of the traveling and trading public. He desired the best, safest, and quickest accommodation for all patrons of his roads. He withheld no proper information from his stockholders. He kept his promises and asked of

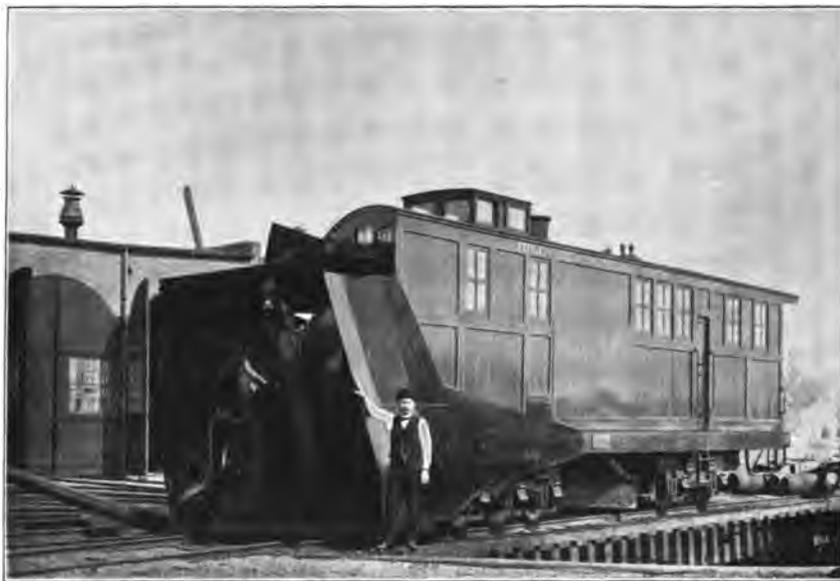


PHOTO LOANED BY MRS. G. K. DIXON, CHEROKEE, IOWA.

CENTRIFUGAL SNOW PLOW OWNED BY THE ILLINOIS CENTRAL R'Y CO.

management to the Illinois Central Railroad Company as treasurer, and became president. He was afterward connected with the New York & New Haven Company as vice-president, then with the Hartford & New Haven as vice-president and president, and finally was made vice-president of the New York, New Haven & Hartford at the consolidation of the companies. He was several times a member of the house of representatives and also filled the position of state senator.

In his business relations, Mr. Burrall was a man of singular honesty and accuracy. His

those with whom he came in contact that they should keep theirs. He was faithful to every trust reposed in him. As a draughtsman of railroad contracts, he had no superior in the country. There was no ambiguity in the language he employed; every sentence was so clearly expressed as to leave no room for doubt as to its meaning.

As a citizen, he favored honesty and truth in all public matters. The stain of corruption never was upon his hands in his extensive dealings with legislatures, courts, and commissions.

In the sphere of private life, Mr. Burrall's course was usually charming. Courteous, unobtrusive, pure, gentle, tender-hearted as a child; he kept a "peaceful tenor" in all his dealings with his associates. He was benevolent, but his benevolence was unostentatious. He was courageous, but his courage was always tempered with consideration for others. His word was as sacred as if sealed as a covenant.

Into the privacy of domestic grief we may not enter, but we may say that Mr. Burrall's large family found in his affectionate heart a faithful response in all the tenderest relations of life, and that his sudden death sundered many sacred cords. Such a life as his was an honor and a blessing to our common nature, and the community in which he lived mourned his loss with no common grief. One of his daughters is the wife of Henry H. Anderson, a prominent lawyer in the city of New York.

The revelation of the Schuyler incident shocked the confidence of the financial world and placed under suspicion every enterprise with which he had been connected. The unfortunate affair happened at a critical time in the history of the Illinois Central Railroad Company. On the day following the disaster, Mr. W. H. Osborn was called to the council of the board of directors and he was afterward (Aug. 11, 1854), elected a member. On Dec. 1, 1855, he was elected president of the company. He entered with remarkable energy upon the work of restoring confidence to this great enterprise. A *resume* of his services to the company and incidentally to the State, is given below.



JOHN N. A. GRISWOLD, third president of the Illinois Central Railroad Company, served the corporation in that capacity from January 10, 1855 to December 1, 1855.

WILLIAM HENRY OSBORN, was born in Salem, Mass., Dec. 21, 1820, and received a high school education in that venerable New England town. Shortly after leaving school, he entered the counting room of the old East India house of Peele, Hubbell and Company, founded by J. Willard Peele, engaged in the East India trade. After remaining there a while, he was sent to Manilla, (under the auspices of Stephen C. Phillips who was a member of the house), to represent the business at that place. He resided there several years, and afterward became the head of the firm and engaged in business on his own account. He traveled extensively in Europe and on his return to the United States in 1853, took up his residence in the city of New York, where he shortly after married the daughter of that most estimable man and upright merchant, Jonathan Sturges, the senior member of the firm of Sturges, Bennett and Co., at that time one of the largest mercantile houses in the city of New York. Mr. Sturges was one of the incorporators of the Illinois Central Railroad Company, and had unbounded faith in the future development of the State of Illinois. He, in company with other men of large means and reputation, had entered with great energy upon the work of constructing the Illinois Central Road upon a sound financial basis. The high character of the men engaged in the work of reviving a scheme that was destined to prove of such great advantage to the State, inspired confidence both at home and abroad. But the undertaking proved to be a more formidable one than even the minds of those sagacious men had calculated upon.

In 1854 while the work of construction was well under way, it became apparent that much larger expenditures would be required than had been estimated, and to carry it through to a successful completion more vigorous measures must be adopted. Up to the end of 1854, only 300 miles of the whole 704 miles to be built were completed and these in detached portions, so that they were operated at great disadvantage and cost, and the entire amount of net earnings

derived from their operation for the last half of the year was, as appears by one of the early reports of the company, only \$149,744.16. While the road was earning so little, the interest account on the bonded debt, already incurred, was rolling up so heavily as to threaten to engulf the whole enterprise. To add to the "paucity of events," the crops of Illinois in this year, 1854, were almost a total failure, checking the sale of lands which had been donated to the company,

earnestly demanded. It was therefore necessary at this critical juncture, to find immediately some one who could go to the scene of active operations in Illinois and personally superintend the closing up of the gaps between the unfinished portions of the line, as economically and as expeditiously as possible, so that it could be placed in a thoroughly equipped condition to earn money for the shareholders. At that time, the demand for men of such capacity was beginning to be felt



COURTESY JOHN H. WILSON.

ILLINOIS CENTRAL DEPOT AT FREEPORT, ILL.

as well as diminishing the amount of collections for those already sold. To add to the complication of affairs, the "Schuyler fraud" over-issue of the stock of the New York & New Haven Railroad Company was made public July 3, 1854, and completely unsettled business affairs, making it almost impossible to negotiate railway securities, however good. The directory, though composed of men of such high standing in the community, were all residents of the Eastern States, and they could not give that close personal attention to the affairs of the company which its peculiar condition at that time so

all over the country, but in no instance was it more urgent than in the case of the Illinois Central Railroad Company. In this dark hour for those who had ventured so largely and with such sanguine expectations upon this first land-grant project, (and which threatened for a while to prove even more disastrous than had other successive attempts that had been made to construct a road through the center of the State), Mr. Osborn was called to the command, and took up for a time his residence in Chicago. It was a herculean task imposed upon him and one which would have daunted almost any other

man. The people of the State of Illinois have never known what a debt of gratitude they owe to Mr. Osborn for his successful effort in saving the road to the State. It is perhaps no exaggeration to say, that if it had not been for the extraordinary exertions made by him at that time, the road would not have been brought to a successful completion, certainly not within the time it was, for, if foreclosure proceedings had been instituted then, it is extremely doubtful whether any new corporation which might have been formed would have been willing to accept the onerous conditions imposed by the original charter; and so in this way the essential advantage in the matter of tax on gross earnings would have been lost to the State.

Even after the ordeal of 1854 had been safely passed and the company's financial condition greatly improved by the successful negotiation by Mr. Osborn of a temporary loan of three millions of dollars, new and unlooked for difficulties arose. The income of the road had scarcely become sufficient to pay its running expenses, for the country along its line had not sufficiently developed to yield an adequate traffic for its support when the panic of October 1857, with all its disastrous accompaniments, swept over the country. Mr. Osborn had sailed for Europe a month previous. The financial skies were comparatively clear when he left, but on Oct. 9th, all the banks in New York, with the exception of the Chemical Bank, and most of those throughout the country, suspended specie payment. The wheels of commerce became clogged, and distrust everywhere so prevailed that it was impossible to negotiate a sterling bill at any rate of exchange. At this time, Mr. Osborn was in London in conference with English bankers with a view of placing the finances of the company on a more substantial footing. This he would have undoubtedly succeeded in accomplishing at once, but for the circumstances referred to. The suddenly changed condition of affairs compelled his immediate return to this country. The Atlantic cable was not in operation at that time, and on his arrival at Sandy Hook, he was startled to

read in the New York papers an announcement by the treasurer of the company in these words:

"OFFICE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, October 9th, 1857.

"The Directors of THE ILLINOIS CENTRAL RAILROAD COMPANY are under the painful necessity of announcing that, notwithstanding the most strenuous exertions to avert such a result, the company is forced to suspend payment.

"The existing derangement in the financial affairs of the country surprised the company with a large floating debt incurred for the completion and equipment of the road. To provide for its payment when the usual credits became unavailable, an assessment of ten dollars per share was promptly made, and upon this side of the Atlantic, largely paid in advance, enabling the company to meet its engagements in September. The installments upon the stock held abroad, have been in rapid progress of payment, but the negotiation of the bills of exchange drawn against them, difficult at first, has at length become impossible.

"All other and usual modes of raising money are well known to be entirely unavailable. It would be in vain at this time to call in another installment on the stock, as the same difficulties which prevent the realizing of the proceeds of the one already called, in season to meet the accruing obligations of the company, would attach to any other immediate assessment.

"The directors have therefore yielded to the stern necessity of the case reluctantly, but with a clear conviction that the true interests of both creditors and stockholders would be promoted by the legal steps which, under the advice of able counsel, have been taken to secure their respective rights.

"The coupons due on the construction bonds, October 1, have been paid to a large extent, and a provision has been made to receive the balance outstanding in payment of unpaid installments, if desired by the holder. No serious inconvenience will probably result therefrom.

"All possible exertions will be used to pay off every liability without unnecessary delay; and to relieve the company from its present embarrassment.

"As this has not risen from any difficulties intrinsic in the enterprise, but from the extraordinary condition of the money market, the directors see therein no cause to abate the confidence they have heretofore felt and expressed in the value of the road and the lands of the company.

By order of the Board,

J. N. PERKINS, Treasurer."

The coupons falling due on the large bonded debt then outstanding, were being presented by anxious holders, and, to satisfy these and to prevent further complication, Mr. Osborn upon his personal responsibility — for the credit of the company was entirely exhausted — negotiated loans to a large extent from banks and individuals, and with the proceeds paid the coupons and held them until the company was able to redeem them. He then provided a plan for the re-establishment of the company's credit by the issue of a new loan of about \$5,000,000. From

came connected with the Illinois Central Railroad Company in 1854, it had a bonded debt of nearly \$20,000,000, and a floating debt in addition of \$2,500,000, as shown by the annual report of that year, and the future of the enterprise was an unsolved problem. When he retired from active participation in its affairs in 1877, its bonded debt was \$10,508,000, the road was and had long been paying regular dividends, and it had a large amount of assets on hand available for any contingency. During the frequent visits of Mr. Osborn on the other side, he had occasion



PHOTOGRAPH BY A. W. ADAMS, WATERLOO, IOWA.

ILLINOIS CENTRAL LOCOMOTIVE No. 223.

the proceeds all the outstanding, floating indebtedness of the company was paid in full, principal and interest, the assignees discharged, and the business of the company placed once more in the hands of its officers.

The restoration of the company to full credit had a very favorable effect upon all American securities abroad, and made the Illinois Central Railroad the most prominent American corporation in the eyes of English capitalists, and, increasing public confidence in it, materially strengthened other companies of a similar kind. It was the turning point in the affairs of the company, and from that time on, it enjoyed an unbroken era of prosperity. When Mr. Osborn be-

to consult with the large shareholders of the company, and in this way, he formed the acquaintance of many prominent English bankers and statesmen. Among these was Richard Cobden, who had first visited Illinois in 1855, and passed over a portion of the proposed line and who, when he saw the beautiful prairie and examined its fertile soil, became an enthusiast as to the prospective value of the property; so much so, that he invested nearly all his money in it. Morley, in his life of Cobden, refers to a visit made by Mr. Osborn to the great *premier* in 1858, whom he found in a perturbed state of mind regarding his holding of Illinois Central shares, and whom he aided with his friendly counsel.

In 1858, the troubles of the previous year were aggravated by another failure of the crops. This bore heavily upon the new settlers on the company's lands, most of whom had made only their first payment. The result was that many of them became so impoverished in their resources that they were almost objects of charity. Not a few were entirely destitute of the necessities of life. Private contributions of tea, coffee, sugar and provisions were made by the directors of the company and sent to various points on the line to relieve cases of actual suffering. From 1861 on, owing to the great development of the resources of the country and the consequent rapid settlement of the company's lands, regular dividends were paid on its shares. Mr. Osborn occupied the position of president of the company from December 1, 1855 to July 11, 1865, and was a director from August 11, 1854 to May 30, 1877, so that he practically continued in the management of the company's affairs for twenty-two years, a management that was characterized by prudence and conservatism, remarkable skill and executive ability, firm and unceasing devotion to the interests of the company, indomitable will and courage, and, above all, strict integrity of purpose.



JOHAN M. DOUGLAS served as the fifth president and again as the eighth president of the Illinois Central. Mr. Douglas was born at Plattsburg, Clinton county, New York, August 22, 1819. His maternal grandfather, Elijah Weaver, was a second lieutenant in the revolutionary war, and his father, Congdon Douglas, served in the war of 1812 and fought at the battle of Plattsburg. At the age of seventeen, John M. Douglas entered the law-office of Sweatland and Beckwith, at Plattsburg, and read law for three years. He then came west and settled in Galena, Illinois. He was admitted to the bar in 1841 and opened a law-office in that city. His first employment by

the company was to secure right of way through Galena, where he was in practice with R. H. McClellan. In 1856, he came to Chicago, and, in 1857, was appointed one of the solicitors of the Illinois Central road, David Stuart being the other. It never had a more faithful servant than he. Cautious and conservative in temperament, many were the breakers avoided by his wise counsel. Litigation pregnant with danger, he made it a rule to settle; but where he believed the law and the evidence to be on his client's side, or where he believed there was a principle worth contending for, he would contest, generally with success, a case to the end. Knotty problems, such as frequently encompass the operations of a railway, he studied out with untiring zeal.

Mr. Douglas was a director of the company from May 29, 1861, to May 22, 1872, and from January 15, 1875, to July 17, 1876. On July 11, 1865, he was elected president of the company and served until March 14, 1871. He continued in the service as general-solicitor and, on January 28, 1875, was again elected president, serving until July 17, 1876, when he retired permanently from the service. His presidential terms covered important periods in the history of the road, and, in the course of his management, he encountered many difficult problems in dealing with which he displayed sterling qualities of mind, and in the solution of which he was eminently successful.

In 1881, he was appointed by Judge Thomas Drummond, receiver of the Ohio & Mississippi Railway Company, the affairs of which he managed with scrupulous fidelity to the owners of the property. Mr. Douglas died March 26, 1891. He married Amanda Marshall, of Plattsburg, New York, and left three children, Helen, Anna and John Marshall. He was a democrat in politics but never took a very active part in political life. He made it a rule of his official life never to write a letter concerning any important matter of business, which he could better explain in person, apparently following the advice of Sidney Smith, "that it was better to walk six miles than to write six lines." Diffi-

dent and retiring in disposition and exceedingly reticent in manner, he was often misunderstood. The labors of the best part of his life were with singular devotion given to the interests of the Illinois Central Railway Company and it is pleasant to know that they were appreciated.

that the supreme court of the state declared it unconstitutional. But, in the mean time, it inflicted untold hardships upon the railways of the state, and, owing to its peculiar geographical position, none suffered worse than the Illinois Central Railroad. On more than one occasion,



COURTESY MRS. C. K. DIXON, CHEROKEE, IOWA.

ILLINOIS CENTRAL STATION FT. DODGE, IOWA.

JOHAN NEWELL, sixth president of the Illinois Central was elected April 14, 1871. As far back as 1855, Mr. Newell was division engineer on the main line. His knowledge of engineering and his experience in that profession served him well when he returned to the service of the company. During his presidency, he encountered a larger proportion of trials than ordinarily fall to the lot of the railway manager. They might be summed up chiefly in three words — grangerism, fire and panic.

In 1871, the legislature enacted the first granger law, which proved so odious in its terms

lawless mobs undertook to dictate how the trains should be run on the road. If there is any one thing that the average railway manager especially rebels against, it is to have outsiders interfere with the running of his trains. The good sense of the people soon prevailed, and another law, not so objectional in its provisions, was passed two years after.

The great Chicago fire, of October 8th and 9th, 1871, destroyed a very large amount of the company's property, including its freight houses with all the valuable goods stored in them; also, one of the large grain-elevators with its con-

tents,* and the commodious passenger depot. These severe losses almost paralyzed for the time being the business of the road. As entrance to the company's grounds in Chicago was completely obstructed, it was impossible to receive or forward freight. The company's money loss by the fire was about \$300,000. This, fortunately, was largely covered by insurance in a reliable company — the Liverpool and London and Globe of London — which promptly paid its obligation in full.

In 1873 a financial panic swept over the country with all its concomitant evils, rendering successful administration of railroad affairs a matter of no ordinary difficulty. The business of the country was greatly unsettled and prices of produce fell to a very low point. Corn sold on the board of trade, Chicago, in June of that year, as low as 27 cents, and, owing to the diversion of grain carrying vessels to the ore trade — then quite active, it was difficult to make charters. The consequence was that the company's elevators were soon filled and the movement of this class of traffic in the direction of Chicago was almost suspended. The company was compelled to pay exorbitant lake and canal rates in order to relieve their elevators; and, in some instances, as high as 33 cents per bushel was paid on wheat to New York — vessel owners naturally taking advantage of the situation.

Mr. Newell, during all these and other various trials, proved himself equal to every emergency; and the affairs of the company during his connection with its management, April 14, 1871 to September 11, 1874, were administered with fidelity and on his part with an unflinching adherence to what he believed to be for the best

* The other elevator was saved through a fortunate circumstance. There happened to be loaded on a flat-car in the freight yard a steam fire-engine, which had been ordered from an eastern manufacturer for Beloit, Wisconsin. The man in charge of it volunteered to assist in unloading it and putting it in position for service, and, by taking suction from the lake, a well directed stream was applied to the huge building just as the flames began to lick up the belting inside the door. The engine, which had done such valuable service, was purchased by Messrs. J. and E. Buckingham, the lessees of the elevators.

interests of the shareholders. In 1883 Mr. Newell was elected president of the Lake Shore & Michigan Southern Railway and continued as such until his death in 1894.

WILSON G. HUNT served as the seventh president of the Illinois Central Railway from September 11, 1874, to January 28, 1875.

WM. K. ACKERMAN ninth president of the Illinois Central Railway. (See biography and portrait in part two.)

JAMES C. CLARKE tenth president of the Illinois Central Railway was born in Montgomery county, Maryland, March 4, 1824. Like several other Illinois Central workers — among whom may be mentioned John H. Done, Samuel J. Hayes, John C. Jacobs and Charles C. Berry — he commenced his railway life on the Baltimore & Ohio Railroad; he entered its service in 1844, and was first engaged in the road department and then entered the machinery department as a fireman; after the usual term of service as such, he was appointed a locomotive engineer. During this term of service, he ran the old engine "Arabian," which was on exhibition in Chicago in 1883 and which is now used as a switch engine in the yard of Mt. Clare shops, Baltimore. In 1855 — at the instance of Mr. John H. Done, who had been master of transportation on the Baltimore &

Ohio Railroad and was called to a similar position on the Illinois Central Railroad — Mr. Clarke accepted the position of division superintendent of the main line with headquarters at Amboy, Illinois.

Matters were then in a demoralized condition on that division and insubordination existed among the men. Mr. Clarke, coming among them a stranger, did not meet with a very hos-

ment of his future course. It did not take them long to find out who "that fellow Clarke" was, for, on the succeeding day, on the occasion of the first revolt, every man in the shops was discharged and the shops were closed to await the arrival of fresh men.

One year afterward, he was appointed general superintendent, and, upon the death of Mr. Done — which sad event occurred through



ILLINOIS CENTRAL STATION AT CHEROKEE, IOWA.

pitable reception. He tells an amusing story of conversation had in his hearing between some of the men, around the big stove in the depot hotel on the night of his arrival, about "that fellow Clarke" who, they had heard, was coming over to Amboy to straighten things out. As he had not registered his correct name on the hotel book, he enjoyed not only the conversation with its boasts and threats, but, by joining in it, he was enabled to obtain some valuable points for the govern-

an accident at Hyde Park — he was elected to succeed the latter as master of transportation. He remained in the service at that time for three years — 1856-1859, and then resigned to accept a position as general superintendent on the Northern Central Railroad, where he remained three years — 1859-1862.

While in charge of the road in the early part of the war, the task of conducting President Lincoln in safety from Harrisburg to Wash-

ington, prior to his first inauguration, devolved upon him. A few years before, Mr. Lincoln had been one of the attorneys of the Illinois Central company. This was during Mr. Clarke's early connection with the road; and, upon this memorable trip, their former pleasant acquaintance was renewed. Shortly afterward, Mr. Clarke retired to his farm near Frederick, Maryland, where he was alternately visited by portions of the federal and confederate armies, and was occasionally asked to drink to the success of each side, a condition of things that rendered farming in that locality a somewhat dubious occupation.

After the close of the war, he engaged in the iron business at the Ashland furnaces in 1862-1870. He was then elected president of the Chesapeake & Ohio Canal Company, and, for the first time in sixteen years, he made this canal self-sustaining and paid off in two years more than \$600,000 of its preference debts from its net earnings. He remained in charge of this property for two years — 1870 to 1872. Mr. Clarke was then elected vice-president and general manager of the Erie Railway Company, while that road was still suffering from the evil effects of the Fisk management. Here he proved himself faithful among the faithless; his savings at the spigots were numerous and effective but were sadly offset by waste at the bungs.

Mr. Clarke was familiar with the use and purposes of the locomotive engine and all legitimate railroad machinery, but the operations of a small printing press quite baffled him. One day, there was submitted to him a mysterious voucher for \$50,000 for his approval. All the explanation vouchsafed for the proposed payment was that it was "for legal services;" Mr. Clarke shortly after signed his name, not to the aforesaid voucher, but to a letter of resignation, after a service of two years — 1872 to 1874.

In 1874 he returned to the Illinois Central service as general manager — 1874 to 1877 —

and took a very active part in the reorganization and reconstruction of the roads which had been acquired south of Cairo and which have been hereinbefore referred to in detail. He became vice-president and general manager — 1877 to 1883 — and president — 1883 to 1888 — of these dependent lines successively. He was also vice-president of the Illinois Central Railroad Company, and in August 1883, became president. This position he held until May 18th, 1887. He resigned as director, December 21, 1887.

Mr. Clarke's record as a railroad manager would fill a respectable sized volume of itself. He is a man of indomitable energy, unswerving integrity, and is possessed of great versatility. His power of adaptation to adverse circumstances and conditions is something remarkable. He has a wonderful capacity for dealing with men, and his tact and discretion in this particular have saved many thousands of dollars to the companies he has served.

It has been said that on the occasion of a strike on one of his roads, a "grievance committee" of locomotive engineers, who visited him, were put in such good humor that they forgot what they came for. Having been a Knight of the Footboard himself, he knew how to sympathize with this class, and he could enter into their feelings and grant all reasonable requests; but, at the same time, he could, in his clever way, point a lesson when he believed they were wrong.

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S TUYVESANT FISH, the eleventh and present president of the Illinois Central Railroad Company was elected May 18, 1887. (For biography and portrait see part two.)

**DIRECTORS OF THE
ILLINOIS CENTRAL RAILROAD COMPANY,
WITH DATE OF THEIR ELECTION.**

1851-1890.



Jonathan Sturges, - - -	February 10, 1851.	Cunningham Borthwick, - - -	May 27, 1863.
George Griswold, - - -	February 10, 1851.	Gov. Richard J. Oglesby, - - -	January 1, 1864.
Gouverneur Morris, - - -	February 10, 1851.	Henry Chauncey, - - - -	May 25, 1864.
David A. Neal, - - -	February 10, 1851.	Wilson G. Hunt, - - - -	June 14, 1864.
John F. A. Sanford, - - -	February 10, 1851.	Ambrose E. Burnside, - - -	May 31, 1865.
Franklin Haven, - - -	February 10, 1851.	R. Daniel Wolterbeek, - - -	December 13, 1865.
Leroy M. Wiley, - - -	February 10, 1851.	Gov. John M. Palmer, - - -	January 1, 1868.
Robert Rantoul, Jr. - - -	February 10, 1851.	George Bliss, - - - - -	May 27, 1868.
Henry Grinnell, - - - -	February 10, 1851.	J. Pierpont Morgan, - - -	May 31, 1871.
Thomas W. Ludlow, - - -	February 10, 1851.	Louis A. Von Hoffman, - - -	May 31, 1871.
Joseph W. Alsop, - - - -	February 10, 1851.	John Newell, - - - - -	May 31, 1871.
Gov. Augustus C. French, - - -	February 10, 1851.	Lucien Tilton, - - - - -	May 31, 1871.
Robert Schuyler, - - - -	February 10, 1851.	William H. Gebhard, - - -	May 31, 1871.

The foregoing, with the governor of Illinois, constituted the first board of directors; the following named were afterward elected:

Morris Ketchum, - - - -	April 15, 1851.	Gov. John L. Beveridge, - - -	January 1, 1873.
William P. Burrall, - - - -	March 16, 1853.	L. V. F. Randolph, - - -	January 28, 1873.
Gov. Joel A. Matteson, - - -	January 1, 1852.	Abram R. Van Nest, - - -	January 26, 1875.
J. Newton Perkins, - - - -	August 11, 1854.	Frederick Sturges, - - - -	October 26, 1875.
William H. Osborn, - - - -	August 11, 1854.	Constantine Menelas, - - -	December 15, 1875.
Frederick C. Gebhard, - - -	October 24, 1854.	Gov. Shelby M. Cullom, - - -	January 1, 1876.
J. N. A. Griswold, - - - -	December 5, 1854.	A. G. Dulman, - - - - -	March 16, 1877.
James F. Joy, - - - - -	March 21, 1854.	Stuyvesant Fish, - - - - -	March 16, 1877.
Thomas E. Walker, - - - -	November 7, 1855.	Benjamin F. Ayer, - - - -	April 25, 1877.
Ebenezer Lane, - - - - -	December 6, 1855.	James C. Clarke, - - - - -	May 30, 1877.
Gov. William H. Bissell, - - -	January 1, 1856.	John Elliott, - - - - -	May 30, 1877.
Abram S. Hewitt, - - - - -	March 19, 1856.	W. Bayard Cutting, - - - -	May 28, 1879.
Pierre Chouteau, Jr., - - -	March 18, 1857.	Sidney Webster, - - - - -	April 19, 1882.
Gustavus W. Smith, - - - -	December 12, 1857.	Gov. John M. Hamilton, - - -	February 6, 1883.
William Tracy, - - - - -	April 12, 1859.	Edward H. Harriman, - - -	May 30, 1883.
Gov. Richard Yates, - - - -	January 1, 1860.	Gov. Richard J. Oglesby, 2d term, Jan. 1, 1884.	
Nathaniel P. Banks, - - - -	September 6, 1860.	Walther Luttgén, - - - - -	March 12, 1884.
John M. Douglas, - - - - -	May 29, 1861.	Robert Goelet, - - - - -	March 12, 1884.
James C. Fargo, - - - - -	May 28, 1862.	S. Van Rensalaer Cruger, - - -	March 12, 1884.
William R. Arthur, - - - -	May 28, 1862.	William Waldorf Astor, - - -	March 11, 1885.
H. H. Hunnewell, - - - -	May 28, 1862.	Oliver Harriman, - - - -	March 10, 1886.
Edwin H. Sheldon, - - - -	May 28, 1862.	Levi P. Morton, - - - - -	March 10, 1886.
James Caird, - - - - -	May 27, 1863.	John W. Auchincloss, - - -	May 3, 1888.
		Gov. Joseph W. Fifer, - - -	January 1, 1889.
		J. C. Welling, - - - - -	March 9, 1889.
		Charles M. Da Costa, - - -	March 13, 1889.
		George Bliss, - - - - -	March 13, 1889.

In 1889 the fiscal year was changed to correspond with that of the national government. A report of six months business was reported and the election changed from March to September. Since that time the following have been elected, their term of office expiring as given below:

Expiring 1890. Oliver Harriman, George Bliss, John Elliott

Expiring 1891. Stuyvesant Fish, Edward H. Harriman, William Waldorf Astor.

Expiring 1892. S. Van Rensalaer Cruger, Charles A. Peabody, Jr., Norman Ream, Gov. Joseph W. Fifer.

Expiring 1893. Benjamin F. Ayer, Walther Luttgen, John W. Auchincloss.

Expiring 1894. Oliver Harriman, John W. Doane, Charles M. Beach.

Expiring 1895. Stuyvesant Fish, Edward H. Harriman, John Jacob Astor.

Expiring 1896. S. Van Rensalaer Cruger, Charles A. Peabody, John C. Welling, Gov. John F. Altgeld.

Expiring 1897. Benjamin F. Ayer, Walther Luttgen, John W. Auchincloss.

Expiring 1898. Oliver Harriman, John W. Doane, Charles M. Beach.

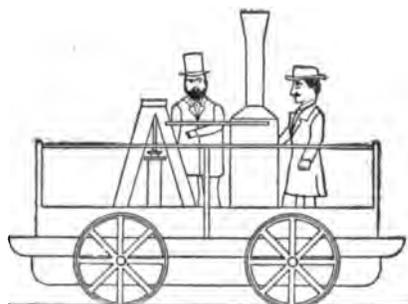
Expiring 1899. Stuyvesant Fish, Edward H. Harriman, John Jacob Astor.

Expiring 1900. Charles A. Peabody, Jr., John C. Welling, W. Morton Grinnell, Gov. John R. Tanner.

Expiring 1901. Benjamin F. Ayer, Walther Luttgen, John W. Auchincloss.

Expiring 1902. John W. Doane, Charles M. Beach, James D. W. Cutting.

Expiring 1903. Stuyvesant Fish, Edward H. Harriman, John Jacob Astor.



CHAPTER IV.

**MILEAGE AND EQUIPMENT OF THE ILLINOIS
CENTRAL RAILROAD COMPANY.**

MILEAGE AND EQUIPMENT OF THE ILLINOIS CENTRAL RAILROAD COMPANY.

From the original Road of 705.50 Miles it has Grown to its Present Magnificent Proportions of
5,454.53 Miles.



NORTHERN LINES.

	MILES.
East Dubuque to Main Line Junction.....	340.77
Chicago to Cairo, Illinois.....	364.73
South Chicago Branch.	
Parkside to South Chicago.....	4.63
Blue Island Railroad.	
Kensington to Blue Island.....	3.96
Mound City Railroad.	
Mound City Junction to Mound City...	2.87
Kankakee & Southwestern.	
Otto to Normal Junction.....	79.43
Kempton Junction to Kankakee Junc..	41.80
Buckingham to Tracy.....	10.00
Gilman, Clinton & Springfield Railroad.	
Gilman to Springfield.....	111.47
Rantoul Railroad.	
West Lebanon, Ind., to LeRoy, Ill.....	74.40
Chicago, Havana & Western Railroad.	
Havana to Champaign.....	100.58
White Heath to Decatur.....	31.04
Chicago, Madison & Northern Railroad.	
Freeport, Ill., to Madison, Wis.....	61.59
Cedarville Junc., Ill., to Dodgeville, Wis.	57.36
Freeport to Clark Street, Chicago.....	112.14
Chicago & Texas Railroad.	
Johnston City to East Cape Girardeau.	73.00
Mobile Junction to Garrison Shaft.....	2.00
St. Louis, Indianapolis & Eastern R. R.	
Switz City, Ind., to Effingham, Ill.....	88.51
St. Louis A. & T. H. Railroad.	
East St. Louis to Eldorado.....	121.00
Belleville to East Carondelet.....	17.30
Pinckneyville to Brooklyn.....	98.43
Harrison to Murphysboro.....	2.31
Belleville to East St. Louis.....	14.40
St. Louis, Peoria & Northern Railway.	
Springfield to East St. Louis.....	97.59
Total Northern Lines.....	1911.31

WESTERN LINES.

Dubuque & Sioux City Railroad.	
Dubuque to Sioux City.....	326.58
Onawa, Ia., to Sioux Falls, S. D.....	153.23
Cedar Rapids to Manchester.....	41.74
Cedar Falls Junc. to Minnesota State Line.....	75.58
Stacyville Railroad.	
Lyle, Minn., to Stacyville.....	7.66
Omaha Division.	
Tara to Council Bluffs.....	131.02
Total Western Lines.....	735.81

SOUTHERN LINES.

Chicago, St. Louis & New Orleans R. R.	
Cairo, Ill., to Canton, Miss.....	341.03
Canton to New Orleans.....	206.76
Memphis Division.	
Grenada, Miss, to Memphis, Tenn....	100.00
Durant, Miss., to Kosciusco, Miss.....	17.20
Louisville Division.	
Memphis, Tenn., to Louisville, Ky. ...	398.12
Owensboro, Ky., to Horse Branch, Ky.	42.16
Evansville, Ind., to Hopkinsville, Ky..	129.12
Morganfield, Ky., to Uniontown, Ky..	7.59
DeKoven, Ky., to Ohio River.....	2.00
Hodgenville & Elizabethtown Railroad..	11.10
Troy & Tiptonville Railroad.	
Moffat to Troy, Tenn.....	4.60
Canton, Aberdeen & Nashville Railroad.	
Aberdeen to Kosciusco, Miss.....	89.06
Total Southern Lines.....	1,348.74
Total of all lines.....	3,995.86

SUMMARY.

	MILES.
On June 30, 1900, there were in operation,	
Of first main track.....	3,995.86
Of second and additional main tracks.....	248.17
Total of main tracks.....	4,244.03
Of passing and side tracks, including yard tracks.....	1,209.50
Total tracks of all kinds.....	5,453.53

This mileage is exclusive of the railroad owned and operated by the Yazoo & Mississippi Valley Railroad Company.

YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY.

The following extract from the report of the President of the Board of Directors of the Y. & M. V. Railroad Company, for the year ending June 30, 1900, shows the mileage operated by that company:

"The number of miles of railroad operated by the Yazoo & Mississippi Valley Railroad Company throughout the past year has been 1,000.68."

Statement of the number of miles of railroad operated by the I. C. Railroad Company and also the number of miles of railroad operated by the Y. & M. V. Railroad Company, respectively, in various states on June 30, 1900.

STATES.	MILES OF RAILROAD IN OPERATION JUNE 30, 1900.		
	I. C. R. R. CO.	Y. & M. V. R. R. CO.	BOTH COMPANIES.
Illinois.....	1,769.47	....	1,769.47
South Dakota.....	14.95	....	14.95
Minnesota.....	11.40	....	11.40
Iowa.....	712.19	....	712.19
Wisconsin.....	91.31	....	91.31
Indiana.....	45.17	....	45.17
Kentucky.....	506.28	....	506.28
Tennessee.....	252.38	13.11	265.49
Mississippi.....	497.13	817.37	1,314.50
Louisiana.....	87.74	170.20	257.94
Alabama.....	7.84	....	7.84
Total.....	3,995.86	1,000.68	4,996.54

On September 20, 1850, Congress made the first grant of public lands to aid in the construction of a line of railroad. This grant to Illinois was subsequently transferred to the Illinois Central, which was chartered February 10, 1851, to run from LaSalle, the terminus of the Illinois and Michigan Canal, north to the Mississippi river, opposite Dubuque, Ia., and south to Cairo, with a branch to Chicago. There were 2,594,115 acres included in this grant.

The first engineering party was organized at Chicago, May 21, 1851, and began the survey of the Chicago division. The whole line was surveyed and located before the end of the year.

The first contract for grading was made March 15, 1852, for that part of the line between Chicago and Calumet, a distance of fourteen miles. It was completed May 24, 1852, to let the Michigan Central into the city, making connection between Chicago and Detroit. The contracts for grading divisions 1, 2, 6, 8, 9, 10 were let in June 1852, while those for grading divisions 3, 4, 5, 7, 11, 12 were let October 14, 1852.

The following lines were opened for traffic at the times specified below:

Chicago to Kensington.....	14	miles..	May 24, 1852
Bloomington to Tonic.....	50	"	..May 16, 1853
Kensington to Kankakee.....	42	"	..July 11, 1853
Tonica to Mendota.....	25	"	..Nov. 14, 1853
Freeport to Nora.....	20.75	"	..Jan. 6, 1854
Clinton to Bloomington.....	22	"	..Mar. 14, 1854
Kankakee to Ludlow.....	52	"	..May 13, 1854
Ludlow to Champaign.....	21	"	..July 24, 1854
Nora to Apple River.....	10	"	..Sept. 11, 1854
Decatur to Clinton.....	21.50	"	..Oct. 18, 1854
Apple River to Council Hill.....	13	"	..Oct. 28, 1854
Cairo to Sandoval.....	118.50	"	..Nov. 22, 1854
Mendota to Amboy.....	16	"	..Nov. 27, 1854
Sandoval to Decatur.....	86.25	"	..Jan. 6, 1855
Freeport to Amboy.....	47.50	"	..Jan. 15, 1855
Council Hill to E. Dubuque.....	25.22	"	..June 11, 1855
Champaign to Mattoon.....	43.50	"	..June 25, 1855
Mattoon to Main Line Junc.....	77.28	"	..Sept. 27, 1856

The conservatism, which marked the early operations of the company, later gave way to very active progress. Large expenditures have been made in the construction and acquisition of lines, as well as for additional equipment and for

other property. Among the more important works carried out we mention the following:

The South Chicago Railroad (4.76 miles) was completed, affording a double track connection with this important manufacturing town.

The Chicago, Madison & Northern railroad was begun in 1886 and the first trains began running in August 1888. It was turned over to the Illinois Central January 1, 1889.

to acquire the line in Illinois. The Illinois Central railroad secured a clear title to this road in January 1887, and increased it from a narrow gauge to a standard gauge in 1888.

In 1877 the Gilman, Clinton & Springfield railroad was organized under the name of the Chicago & Springfield railroad and leased to the Illinois Central for fifty years, operations beginning January 1, 1878.



PHOTO LOANED BY A. DILLON, CHEROKEE, IOWA.

A partial view of the Coon River trestle on the Omaha division, 1500 ft. long and 65 ft. high, one of the largest in the world.

The Chicago, Havana & Western railroad, 130 miles in length, was acquired in 1887, under foreclosure proceedings.

The Havana, Rantoul & Eastern railroad, West Lebanon, Indiana, to LeRoy, Ill., (74.40 miles long) was chartered October 10, 1873, and opened in 1881, being purchased in May of that year by the Wabash. Went into the hands of a receiver with the Wabash in May 29, 1884; defaulted on interest June 1, 1885, and sold under foreclosure in October 1886, being purchased by the Illinois Central and two new companies organized, the Lebanon & Western to acquire the road in Indiana and the Leroy and Eastern

Between the years 1878 and 1883 the Kankakee & Southwestern railroad, 131.26 miles, was constructed and added.

The Indiana & Illinois Southern railroad, extending from Switz City, Ind., to Effingham, Illinois, a distance of 88.51 miles, was acquired by the Illinois Central in 1899, under foreclosure sale and since January 1, 1900, has been operated by the Illinois Central as the Effingham district.

April 1, 1896, the Illinois Central leased the St. Louis, Alton & Terre Haute Railroad for 99 years from October 1, 1895, and the Belleville & Southern Illinois Railroad, carrying leases of six small roads.

The 13 miles of track constructed in 1885, by the Chicago, Burlington & Northern Railroad, on the company's right of way between East Dubuque and Portage curve under condemnation proceedings, was purchased in 1888, and an arrangement made permitting the Chicago, Burlington & Northern Railroad to use it at a fixed rental.

Control of the Dunleith and Dubuque bridge, the construction of which was begun in 1867 and opened for business January 1, 1869, was secured in 1888 by the purchase of all the stock of that company, and the Chicago, St. Paul & Kansas City Railroad and the Chicago, Burlington & Northern Railroad became participants in its use as joint tenants.

The control of the Dubuque & Sioux City Railroad—143 miles—and the Iowa Falls & Sioux City Railroad—183 miles—was obtained through the purchase of the securities of those companies in 1887.

Between the years 1881 and 1888, the Illinois Central built, or had built in its interests, in Iowa, the Cherokee & Dakota Railroad, extending from Cherokee, Iowa, northwesterly to Sioux Falls, South Dakota, and from Cherokee, southwesterly to Onawa, a distance of 155.58 miles.

Also the Cedar Rapids & Chicago Railroad, extending from Manchester to Cedar Rapids, Iowa, a distance of 41.85 miles.

In 1899 the Omaha division, extending from Tara, Iowa, to Council Bluffs, Ia., (131.02 miles) was completed.

The Cedar Falls & Minnesota Railroad was purchased at foreclosure sale June 1, 1896.

The Chicago, St. Louis & New Orleans Railroad was formed November 8, 1877, by the consolidation of the New Orleans, Jackson & Northern and Central Mississippi Railroads. The former road was chartered as the New Orleans, Jackson & Great Northern Railroad, April 22, 1852, and opened from New Orleans to Canton, Miss., (206 miles) in 1859. It was sold under foreclosure March 17, 1877, and reorganized as the New Orleans, Jackson & Northern, May 12, 1877. The Mississippi

Central Railroad was chartered by the states of Mississippi and Tennessee in 1852, and was opened from Canton, Miss., to Jackson, Tenn., in 1860, and extended to the Ohio river opposite Cairo in 1873, making a line 343 miles long. It was sold under foreclosure August 23, 1877, and reorganized as the Central Mississippi River Railroad, November 5, 1877. June 13, 1882, the Chicago, St. Louis & New Orleans Railroad was leased by the Illinois Central for 400 years, and assumed control of the same Jan. 1, 1883.

On September 15, 1897, the owners of the Chesapeake, Ohio & Southwestern, Owensboro, Falls of Rough & Green River and the Short Route Terminal of Louisville, deeded the same to the Chicago, St. Louis & New Orleans Railroad. Later they were simultaneously mortgaged to the Illinois Central and leased for 99 years from July 1, 1897.

The Ohio Valley Railroad was sold under foreclosure July 13, 1897, and bid in for the stockholders. On August 1, 1897, the Illinois Central began to operate the road as "agents for the owners."

The Chicago & Texas Railroad was secured and is operated under a 25 year lease from October 1, 1897. The extension from East Cape Girardeau to Gale, a distance of five miles, was completed June 30, 1898.

The bridge across the Ohio river at Cairo was built to obviate the delays incident to the ferry transfer.

In 1892 the Illinois Central secured control of the Yazoo & Mississippi Valley Railroad by purchasing all the securities for \$5,000,000 cash and \$20,000,000 in bonds. In October 1892 the Louisville, New Orleans & Texas Railroad and the Yazoo & Mississippi Valley Railroad were consolidated and since November 1, 1892, have been operated by the Yazoo & Mississippi Valley Railroad.

The Litchfield division, 97.59 miles in length, formerly owned by the St. Louis, Peoria & Northern Railway Co., was leased by the Illinois Central from December 1, 1899.

On August 1, 1900, the Illinois Central assumed control, by purchase, of the Peoria, Decatur & Evansville Railway, (254 miles).

Statement showing the number of engines owned by the I. C. Railroad Company for the year ending June 30, 1900, and the years in which they were built:

WHEN BUILT.	NO.
During years ending Dec. 31, 1854 to 1856 inclusive.	2
" " " " 31, 1867 to 1871	6
" " " " 31, 1872 to 1876	16
" " " " 31, 1877 to 1881	44
" year ended " 31, 1882	24
" " " " 31, 1883	26
" " " " 31, 1884	26
" " " " 31, 1885	14
" " " " 31, 1886	42
" " " " 31, 1887	54
" " " " 31, 1888	63
" 6 mos. ended June 30, 1889	8
" year ended " 30, 1890	43
" " " " 30, 1891	99
" " " " 30, 1892	52
" " " " 30, 1893	55
" " " " 30, 1894	52
" " " " 30, 1895	23
" " " " 30, 1896	45
" " " " 30, 1897	25
" " " " 30, 1898	21
" " " " 30, 1899	26
" " " " 30, 1900	47
Total	813

Number and classification of cars for year ending June 30, 1900.

PASSENGER CARS.	
Passenger and Chair Cars	388
Smoking Cars	64
Cafe Dining Cars	10
Buffet Library Cars	8
Baggage and Smoking Cars	21
Mail and Express Cars	7
Baggage and Express Cars	92
Baggage, Mail and Express Cars	34
Postal Cars	35
Postal Cars (Joint)	3
Pay Cars	2
Business Cars	10
Instruction Cars	1
Old Cars	20
Test Car	1
Total	696

FREIGHT CARS.	
Box Cars	16,873
Coal Cars	10,671
Stock Cars	1,179
Fruit Cars	822
Refrigerator Cars	1,078
Flat Cars	1,816
Caboose Cars	530
Total	32,969

WORK CARS.	
Pile Drivers	11
Steam Shovels	9
Derrick Cars	19
Tool Cars	33
Ballast and Construction Cars	359
Hart Ditcher	1
Scale Cars	2
Snow Excavator	1
Water Cars	2
Dirt Levelers	2
Shop Cars	2
Total	441
Total of all Cars	34,106

Statement of revenue freight cars, and their capacity in tons, June 30, 1900.

CLASS OF CARS.	NUMBER.	CAPACITY
Box	16,873	460,611
Stock	1,179	28,038
Fruit	822	17,019
Refrigerator	1,078	28,390
Coal	10,671	309,382
Flat	1,816	55,305
Total	32,439	898,745
Average per Car		27.7

Statement of number, classification and tractive power of engines.

CLASS OF ENGINES.	Year ending June 30, 1900.	
	NUMBER.	TRACTIVE POWER IN TONS.
4-wheel Switch	119	361,136
Suburban	33	73,535
10-wheel	180	651,423
Moguls	271	919,018
8-wheel	170	423,027
Consolidation	39	178,161
12-wheel	1	8,472
Total	813	2,614,772
Average per Engine		3,216

ILLINOIS CENTRAL RAILROAD COMPANY

REVENUE PER MILE OPERATED.

Statement, showing the receipts per mile operated, the Illinois Central system in comparison with that of all other railroads in the United States.

YEARS ENDED JUNE 30.	ILLINOIS CENTRAL RAILROAD.			ALL THE RAILROADS IN THE UNITED STATES.	
	AVERAGE NO. OF MILES OPERATED.	GROSS RECEIPTS FROM OPERATION.	GROSS RECEIPTS PER MILE OPERATED.	NUMBER OF MILES OPERATED.	GROSS RECEIPTS PER MILE OPERATED.
1890.....	2,875	\$16,452,022	\$5,722	156,404	\$6,725
1891.....	2,875	17,881,555	6,220	161,275	6,800
1892.....	2,883	19,291,760	6,692	162,397	7,213
1893.....	2,888	20,095,191	6,958	169,780	7,190
1894.....	2,888	20,657,464	7,153	175,691	6,109
1895.....	2,888	19,056,994	6,599	177,746	6,050
1896.....	3,067	22,002,842	7,174	181,983	6,320
1897.....	3,130	22,110,937	7,064	183,284	6,122
1898.....	3,775	27,317,820	7,237	184,648	6,755
1899.....	3,671	28,114,690	7,659	187,535	7,005
*1900.....	3,845	32,611,957	8,482		

* The figures for all the roads for the year ended June 30, 1900, are not as yet obtainable, but in that year the gross receipts per mile of the Illinois Central Railroad showed a further increase of \$823.

CHARACTER AND WEIGHT OF RAILS USED BY THE ILLINOIS CENTRAL.

All the main tracks and all of the side tracks, excepting 31.66 miles, are laid with steel rails

The average weight of rails in the main tracks is 69.41 pounds per yard, or 109.08 tons to the mile of single track.

Exclusive of the rails in 1,209.50 miles of side tracks, the total weight of all the rails in the main tracks on June 30, 1900, was 462,960 tons, an increase over the previous year of 46,839 tons.

Of the new mileage taken over during the past year, the Omaha division, 131.02 miles, and the second track from Gilman to Otto, 21 miles, are laid with new 85 pound rails.

The lightest rails in the main tracks weigh 50 pounds to the yard, and the heaviest weigh 100 pounds.

There are laid with rails weighing less than 60 pounds..... 355.61 miles
 With 60 pound rails..... 1,223.79 miles
 With rails weighing from 60 to 70 pounds..... 593.00 miles
 With 75 pound rails..... 1,578.42 miles
 With 85 pound rails 489.13 miles
 With 100 pound rails..... 4.08 miles

Total of main tracks..... 4,244.03

THE "LINCOLN CAR."



COURTESY "RAILWAY AGE" AND UNION PACIFIC R. R.

This car was in the Union Pacific exhibit, Transportation Building, at the Trans-Mississippi and International Exposition, held at Omaha, Neb., in 1898. It was built to meet President Lincoln's ideas, at the Military Car Shops, Alexandria, Va., in 1864.

It is iron-clad, armor plate being set between the inner and outer walls to make it bullet proof.

The largest of the compartments was the President's study. In it was the long sofa, which at night, was adjusted into a bed for Mr. Lincoln.

The President generally used this car, and in it his remains were taken to Springfield for interment.

The car was purchased by the Union Pacific in 1866, and is still the property of that company,

CHAPTER V.

**PERSONNEL OF THE MANAGEMENT OF
THE ROAD.**

PERSONNEL OF THE MANAGEMENT OF THE ROAD.



Directors:

His Excellency JOHN R. TANNER, Governor of Illinois, *Ex Officio*.

B. F. AYER,
JOHN W. AUCHINCLOSS,
JOHN JACOB ASTOR,
CHARLES M. BEACH,
W. MORTON GRINNELL,
J. W. DOANE,
STUYVESANT FISH,
EDWARD H. HARRIMAN,
WALTHER LUTTGEN,
CHARLES A. PEABODY, JR.,
JOHN C. WELLING,
J. D. W. CUTTING.

STUYVESANT FISH, President.....New York
JOHN C. WELLING, Vice-President.....Chicago
J. T. HARAHAH, Second Vice-President....Chicago
A. G. HACKSTAFF, Secretary.....New York
WM. G. BRUEN, Assist. Secretary.....Chicago

LAW DEPARTMENT.

B. F. AYER, General Counsel.....Chicago
JAMES FENTRESS, General Attorney.....Chicago
J. M. DICKINSON, General Solicitor.....Chicago
SIDNEY F. ANDREWS, Asst. General Solicitor.....Chicago

ACCOUNTING DEPARTMENT.

F. FAIRMAN, Auditor of Freight Receipts...Chicago
M. D. ROYER, Assistant Auditor of Freight Receipts.....Chicago
A. D. JOSLIN, Auditor of Passenger Receipts.Chicago
CON. F. KREBS, Auditor of Disbursements..Chicago
W. S. PINNEY, Chief Traveling Auditor....Chicago
C. C. WHITNEY, Traveling Auditor.....Chicago
WALTER NEWELL, Traveling Auditor.....Chicago
W. R. COMSTOCK, Traveling Auditor.....Chicago
D. E. WOODS, Traveling Auditor.....Chicago

W. D. BRENT, Traveling Auditor, Water Valley, Miss.
C. B. WEST, Traveling Auditor.....Paducah, Ky.
MAURICE REIS, Traveling Auditor of Expenditures.....Chicago

TREASURY DEPARTMENT.

E. T. H. GIBSON, Treasurer.....New York
J. F. TITUS, Local Treasurer.....Chicago
R. S. CHARLES, Local Treasurer.....New Orleans
H. D. WARNER, Paymaster.....Chicago
L. B. BUTTS, Assistant Paymaster.....Chicago
R. S. CHARLES, Jr., Assist. Paymaster..New Orleans

E. P. SKENE, Land Commissioner.....Chicago
W. L. TARBET, Tax Commissioner.....Chicago
L. P. MOREHOUSE, Custodian of Deeds....Chicago

OPERATING DEPARTMENT.

J. F. WALLACE, Assistant Second Vice-President.....Chicago
A. W. SULLIVAN, General Superintendent...Chicago
DAVID SLOAN, Chief Engineer.....Chicago
L. T. MOORE, Consulting Engineer.....Chicago
WM. RENSRAW, Superintendent of Machinery.....Chicago
JOSEPH BUKER, Assistant Superintendent of Machinery.....Chicago
W. H. V. ROSING, Assistant Superintendent of Machinery.....Chicago
J. W. HIGGINS, Superintendent of Transportation.....Chicago
J. G. HARTIGAN, Asst. Gen. Supt. Northern and Western Lines.....Chicago
M. GILLEAS, Assistant General Superintendent Southern Lines.....Memphis
W. J. GILLINGHAM, Jr., Signal Engineer...Chicago
H. W. PARKHURST, Engineer of Bridges..Chicago
F. T. BACON, Architect.....Chicago
O. J. TRAVIS, Superintendent of Bridges...Chicago
T. S. LEAKE, Master Carpenter.....Chicago
M. MILLER, Gen'l Foreman of Water Works.Chicago
M. D. NELON, Supt. of Floating Equipment...Cairo
G. M. DUGAN, Superintendent of Telegraph.Chicago

C. F. ANNETT, Asst. Supt. of Telegraph....Chicago
 L. L. LOSEY, Chief Claim Agent.....Chicago
 C. A. BECK, General Purchasing Agent.....Chicago
 A. J. SIMPSON, Stationer.....Chicago
 GEO. P. MURRAY, Chief Special Agent....Chicago
 G. W. HATTER, Fuel Agent.....Chicago
 FRED. SCHLINKERT, Supervisor of Scales..Centralia
 JOHN MONOHAN, Supervisor Fire Ex-
 tinguishers.....Burnside, Ill.

HUNTER C. LEAKE, General Agent....New Orleans
 C. F. PARKER, General Agent.....St. Louis

TRAFFIC DEPARTMENT.

T. J. HUDSON, Traffic Manager.....Chicago
 M. C. MARKHAM, Assistant Traffic Manager.Chicago
 A. H. HANSON, General Passenger Agent...Chicago
 C. A. KNISKERN, Assistant General Passenger
 Agent.....Chicago
 S. G. HATCH, Assist. Gen'l Passenger Agent..Chicago
 J. F. MERRY, Assist. Gen'l Passenger
 Agent.....Dubuque, Iowa
 WM. ALFRED KELLOND, Assistant
 General Passenger Agent.....Louisville, Ky.
 JOHN A. SCOTT, Division Passenger
 Agent.....Memphis, Tenn.
 C. C. McCARTY, Division Passenger Agent..St. Louis
 F. W. HARLOW, Division Passenger Ag't..Cincinnati
 WM. MURRAY, Div. Passenger Agent..New Orleans
 W. H. BRILL, District Passenger Agent.....Omaha
 W. E. KEEPERS, General Freight Agent,
 Northern and Western Lines.....Chicago
 W. R. BASCOM, First Assistant Gen'l Freight
 Agent, Northern and Western Lines.....Chicago
 J. R. PEACHY, Assistant General Freight Ag't,
 Northern and Western Lines.....Chicago
 ROBT. KIRKLAND, Assistant Gen'l Freight
 Agent, Northern and Western Lines.....Chicago
 GEO. W. BECKER, Assistant General Freight
 Agent.....St. Louis
 J. S. WEITZELL, Assistant General Freight
 Agent.....Omaha
 F. W. BOWES, General Freight Agent,
 Southern Lines.....Louisville
 W. M. RHETT, General Freight Agent...New Orleans
 C. C. CAMERON, Asst. Gen'l Freight Agent,
 Southern Lines.....Louisville

W. L. SMITH, Assist. General Freight Agent,
 Southern Lines.....Memphis
 F. H. HARWOOD, Assistant General Freight
 Agent.....Evansville
 R. F. REYNOLDS, Division Freight Agent,
 Southern Lines.....New Orleans
 HENRY BALDWIN, Foreign Freight Ag't
New Orleans
 SLATER & REID, European Agents,
 No. 44 Chapel street.....Liverpool, Eng.
 W. D. HURLBUT, General Coal Agent.....Chicago
 J. A. OSBORN, General Baggage Agent.....Chicago
 W. A. ELDREDGE, Freight Claim Agent....Chicago
 A. P. FARRINGTON, Assistant Freight Claim
 Agent.....Chicago
 GEO. C. POWER, Industrial Commissioner...Chicago
 W. D. MURRAY, Supt. Hotel Service.....Chicago

LIST OF DIVISION SUPERINTENDENTS.

H. McCOURT, Chicago Division.....Chicago, Ill.
 J. C. DAILEY, St. Louis Division.....Carbondale, Ill.
 H. BAKER, Amboy Division.....Clinton, Ill.
 D. S. BAILEY, Springfield Division.....Clinton, Ill.
 H. U. WALLACE, Freeport Division....Freeport, Ill.
 F. B. HARRIMAN, Dubuque Division....Dubuque, Ia.
 C. K. DIXON, Cherokee Division.....Cherokee, Ia.
 G. A. CLARK, Omaha Division...Council Bluffs, Ia.
 W. S. KING, Mississippi Division.....Jackson, Tenn.
 J. B. KEMP, Aberdeen Division.....Durant, Miss.
 O. M. DUNN, Louisiana Division....New Orleans, La.
 A. PHILBRICK, Memphis Division....Memphis, Tenn.
 W. J. HARAHAH, Louisville Division.Louisville, Ky.

Y. & M. V. R. R. CO.

A. A. SHARP, Vicksburg Division....Memphis, Tenn.
 A. J. GREIF, New Orleans Division..Vicksburg, Miss.

LIST OF MASTER MECHANICS.

J. W. LUTTRELL,.....Burnside, Ill.
 J. H. POLLARD,.....Centralia, Ill.
 J. G. NEUDORFER,.....Water Valley, Miss.
 L. L. DAWSON,.....McComb, Miss.
 M. S. CURLEY,.....Memphis, Tenn.
 T. F. BARTON,.....Paducah, Ky.
 G. J. HATZ,.....East St. Louis, Ill.
 J. H. BANNERMAN,.....Clinton, Ill.
 E. O. DANA,.....Freeport, Ill.
 T. W. PLACE,.....Waterloo, Ia.
 C. LINSTROM, (Y. & M. V. R. R.)..Vicksburg, Miss.

PART II.

BIOGRAPHICAL.



STUYVESANT FISH.

BIOGRAPHICAL.



STUYVESANT FISH, president of the Illinois Central Railroad Company was born in New York City, June 24, 1851, and was educated at Columbia College. He entered the service of the Illinois Central Railroad Company, October 1, 1871, as clerk in the financial office in New York, where he remained until June 20, 1872, when he was appointed secretary to President Newell, in Chicago, and served in that capacity until October 30, 1872. On November 1, 1872, he left the service of the company to accept a position with the banking house of Morton, Bliss & Co., of New York, and later became identified with their London house, Morton, Rose & Co., remaining there until December 31, 1874, when he returned to New York to become the managing clerk of the house, holding their power of attorney, and remained with them until March 15, 1877. From December 14, 1876, to March 6, 1879, he was a member of the New York stock exchange. On the 16th of March, 1877, he was elected a director of the Illinois Central Railroad Company, and was appointed treasurer and agent for the purchasing committee of the New Orleans, Jackson & Great Northern railroad, and served as such until November 8, 1877, when he was elected secretary of the Chicago, St. Louis & New Orleans Railroad Company, and was thus employed until he was elevated to the vice-presidency in March 1882. On January 7, 1883, he was elected second vice-president of the Illinois Central Railroad Company, serving as such until

April 2, 1884, when he was elected vice-president, in which position he was retained until May 14, 1887, at which date he succeeded James C. Clarke as president of the Illinois Central Railroad Company.

Up to a decade ago the Illinois Central had the unpleasant reputation of being perhaps the worst regulated and slovenly of the large American railway companies. The ruling spirit in all that has been done since that time toward placing it in its present enviable position has been Stuyvesant Fish, of whom a portrait is given herewith. In addition to his position in the railroad world, he is also prominent in social and public affairs, especially in New York.



GEORGE NIMAN, conductor on the Illinois Central Railroad, Amboy division, is the son of George and Anna Niman. The father, who was a carpenter by occupation, died in 1896. One son, Louis, is a railroad employe, residing in Wilmette, Ill.

Our subject was born November 26, 1868, at Polo, Ill., and was educated in the public schools of his native town. In 1889 he entered the service of the I. C. R. R. on the Amboy division, as brakeman, where he served four months, and was transferred to the Freeport div-

ision, serving on that branch for two years in the same capacity, then returned to the Amboy division where he has since remained, having been promoted to the position of conductor, August 31, 1899. April 23, 1899, Mr. Niman was married to Miss Bertha L. Palmer, a native of Amboy, and daughter of Walter M. Palmer, an engineer of the I. C. R. R.; now residing in Freeport. Mr. Niman is a Protestant in his religious belief. He is a member of the B. of R. T., and a Democrat in politics.



JOHAN R. GORMAN, passenger conductor between Dubuque and Fort Dodge, began work for the Illinois Central company in November, 1878. Prior to this, however, he served as a brakeman on the Oil Creek & Allegheny River Railroad for about two years. He entered the employ of the Illinois Central at Fort Dodge as a brakeman, with a run between that city and Sioux City. In 1880 he was promoted to the position of freight conductor on the same division, and in 1884 was promoted to the passenger service and transferred to the Lyle branch where he had charge of a mixed train for six or seven years. He was then transferred to Dubuque and for a time worked between that city and Fort Dodge. Later he worked on the Cedar Rapids branch for four years, and May 11, 1899, he was again located at Dubuque and has since had charge of a passenger train between that city and Fort Dodge.

Mr. Gorman was born July 24, 1855, in Salamanca, New York, a son of John Gorman, of Medina, New York, who helped to lay the Oil Creek & Allegheny River Railroad, and was superintendent of construction of that line for some time. Our subject was married at Orchard, Iowa, to Miss M. E. Wright, of that city, and two children, Avilla and John C., have been born to them. Socially Mr. Gorman is a member of Division 93, O. R. C., of Fort Dodge, Howland Lodge No. 274, A. O. U. W., of Water-

loo; Knights of Pythias, at Fort Dodge, and the Elks at Waterloo. He has been very successful since being on the road, has never met with serious accident, and is very popular among his fellow workmen.



GL. WARD, conductor at Waterloo, began his railroad career as a brakeman on the Illinois Central Railroad at Fort Dodge, in October, 1883, running both ways out of that city for six months. Following this short service, came a lay-off of about three months, after which he was at work again for about two months. Mr. Ward then secured a position with the Chicago, Milwaukee & St. Paul company as brakeman between Oxford and Jackson Junction until September 1885, when he returned to Waterloo, where he has since made his home and found work with the Illinois Central company. For twenty-three months he served as a brakeman, running out of Waterloo, and in August, 1887, he received his promotion to the office of conductor. As a brakeman, Mr. Ward served under the following conductors: Harry McCort, Tim Sullivan, John Gorman, F. Welker, and W. Laird; and while running out from Waterloo, he worked under William Barr, E. W. Sornborger, D. Cotter and G. R. Turner. Mr. Ward's first work in the capacity of conductor was between Waterloo and Dubuque, where he spent six years. He then spent several years running both ways out of Waterloo, but for the past two years and a half he has had charge of a way freight train between Waterloo and Dubuque.

Mr. Ward was born at Strawberry Point, Clayton county, Iowa, a son of Giles and Caroline (Godfrey) Ward, the former a native of New York, and the latter of Bigfoot Prairie, Wis. The father migrated to Iowa in 1849, when there was not a railroad in the state, and for a portion of the journey, at least, the "foot route" was the best accommodation that the traveling public en-

joyed. He bought a tract of land for which he paid gold, and then for a time was engaged in rafting from the pineries. He then returned to his farm where he was engaged in agriculture for a period of forty years. He is now spending his declining years in retirement at Strawberry Point. The mother died in March 1877. In 1887, Mr. G. L. Ward, the subject of this history, returned to his boyhood home for a life companion whom he found in the person of Miss Elsie Noble and they are the parents of two sons, E. Wayne and Giles L. Socially he affiliates with Division No. 67, O. R. C. of Waterloo, and also Howland Lodge No. 274, A. O. U. W. Mr. Ward is now serving the first named lodge in the capacity of assistant chief.

ried Miss Clara C. Seifertt, of Freeport, who was born February 22, 1870. To them two children have been born: Clarice C., born June 1, 1894, and Charles F., born September 28, 1896. Mr. Taylor is a member of Union Lodge No. 138, B. of L. F., Racine Division 27, B. of L. E., and Rinaldo Lodge No. 97, K. of P. In his political views he is independent.



J W. MULLAN, freight engineer on the Illinois Central Railroad, Omaha division, first began his railroad service as brakeman at Waterloo, August 1880, and served for about fifteen months under Conductor McCabe and others between Waterloo and Dubuque. He then worked for the American Express Co. for a time, first in the office at Waterloo, and later as expressman on the train between Waterloo and Lyle. He began firing for the I. C. R. R. in November 1883, working between Waterloo and Sioux City, and was promoted to engineer in September 1887, running first in the Waterloo yards for three months, and later ran as extra over all the branches of the Iowa division. In 1894 he was given a regular run between Ft. Dodge and Waterloo, was then in the construction service on the Omaha division, and now has a passenger run between Ft. Dodge and Omaha.

FRED B. TAYLOR, engineer on the Illinois Central Railroad, Freeport division, was born in Gibson, Steuben Co., N. Y., October 26, 1869. His father, William L. Taylor, deceased, was a carpenter and shipbuilder, and served for many years as justice of the peace and constable. He married Frances E. Lyon, who is now living in Freeport. One son, Burt H., is in the employ of the I. C. R. R. as fireman.

Our subject, Fred B. Taylor, was educated in the public schools of Freeport. At the age of fifteen he entered the shops of the Henney Buggy Co. and learned the trade of coachsmith, remaining in the employ of the company for six years. He then went to Oklahoma as one of the "Boomers" and took up a claim which he held two years, then sold and returned to Freeport and worked for the Woodmanse Co. for one year. On the 14th of August, 1892, he entered the service of the I. C. R. R. as fireman on the Freeport division, and served in that capacity until December 11, 1897, when he was promoted to the right side. On the 25th of January, 1893, Mr. Taylor mar-

Mr. Mullan is a native of Waterloo, Iowa, and a son of Charles Mullan, a surveyor and farmer, who died at his home near Waterloo in 1874. His widow, America (Virden) Mullan, now lives in Waterloo. Our subject has one brother, H. C., who is a passenger conductor on the I. C. R. R. between Ft. Dodge and Sioux City. Mr. Mullan was married in 1882 to Miss Emma Thomas, of Waterloo, and has two sons, Fred and Alva. He is a member of B. of L. E., Waterloo Division 114, K. of P. No. 89, and the Royal Arcanum, of Waterloo. He is a popular railroad man and has never met with any serious accidents.

HENRY LUSCOMBE, engineer on the Freeport division of the Illinois Central Railroad, is a native of Devonshire, England, where he was born November 26, 1852. His parents, Henry and Susan Luscombe, still reside in England where his father is engaged in farming.

The subject of this sketch had the advantages of a liberal education in the public and private schools of Devonshire, finishing later at Dartmouth College. In 1872 he came to the United States, locating in Amboy where he was employed in various ways until in 1873, when he accepted a position as helper in a boiler shop of the I. C. R. R. at Amboy. After a few months, in the autumn of 1873, he began firing on the road and remained in that position until 1880, when he left the road and went to farming, which occupation he followed for three years. The next three years were spent at his old home in Devonshire, when he returned to Amboy, re-entered the employ of the I. C. R. R., and in 1888 was promoted to the right side where he is now engaged, having a passenger run on the Freeport division. On the 9th of October, 1879, Mr. Luscombe was married to Miss Netta New, who was born in Galena, Illinois, January 30, 1859. They have one son, Thomas N., born July 26, 1886, who is attending the public school at Freeport. The family are communicants in the Protestant Episcopal church. Mr. Luscombe is a member of the B. of L. E. and the Masonic fraternity, and is a Republican in politics.



FRED C. NORMAN, station agent at Winthrop, Iowa, began work for the Illinois Central company in the summer of 1881, in the capacity of clerk for C. H. Dodd, then agent at the same station in which our subject is now located. He was there employed about eight months and then went to Cherokee to perform the duties of operator at that station one winter. From there he went to

Independence and there served two years as operator and two months as agent, and September 20, 1884, he was transferred to his present position at Winthrop. Mr. Norman was born in Ohio, July 14th, 1860, a son of N. V. and Mary (Taylor) Norman, both of whom are of English birth. They came to America and settled in Ohio in 1850, and moved from there with their family to Winthrop, Iowa, and are still making that their home. In 1886, our subject was united in marriage to Miss Gelia Adams, of Independence, Iowa, and two children, Milton B. and Winfred B., have been born to them. Socially Mr. Norman affiliates with the Blue Lodge, No. 542 of the Masonic fraternity. He has been quite successful in his railroad career, having risen to an enviable position by his faithfulness and enterprise in spite of the fact that he was reared a farmer.



JM. HOLLAND, station agent at Jesup, Iowa, began working for the Illinois Central Railroad company April 13th, 1892, as station agent at Peosta in Dubuque county, and from there went to Masonville, and on December 12th, 1899, was transferred to his present position at Jesup. He learned the duties that pertain to a station agent at Floyd, Iowa, in the fall of 1891, under Mrs. Martin, who was then agent at that place.

During the earlier years of his life, Mr. Holland worked on a farm in the vicinity of Floyd, the place of his birth. He is a son of Cain and Mary (Sullivan) Holland, both of whom are natives of Ireland. The parents came to America in 1865 and located at Floyd, Iowa. For twenty-five years he served the Illinois Central company in the capacity of a section foreman but is now living in retirement in the village of Floyd. They have ten children besides the one whose name heads this article, namely: Timothy, a milk dealer in Chicago; Dennis, a farmer near Floyd, Iowa; Edward, at home;

Nellic, wife of Thomas Silver, of Dearfield, Ia.; May, wife of M. McParland; Kate, a school teacher, but is still making her home with her parents; and Sarah, Annie, Hannah and Lizzie, all of whom are still under the parental roof. Mr. Holland is a member of the Catholic church at Masonville. He is very popular among the young men of the Illinois Central employes and enjoys the respect and esteem of all.



C J. SIMONS, station agent at Delaware, Iowa, began work for the Illinois Central company at Earlville, Iowa, October, 1871, where he learned the duties pertaining to the care of a station while working under the direction of C. J. Silver, who had charge of the station six months after our subject began working there and was then succeeded by F. E. Monger who held the position eighteen months. From October, 1873, until December, 1876, Mr. Simons had charge of the station at Delaware, Iowa, and was then transferred to Webster City, remaining there two years. On account of failing health, Mr. Simons was then obliged to leave the road for six years, and when he again returned to the company for employment he was placed in charge of the station at Delaware. Six months later he was transferred to Hammond, La., and was agent there for two years. In January, 1887, Mr. Simons was transferred to his present position and for the third time assumed the control of the Delaware station.

Mr. Simons was born in North Royalton, O., a son of George and Sarah (Short) Simons, both of whom were natives of England. When he was but ten years of age, he moved with his parents to Iowa and settled on a farm near Delaware and subsequently the mother died in their western home. The father died in England. In 1875 our subject was married to Miss Lucretia Boone, of Delaware, and of the five children that have been born to them we have the following record:

Charles, a florist at Cedar Falls, Iowa; Ray, an operator for the Illinois Central company at Earlville, Iowa, and Winnie, Richard and Ruth who who are still making their home with their parents. Mr. Simons has an excellent record with the railroad company, a good name among his fellow workmen, and commands the respect of all who know him. Besides his position with the railroad company, Mr. Simons has a valuable farm of forty-five acres of highly improved land near Delaware.



HENRY ROONEY, yard master at Dubuque, began railroading in this city in 1871, in the capacity of freight trucker in the freight house. During the following year, however, he began as switchman and pursued this vocation until 1876 when he was promoted to the position of night yardmaster. Four years later he became general yardmaster, and in 1883 resigned his position and went to Marshalltown and served the Iowa Central company in the capacity of switchman for half a year. From there Mr. Rooney went to St. Cloud, Minn., entered the employ of the Great Northern Railroad, and during the month that he was connected with the company made one trip to Fergus Falls as brakeman. Mr. Rooney then returned to Iowa, and during the following eight months was switchman at Cedar Rapids for the Burlington, Cedar Rapids & Northern Railroad. From there he went to Waterloo and took charge of the Illinois Central yards one year, after which he spent six months as brakeman, running out from Dubuque in a chain gang. Since then Mr. Rooney has been yardmaster in Dubuque, changing only in 1896 from the night service to the office of general yardmaster.

The gentleman whose name appears at the head of this article, is a native of the city in which he now makes his home, and first opened his eyes to the light of day December 5, 1855. He is a son of Charles Rooney, a volunteer of the

Civil war, who, after the close of hostilities in the South, enlisted in the regular service and spent many years with the government troops on the plains. He died at the Soldiers' Home in Wisconsin, May 29, 1878. The subject of our sketch was married in Dubuque to Miss Rose O'Hare, and they are the parents of two children, Arthur and Mary. Mr. Rooney is a member of the Ancient Order of United Workmen and also of the Foresters, of Dubuque. During his railroad career, Mr. Rooney has received but one slight injury by falling from a moving train in the yards.



AD. BURHYTE, an engineer, Illinois Central Railroad, Freeport division, residing in East Dubuque, Ill., was born in Jamestown, Wisconsin, April 14, 1863.

His parents were C. T. and Adelaide (Collins) Burhyte. His father, a horse dealer by occupation, died February 1899; his mother having died in 1871. Their family of four children were named as follows: Elizabeth R., married L. P. Boynton and lives in Pasadena, California; A. D., subject of this sketch; John P., residing in Iowa; Jacob G., an electrician, resides in Chicago.

Our subject received his education in the public schools of East Dubuque, where he afterward learned the trade of moulder and remained in that business for three years. He then followed the occupation of teaming four or five years, working at railroad construction. October 4, 1887, he entered the service of the I. C. R. R. as a fireman, running between Dubuque and Amboy, and on the 15th of January, 1891, was promoted to the position of engineer, and is now running in that capacity between Dubuque and Chicago.

Mr. Burhyte is a member of the Methodist church. Socially he is connected with the Masonic order, the Knights of Pythias, and the Brotherhood of Locomotive Engineers. He is a Republican in politics.

WILLIAM KURTH, a machinist in the Waterloo round house, is a native of the city of Cologne, Germany, born December 6th, 1859.

He began life on his own responsibility as a railroad employe in the town of Essen, in his native country, and later spent six months in the Krupp gun works. His first experience as a machinist was in government roads, and later worked in the shops of the Haskell locomotive works at Essen. In 1882 Mr. Kurth came to America, sailing from Antwerp in the "Big John," and upon landing on this side of the Atlantic, came directly to Waterloo and worked four weeks on a farm before he could secure a position in which he could ply his trade. He then worked four months in Robinson's factory, and February 4, 1883, he entered the employ of the Illinois Central company as a machinist and worked in the shops eight years. Subsequently he served as a laborer in the round house a year and a half, and in 1893 was promoted to gang boss of the round house.

August 11, 1883, Mr. Kurth was married at Eagle Center, Iowa, to Miss Lizzie Braum, and their wedded life has been blessed by the presence of a family of eight children, whose names in the order of their birth are as follows: Minnie, Pauline, Harry, Fred, Louis, Gertrude, Clara and Walter. Socially Mr. Kurth is identified with Howland Lodge No. 274, A. O. U. W.



FRANK G. WAGNER, foreman of the blacksmith shop at Waterloo, was born in Dubuque, Iowa, his natal day being July 7, 1857. He began learning his trade at Bellevue, Iowa, in 1871, and served an apprenticeship of three years. He then opened a shop at Dubuque and conducted the same about six months, after which he spent three months in the employ of the Novelty Iron Works. Mr. Wagner then worked for a short time in the shops at Earlville, Iowa, and from there came

to Waterloo, September 13, 1886, and entered the employ of the Illinois Central company, and since August 1, 1894, has served in the capacity of foreman of the blacksmith shop.

The estimable lady who presides over the household affairs of Mr. Wagner, bore the maiden name of Miss Annie Evans. They were married in Springbrook, Iowa, and their wedded life has been blessed by the advent of a family of eight children, whose names in the order of their birth are as follows: Maggie, Sophie, Frances, Henry, Minnie, Cecelia, Lauretta and Louise. Mr. Wagner is a member of Howland Lodge No. 274, Ancient Order of United Workmen.




CHARLES H. McCARTHY, conductor on the Illinois Central Railroad, who has been in the employ of the company since twelve years of age, began in Epworth, Iowa, as water-boy, and was thus employed three years. He then began working on the section at Epworth, and at the end of four years was made section foreman, retaining that position for two years. He then engaged in the grocery business in Epworth for one year, and then took charge of the Cherokee gravel pit as foreman for the Illinois Central, remaining in charge about five months. He then became a brakeman on the Illinois Central for one year and nine months, and then began as conductor. Since 1889 he has been in the freight service on the Cherokee division, running between Sioux City and Fort Dodge.

Our subject was born in Epworth, Iowa, November 20, 1866, son of Florence, better known as "Flerry," McCarthy, who was section foreman of the Illinois Central for thirty-five years, but is now retired and resides in Epworth.

Our subject had two brothers in the service. Thomas O. is a conductor on Waterloo division of the Illinois Central, and John M. was a brakeman on the Illinois Central at the time he was killed at Manchester, Iowa, in 1883.

Mr. McCarthy married Mary A. Lennon, of Farley, Ia., and they have two children, Charles Eugene, and John Morris. Our subject is a member of the B. of R. T., and is master of the lodge. He also holds membership in the A. O. U. W., also Catholic Order of Foresters, all of Fort Dodge. He is a consistent member of the Sacred Heart Catholic church of Ft. Dodge. His residence is at No. 1210 Sixth avenue, south.



EUGENE DAILEY, train master at Waterloo, Iowa, is another of those men who, though they had none of this world's goods for a capital with which to start in life, are endowed with sufficient enterprise and tact to soon place themselves among the leading business men of the community no matter how lowly their first position. Mr. Dailey began his railroad career as a messenger boy at Ackley, Iowa, in August, 1878, and while in that capacity, learned telegraphy. In February, 1880, he succeeded in securing a position as operator at Webster City, Iowa, and about two months later became the day operator at Iowa Falls. Subsequently Mr. Dailey, at different times filled various positions for the Illinois Central company, being transferred from one place to another and steadily promoted until he reached his present position. In August, 1880, he was made day operator at Cherokee; in March of the following year was sent to Ackley; and in August, 1882, was sent to Waterloo to accept a position in the office of the train despatcher. In February, 1883, he was made train despatcher at Fort Dodge; in March, 1885, chief train despatcher of the Waterloo and Mona district with his headquarters at Waterloo; in October, 1889, when the offices of train master and train despatcher were moved to Dubuque, Mr. Dailey was sent to the last named city in the capacity of chief train despatcher. In November, 1894, the offices were returned to Waterloo, and at this time, Mr. Dailey was appointed the first "trick"

despatcher of the Dubuque division, and April 15th, 1898, he became train master of the Dubuque division, the position which he still holds.

February 4th, 1891, Mr. Dailey was married at Dubuque, to Miss Jennie Phelan, and to this congenial union has been born a bright, interesting little family of three children upon whom they have seen fit to bestow the following names: Joseph Raphael, Eugene Louis and Lois Merriam. Mr. Dailey is identified with Lodge No. 290, Benevolent and Protective Order of Elks, of Waterloo, and Knights of Pythias, No. 89, of Waterloo.



CHARLES H. DUNSMOOR is noted as one of the steadiest men in the employ of the Illinois Central. He is an engineer in the freight service on the Cherokee division. For sixteen years Mr. Dunsmoor has been in the employ of the I. C., and during the past six years has not been absent from duty for a single day, an enviable record. He entered the service of the I. C. as a fireman, at Waterloo, Iowa, serving three years under Engineers O. D. Gray, W. F. Hall and Al. Girard. His ability was recognized by the company, and on September 13, 1887, he was promoted to engineer on the Waterloo division, where he served two years. Coming to the Cherokee division in 1889, he has since remained there in the freight service between Cherokee and Sioux City. He is one of the most careful employes on the road, and has, during his entire service with the company, never been in the slightest wreck.

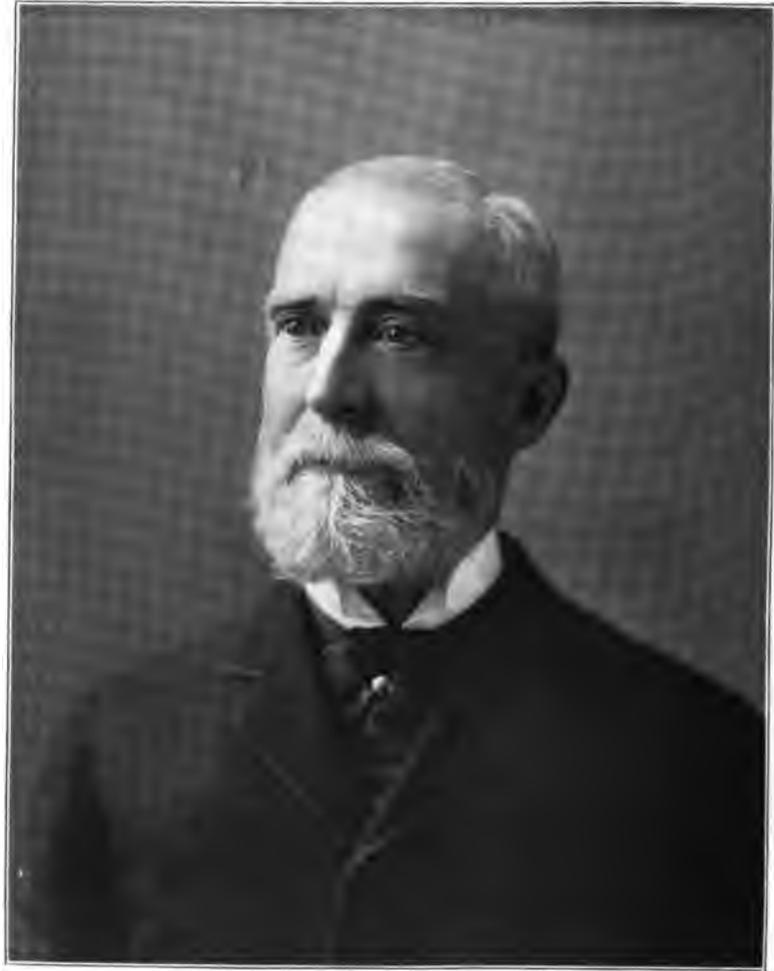
Mr. Dunsmoor was born in Boston, Mass., in September, 1851, and is a son of Thomas Dunsmoor, now a prosperous farmer in Clayton Co., Iowa. Our subject was married to Miss Phœbe L. Sargent, and they have a fine family of six children, four sons and two daughters, viz: Lulu, Nellor, Theo, Dennis, Charles and Earl. He is connected socially with No. 226 B. of L. E., of Fort Dodge, and resides at Cherokee, where he has a pretty cottage near his work.

JOHN H. FOX is a well and favorably known engineer in the freight service of the Illinois Central, his run being on the Cherokee division. He has been connected with the I. C. for twenty years, commencing at Waterloo, Iowa, in 1880, as fireman. After working there for nearly two years he went to Dubuque, and was promoted to engineer and given charge of Engine No. 78 on the Dubuque division of the I. C. He held this position for four years, when he was sent to Cherokee, and has since been identified with that division. He has never been in a wreck, and sustained only one slight injury during his career on the road.

Our subject was born in Canada on June 17, 1852, and acquired his first knowledge of railroad work there, on the Great Western R. R. John Fox, the father of our subject, was a merchant, and resided in Canada, but made his home with his son, John H., for two years prior to his death, at the age of eighty-one years. His mother survives, being seventy-three years of age, and makes her home with her daughter. Mr. Fox was married to Miss Annie McDonald, and they have had four children, of whom two survive, viz: Wilbur B., a fireman in the service of the I. C., and John Jr., who is in the drug business, both residing in Cherokee. Socially he is connected with No. 226, B. of L. E., of Fort Dodge.



LW. FAIRBURN, engineer at Waterloo, Iowa, began his railroad career with the Illinois Central company March 17th, 1882, filing his application at Waterloo, but did his first work in the yards at Dubuque, where he was engaged until June 13th, of the same year. He then returned to Waterloo, where he was employed under James McCullen for a short time on the main line. Later he got a regular engine, No 143, which he had for about a year with Engineer J. Battell, and later, was on with different men, among them, Charles Baldwin, with whom he



WILLIAM K. ACKERMAN.

ran between Waterloo and Sioux City. Mr. Fairburn then spent one year on a passenger engine between Waterloo and Sioux City, and subsequently between Waterloo and Lyle. He then spent seven years on a freight run, after which he was again put on the passenger service and spent eight months with G. Martin on the "Clipper" run. July 7th, 1892, Mr. Fairburn was set up to engineer, took charge of a switch engine in the Waterloo yards for a short time, and then went on to the road in charge of engine No. 1301, on the Lyle branch. After spending one winter on that branch, he ran extra out of Waterloo for some time, but finally went back to his old run on the Lyle branch.

Mr. Fairburn was born in Janesville, Iowa, and made his home under the parental roof until he entered the employ of the Illinois Central Railroad company, but moved to Waterloo with his family in 1882. He was married in 1879 to Mary Pound, also of Janesville, Iowa, and his home has been blessed by the presence of a family of three children, whose names in the order of their birth are Mabel L., Blanche L. and Lula May. In the social circles of Waterloo, our subject is identified with Division 114, B. of L. E. and Howland Lodge No 274, A. O. U. W. He has been very successful as a railroad man, having spent about eighteen years on the road without experiencing an accident and incidentally laying aside portions of his earnings until in 1887, he secured for himself and his family a beautiful residence at 216 Logan Ave., where he is now making his home.

WILLIAM K. ACKERMAN, who served as president of the Illinois Central Railroad from October 17, 1877, to August 18, 1883, was born in New York City, January 20, 1832. His paternal ancestor, David Ackerman, who arrived in New York, September 2, 1662, from Amsterdam, was the first of that name to settle in this country.

W. K. Ackerman was educated in the Mechanics Society school, in New York, afterwards attending the high school. He entered the employ of the Illinois Central Railroad Company May 28, 1852, as an office clerk in the financial department in New York, from which position he was gradually promoted to secretary and treasurer respectively. On September 30, 1860, he was transferred to Chicago, occupying various positions, among them being the general auditorship. July 17, 1876, he was elected vice-president, and October 17, 1877, was elevated to the presidency of the company, succeeding John M. Douglas. This position he held until August 18, 1883, when he resigned in favor of James C. Clarke.

In the annual report of 1877, his election was referred to in the following manner:

"Your directors have had the pleasure to elect Mr. William K. Ackerman to the presidency of this company, a position which he has earned by twenty-five years of faithful service." Upon his retiring from the presidency, the board passed the following resolution:

"Resolved, that this board having assented to the suggestions contained in the letter of President Ackerman to the directors, dated July 18, 1883, desires to place on record its unqualified approbation of the integrity, ability, fidelity, zeal and success with which he has throughout his entire time of office, discharged the responsible duties thereof; and the secretary is hereby directed to transmit to Mr. Ackerman a copy of this resolution." This was on August 18, 1883, at which time he was again elected vice-president, holding the position until December 31, 1883, when he finally resigned from the company.

Mr. Ackerman was also a director of the company from 1874 to 1884, and a trustee of their construction mortgage bonds for many years. On the 5th of August, 1883, the New York Times published the following article:

"One event of the week deserving notice, is the retirement of Mr. Ackerman from the presidency of the Illinois Central Railroad Company after thirty-one years service. This com-

pany and its excellent management have been spoken of before. To President Ackerman is largely due the credit. He leaves the company after having placed it foremost among the railroad properties of the United States, its securities considered second only to government bonds, its reputation such that it is referred to as one of the model corporations of the country. The history of President Ackerman's management shows that we have men, who with great opportunities and abundant excuse to enrich themselves at the expense of their trust, yet administer that trust with soundest sagacity and the highest integrity, making one of the bright spots in a record of corporate abuses for which the country is now paying some of the penalties."



GEORGE P. TURNER, foreman of the paint shops at Waterloo, was born at Concord, N. H., February 13, 1833. He learned his trade in the railroad shops of the town of his nativity, beginning at the age of eighteen years. There he spent five years and then went to the Connecticut & Passumpsic Rivers Railroad shops at St. Johnsbury, Vt., where he spent seven years as foreman. December 26, 1864, he began work for the Dubuque & Sioux City Railroad in the shops at Dubuque as foreman of the painting department. When the Illinois Central company leased the line in 1867, he continued in service as the foreman in the same department, and in 1870, when the shops were moved to Waterloo, he was continued in the same position.

Mr. Turner was married at Manchester, N. H., in February, 1853, to Miss Susan F. Sweet and they have reared a family of five daughters, whose names in the order of their birth are as follows: Ella F., Hattie H., Mary R., Ida E. and Carrie A. Mr. Turner is a member of the Waterloo Lodge No. 105, F. & A. M. Tabernacle Chapter No. 52.

JT. MORAN, road supervisor at Waterloo, is one of the Illinois Central company's pioneer employees. He began his railroad career in New York state on the New York & New Haven Railroad as a track laborer, and assisted in the construction of that road. Later, from 1848 to 1854, he worked in the same capacity for the New York & Harlem R. R., being located at Towner Station and Paterson, New York. The man who was performing the duties of roadmaster at Freeport, Ill., for the Illinois Central company at that time, Mr. J. S. Rogers, was a friend of Mr. Moran and it was through his influence that our subject came west and entered the employ of the Illinois Central company at Freeport in 1854. There he was employed as extra foreman for six months, after which he had charge of a section at Apple River for fourteen years, doing section work and helping to build side tracks. October 1, 1867, Mr. Moran was transferred to Waterloo to accept the position of road supervisor, in charge of the track from Waterloo to Dyersville for a time and then was transferred to that portion between Waterloo and Iowa Falls. In 1877 the C. F. & M. branch was given to his supervision, and this he still retains, also having charge of the track between Independence and Waterloo.

Mr. Moran was born in Ballymahon, Longford county, Ireland, in 1830, a son of Edward and Margaret Moran. Our subject was married the 14th of June, 1852, in Brooklyn, N. Y., to Miss Hannah Hayes, a native of Limerick, Ireland, and of the six children that have been born to them we have the following record: Ella, wife of P. F. Doherty, of Dubuque, Iowa; Charlie, at Kansas City, Mo.; Hannah, wife of Joseph F. Gunn of Denver, Colo.; Fred, at home; Martha, a Sister of Charity at Davenport, Iowa; and Christopher, a telegraph operator at the Chicago Board of Trade. Our subject has never given attention to any other line of work except railroad track work; this he has thoroughly learned. For more than fifty years he has devoted his entire attention to railroad track work and the Illinois Central company is to be congratulated on securing and retaining so competent a man for

the position of railroad supervisor. He is very popular among the railroad employes in the community in which he lives and is held in high esteem by all who know him.



LEWIS P. NELSON, better known as "Lew," is an engineer on the extra list of the Illinois Central. He has been in the employ of the I. C. for nine years beginning on the Cherokee division, as a fireman, with the well-known engineer, Sam Chapman. He held this position for seven years with credit, and was then transferred to the Clinton division of the I. C., working there only a few months. Returning to Cherokee, he was promoted September 17, 1897, to engineer, and since that time has been running extra on that division. He has been in one or two small wrecks, but was never injured. Our subject is a Canadian by birth and is now thirty years of age. He has one brother, W. C. Nelson, who is a fireman on the North-Western R. R. His father, a millwright by trade, resides in Cherokee. Mr. Nelson was married to Miss F. F. King, of Chicago, January 1, 1896, and their union has been blessed by a bright little daughter, Marie. He is connected with B. of L. F. No. 79, of Cherokee, and also with the A. O. U. W. of Cherokee.



GEORGE M. CROWNOVER, general foreman at the shops at Waterloo, was born at McVeytown, Pa., September 26th, 1863, and spent his early boyhood in the place of his nativity. In 1877 he came west with his parents, and at the age of seventeen years began learning the machinist's trade at the Waterloo shops under Mr. Place, serving an apprenticeship of four years or from April 4th, 1881, until April 4th, 1885. In 1887,

he was appointed foreman of the round house at Clinton, Ill., but after spending five years there, returned to Waterloo and assumed charge of the air brake department which occupied his attention thirteen months. May 1st, 1893, our subject was appointed foreman of the machine shops and held this position until October 1895, when he was appointed to the office of general foreman at Waterloo.

Mr. Crownover has been twice married. His first wife bore the maiden name of Miss Catherine F. Deady and became his wife September 8th, 1887, at Waterloo. One daughter, Ethel, was born to this union. His present wife formerly Miss Martha M. Magee, was wedded to him October 10th, 1893, at Mitchell, Ontario. This union, also, has been blessed by the advent of one daughter, Edna. Mr. Crownover is a member of Waterloo Lodge No. 105, A. F. & A. M., and is Junior Warden at the present time. He is also Venerable Counsel of Waterloo Lodge No. 2059, M. W. of A. Mr. Crownover is a member of the Tribe of Ben Hur. His father, Benson Crownover, taught school in Iowa until his superannuation, and is now living in retirement at Hudson, Iowa.



FRANK EVANS, engineer, has been with the Illinois Central company for twelve years, beginning at Waterloo, Iowa, as fireman with Engineer A. M. Place. He was thus employed about seven years and then promoted to engineer, running a switch engine in the yards at Fort Dodge. Since then has had charge of freight engine No. 808 on the run between Fort Dodge and Sioux City, Iowa. For three months in 1898 he ran an engine on the Yazoo & Mississippi Valley division out of New Orleans.

Our subject was born in Claremont, Iowa, October 17th, 1866, a son of Robert Evans, who is a tailor by trade, now residing in West Union, Iowa. Our subject has one brother (Lewis) who

is train-man for the Great Northern Railroad company. Mr. Evans married Miss Bertha Willey, of Mount Ayer, Iowa, and they have one child, Rowena. He is a member of the B. of L. F. No. 222, B. of L. E. No. 226, and I. O. O. F. No. 85, of Fort Dodge. Both he and his wife are members of the M. E. church.



J F. MULKERN, engineer at Waterloo, Iowa, began his railroad career in the winter of 1880, at Waterloo, working first under Engineer Wood. He was next with F. A. Hill between Waterloo and Sioux City and also between Waterloo and Fort Dodge. He was placed in charge of the lever and throttle in October 1883, and began work in that capacity in the yards at Dubuque, where he was engaged about a year and then went to Fort Dodge until 1885. At the last named date, he went to Water Valley and Jackson, Tenn., remained there two months, returned to the Dubuque yards for about three months, then back to Water Valley for two months, and then returned to his home in Waterloo and entered the employ of the Chicago Great Western Railroad company. Four weeks later, he severed his connection with the last named company and again began work for the Illinois Central in 1887, running between Waterloo and Sioux City and also between Waterloo and Dubuque.

Mr. Mulkern was born in Dubuque, December 27, 1862, a son of Hon. M. B. Mulkern, a native of Ireland. The father migrated to America in 1848, and located in Dubuque where he was known for many years as one of the leading attorneys of that city. He was state senator in 1870 and '71. His wife was a daughter of John C. Regan, and is now making her home in Dubuque. They were the parents of a family of five children, of whom we have the following record: Rachael, J. F., the subject of this sketch, James A., Daniel and M. B. Jr. J. F. Mulkern, whose name appears at the head of this article, was married October 12, 1887, to Miss Josephene

Murry, of Independence, Ia., and the following children have been born to them: J. Frank, Raphiel V., John H. and M. Alice. Mrs. Mulkern's father, Simon Murry, was a constructor for the Illinois Central company and built a great deal of their road. He fell from a bridge at Cedar Falls, Iowa, and was injured while at work in that place. He died in 1888.

Socially our subject affiliates with Division No. 114, B. of L. E.; with Howland Lodge No. 274, A. O. U. W., and also the Royal Arcanum, all of Waterloo. He has been a very successful railroad man, as is evidenced by the above record and also by the fact that he has performed his duty with such care and system that he has avoided the accidents that so many run into, and has never received the slightest injury since he has been on the road.



D M. FLICKINGER is an engineer in the freight service on the Ft. Dodge and Omaha division of the Illinois Central. He first entered the service of the I. C. in 1886, at Waterloo, Iowa, as fireman, running on different divisions of the road until 1892, when he was promoted to engineer after passing a creditable examination. He was then placed in charge of Engine No. 1376, running between Cherokee, Ia., and Sioux Falls, South Dakota. Our subject first worked with the B. & M. R. R. as brakeman and served also on the Union Pacific with the civil engineering corps, for nearly three years. He was for a time connected with the O. & B. R. R. and with the Vicksburg & New Orleans division of the I. C. In February 1899, he returned to Cherokee, and was assigned to the Ft. Dodge & Omaha division.

Mr. Flickinger was married to Miss Jessie Lawless, and they have four bright children, viz: Geneva, Glenn, Wayne and Claude. He is a member of B. of L. E. No. 226, of Fort Dodge, Iowa.

EA. TAYLOR, engineer, has been with the Illinois Central company ten years. He began as fireman in 1889 on Engine No. 196, and was engaged in that capacity for about seven years. On November 19, 1896, he was promoted to engineer and took charge of engine No. 1398, and ran same in the switch yards at Fort Dodge until December 1, 1897, when he began running on the road, and has since pulled both freight and passenger trains.

He is a native of Dane county, Wisconsin, born December 19, 1861, a son of Thomas G. Taylor, who is a farmer, and now resides on a farm in Dane county. Our subject married Miss Catherine Bowen, of Sioux City. He is very systematic and keeps a record of every trip he makes on the road. Mr. Taylor is a member of I. O. O. F. Lodge No. 85, of Fort Dodge, also of the B. of L. F. No. 222, of Fort Dodge. He resides at No. 526 Fourth avenue, south.



EDWARD P. LISCHER, engineer on the Illinois Central Railroad, Amboy division, was born in Chicago, March 29, 1867, whilst his parents were on their way to Iowa. His father, Andrew Lischer, is a farmer living in Griswold, Iowa, and his mother, Catherine (Leffler) Lischer, died in 1886.

Edward P. Lischer was educated in Columbus City, Iowa. He learned the shoe maker's trade at which he worked eight years, and in November 1891 entered the service of the St. Joseph Terminal Railway association as a wiper, remaining in that position one year, and then became a fireman, in which capacity he served until January 19, 1895. Mr. Lischer then removed to Clinton, Ill., where he engaged as fireman on the Amboy division of the Illinois Central Railroad, serving in that position until November 8, 1896, when he was licensed to run as engineer and is still handling the throttle for the same company.

Mr. Lischer was married on the first day of August, 1880, to Miss Rose Atchison, of Columbus City, Iowa. Mrs. Lischer died in March 1895, leaving two children, Florence M. and Nancy B. Mr. Lischer is socially connected with the B. of L. F. and B. of L. E., and in his political views is independent.



CHARLES E. JONES, engineer on the Freeport division, Illinois Central Railroad, is a native of the Keystone state and was born May 11, 1865 in Rockville, Dauphin county. His parents, William L. and Elizabeth (Vallence) Jones, reside in Paducah, Kentucky, where his father is in charge of a Baptist church.

Our subject attended the schools of Mechanicsburg and Middletown, Pa., and Cape May Court House, N. J., and at the age of thirteen entered the printing office of R. H. Thomas, at Mechanicsburg, and served as a printer for six months. When fifteen years of age he learned the blacksmith's trade at Cape May Court House, and followed this occupation for fifteen years at Pottsville, Pa., Philadelphia, and elsewhere. In 1884 he came west and located for a time in Dover, Ill., following his trade of expert horse-shoer there and in various other towns in the state. In 1894 Mr. Jones removed to Freeport where he followed blacksmithing until October 20, 1895, and on the 11th of November following, entered the service of the I. C. R. R. as fireman on the Freeport division and remained in that position until July 22, 1899, when he was promoted to the right side.

Mr. Jones was married July 6, 1885, to Miss Elizabeth Hubbard, of Dover, Ill. Mrs. Jones was born at Sheffield, Ill., October 23, 1868. She is the mother of three interesting children: Frances V., born July 7, 1886; Marguerita Catherine, born February 27, 1888; Charles V., born April 25, 1890. Mr. Jones with his family attends the First Baptist church of Freeport. He is a member of the B. of L. F., and votes the Republican ticket.

CORNELIUS B. DEBOLT, is an engineer in the yards of the Illinois Central at Cherokee, running also as an extra. He entered the service of the I. C. in 1890, as bridgeman, then for several years as fireman, and in 1897 was promoted to engineer. He has charge of a switch engine in the yards at Cherokee, and also runs as an extra when called upon. His first experience at railroad work was acquired on the B. C. R. & N. R. R., with which he served ten years as bridgeman and carpenter, resigning to accept a similar position with the I. C. Our subject was born at Juda, Green county, Wisconsin, December 1, 1862. His father is now a resident of Clarksville, Iowa. Mr. DeBolt was married to Miss Martha Miller, and they have two children, Gladys and Henry B. Mr. DeBolt is a member of B. of L. F. No. 79, and is also connected with the Masonic and K. of P. lodges in Cherokee, his home town.



W. McFARLANE, station agent at Waterloo, Iowa, began work for the Illinois Central company in the capacity of car tapper, but soon after secured a position in the freight house. His next situation was that of night ticket clerk, which he retained for two years, and was then appointed bill clerk for one year. In 1890 Mr. McFarlane became the cashier at Waterloo, and in January, 1893, he left that position for that of station agent at Cedar Falls, which he retained until April 1894. At the last named date he returned to Waterloo to assume the responsibilities of the position he still holds, that of station agent. Previous to entering the employ of the Illinois Central company, however, Mr. McFarlane was a contractor in Waterloo for about ten years. Our subject is a son of Alex. and Jane E. McFarlane, the former a native of Scotland and the latter of London. The family located in Waterloo in 1857, where the father

has for many years been a contractor. W. W. McFarlane, whose name appears at the head of this article, was married May 18, 1882, to Miss Emma J. Moss, of Anamosa, Iowa, and their wedded life has been blessed by the advent of three children, as follows: Edward, Arthur, and Carrie. In the social circles of Waterloo, Mr. McFarlane is identified with Howland Lodge No. 274, A. O. U. W., also Helmet Lodge K. of P. and the National Union. He has also always taken an active interest in all local, political and school matters, being now a member of the East Waterloo school board, and was a member of the city council during the past four years. He is very popular among the railroad employes and is widely known as one of Waterloo's substantial citizens.



LEWIS ALBRIGHT, engineer on freight engine, has been with the Illinois Central company since August 29, 1883. He began as fireman and worked at same until October 17, 1887; was then examined and promoted to engineer and took charge of Engine No. 195, working in the yards awhile and then began in road service, which he continued until January 28, 1900, when he was promoted to the passenger service on the Omaha division, running between Fort Dodge and Omaha.

He was born in Sangamon county, Illinois, September 8, 1859, a son of August Albright, deceased, who was a farmer in that county for many years. Mr. Albright has one brother, a carpenter in the Illinois Central shops at Waterloo, Iowa. Our subject married Miss Millie Viers, of Manson, Iowa, who is the mother of three children, Earl, deceased, Ella and Raymond. He was never injured and has never lost a day's work since he began with the company. He is a member of the B. of L. E. No. 226, Olive Lodge No. 85, I. O. O. F., of Fort Dodge, and Wahkonse Encampment No. 53. Both he and his wife belong to the Daughters of Rebecca. He resides at 610 Fifth avenue, south.

 SCAR E. ADAMS, switch engineer at Fort Dodge, Iowa, has been with the Illinois Central company since March 13th, 1880. He began as a switchman in the yards at Fort Dodge, where he worked one year and four months and he then began as fireman with Engineer H. W. Harrington running between Waterloo and Sioux City. He was next employed as fireman in the switch yards at Fort Dodge one year, and then became hostler in the shops for one year. He then fired on switch engine No. 149 in the yards at Fort Dodge until October 12, 1885, when he was examined and promoted to engineer and took charge of his present engine, switching in the yards at Fort Dodge.

Mr. Adams was born in Rutland county, Vermont, on May 4, 1851, a son of George L. Adams, a carpenter by trade, who died in the war on May 24, 1862. Our subject had one brother, who was brakeman on the Wisconsin Central railroad and who was killed while working for that company.

Our subject married Miss Carrie A. Bunnell, of New York state, and is the father of three children, Charles R., Bessie L., and Carlyle. He has been in several accidents and at one time was on his engine on the Lizzard bridge when it went down, but he has fortunately escaped injury.

He is a member of the B. of L. E. No. 226 of Fort Dodge, and now resides at No. 826, Eighth Avenue, North, Fort Dodge, Iowa.



 HARLES D. GREIG is a well known engineer on the Cherokee division of the Illinois Central, having charge of Engine No. 1324, between Sioux Falls, S. D., and Onawa, Iowa. He became identified with the I. C. on September 14, 1875, as engineer on the Cherokee division, where he worked until 1887, during which year he was appointed to his present run, and has

since remained there. Our subject acquired his first knowledge of railroad work, in 1869, on the Delaware & Lackawanna R. R. at Scranton, Pennsylvania, where he worked as fireman for two years. He was then examined for promotion to engineer, and passing the examination with credit, took a position on the Danbury & Norwalk R. R. in Connecticut. After serving that company for two years, he came west to Fort Dodge, Iowa, and immediately entered the service of the I. C. His record on the road has been satisfactory in every respect, never during his years of service having had a wreck. Mr. Greig was born at Nunda, New York, in 1851, and was married to Miss Lois Chapman of Illinois. They have four children, three daughters and one son, viz: Cressa, Helen, Stella and George. He is a member of B. of L. E. No. 226, of Fort Dodge, and has his home at Cherokee, Iowa.



 R. COOLEY, conductor at Waterloo, began his railroad career with the Illinois Central company at Dubuque, August 1, 1886, as a brakeman. His first run was under Thomas Quinlan, for whom he set brakes eight months on a passenger train. Later he served on the "Clipper" run for about five months under conductor Jenness and later under Thomas Quinlan again and under different ones between Waterloo and Dubuque for about six months. Sickness then took Mr. Cooley off the road for a time and when he was again able to resume his work, he was given a run on a passenger train between Dubuque and Lyle under John Dougherty for a time, then spent one year as baggageman between Waterloo and Sioux City and then worked on a freight train on the east end under different men until he was promoted to conductor in the fall of 1892. Mr. Cooley's first work as conductor was also on the east end for a time, and then spent several years running both ways out of Waterloo. His present run is between Waterloo and Lyle.

Mr. Cooley was born in Lorain county, Ohio, a son of Newell B. and Emeline (Cooper) Cooley, both of whom were also natives of Ohio. The parents always made their home in the state of their nativity, the mother still residing near Oberlin, but the father died in 1897. Our subject located in Waterloo, Iowa, in 1888, and four years later he was married to Miss Annie C. Mathias, of Dubuque, who has since shared his Waterloo home. To this union has been born one child who bears the name of Marion M. Mr. Cooley is a member of Division No. 67, O. R. C. and also of Lodge No. 89, K. of P., both of Waterloo. He has been very successful since being in the employ of the railroad company, his career has been free from accidents and up to the present time he has a clear record.



R. ROBBINS, engineer at Waterloo, Iowa, began his railroad career April 6th, 1882, as a wiper in the Illinois Central round house at Waterloo. August 29th, of the same year, he began as fireman between Waterloo and Fort Dodge under Engineer James McNeil, working there one year, and then spent four years with Engineer Martin. During the winter of 1886 and '87, he went on a switch engine, and on August 20, 1889, he crossed the cab and has since had charge of the levers. For a time he was in charge of a switch engine, then ran extra out of Dubuque one winter, then seven weeks on the Cherokee & Dakota, later on the line between Waterloo and Fort Dodge, then spent the following summer at the head of a construction train, but since that time has been employed on a regular run, changing only in 1899 when he was transferred to a passenger run.

Mr. Robbins was born in Elmore, Vt., a son of Truman and Betsey E. (Preston) Robbins, both natives of Vermont and always made their home in that state. The father died in 1864 and the mother in 1875. Our subject came to Iowa

in 1878 and located in Jesup; lived there about twenty months and then returned to his home in Vermont. In 1880 he again removed to Iowa and entered the employ of the Illinois Central Railroad company. In 1887 he was united in marriage to Miss Myrtle Staunton, of Waterloo, Iowa, and two children, Harry and Leonore, have been born to them. Mr. Robbins has been quite successful since locating in Iowa. He entered the employ of the railroad company without any capital whatever, and has gradually worked himself up to a good position. Besides this, by careful management and economy, he has been laying aside something for a rainy day, until he is now in possession of considerable Waterloo real estate, the rent of which adds materially to his monthly income. Socially he affiliates with Division No. 114, B. of L. E., and also the Blue Lodge and Chapter of the Masonic fraternity, at Waterloo.



W. ILLIAM J. HAVILAND, engineer for the Illinois Cenral, has been connected with the road since October 1890, when he began firing. In 1896 he was promoted to engineer and since that time has had charge of the engine.

He is the son of William Henry Haviland, formerly a farmer in Bremer county, Iowa, but who is now deceased. Our subject is a native of Rock county, Wisconsin, and was born February 23, 1868. The only railroad man in the family, he came to Waterloo in 1890, and shortly after secured a place in the operating department.

Mr. Haviland married Miss Ella Barnard, of Cherokee, Iowa, and they now reside at Fort Dodge. For three months he worked on the Yazoo & Mississippi Valley branch of the Illinois Central, and then returned to Iowa and has since been running out of Fort Dodge. He is a member of the B. of L. E. No. 226 and the B. of L. F. No. 222, of Fort Dodge, also of Waukanzee Lodge I. O. O. F. of Fort Dodge. He has a beautiful home at 1325 Fourth avenue, south.



EDWARD T. JEFFERY.

EDWARD TURNER JEFFERY, president of the Denver & Rio Grande Railroad Company, was born in Liverpool, England, on April 6, 1843. He is a son of William S. and Jane (McMullen) Jeffery, of English descent, although his father was born at Greenock-on-the-Clyde, in Scotland, and his mother at Downpatrick, in Ireland. The senior Mr. Jeffery followed the sea, and when not engaged in his nautical avocation, resided in the cities of Liverpool, Portsmouth and Woolwich, in the order named, until his death, which occurred when Edward was six years of age. In 1850 the family emigrated to America, and settled first in Wheeling, West Virginia. Here the following six years of Edward's boyhood were passed in minor occupations and in gaining the rudiments of an education. He was but thirteen when the family removed to Chicago, in 1856, and in September of that year he entered the employ of the Illinois Central Railroad Company, probably not dreaming of the distinction that awaited him as the future superintendent and manager of that great corporation. His ambition at that early day did not extend beyond reaping the rewards of faithful and honest work in the humbler duties of his calling. He entered the office of Samuel J. Hayes, superintendent of machinery, where he was employed as general errand and chore boy for about two months, when he was put to work in the tin and coppersmith shops, where he served three or four months, and then entered the machine shops of the company to learn the trade of a machinist. He served in this latter capacity until July 5, 1858, when he was given a place by Mr. Hayes in the department of mechanical drawing. From this time, encouraged by the warm heart and good counsel of Mr. Hayes, he developed the ambition to fit himself for the complete mastery of both the science and the art of mechanical drawing and engineering. He entered upon a course of systematic studies which he continued for ten years, with such marked results that the privilege was accorded him of alternating study with his work as his duties permitted and he might feel inclined. At the age of eighteen he

was on the rolls of the company as one of the regular mechanical draughtsmen. At twenty he was placed in full charge of the department of mechanical drawing. It is worthy of notice here that young Jeffery, at this early stage of his career, had perceived and applied in his own self-training the principle now advocated by the most advanced educators, viz: that of combining the labor of the hand and the brain, the workshop and the study in the attainment of an education that shall meet the practical demands of an industrial calling. In this Mr. Jeffery anticipated most of our polytechnic and manual-training schools by the force of his own original mind. It does not appear that he took any suggestions from any of these schools or their founders. He continued his work and studies with such profit that at the age of twenty-five he was in possession of the entire range of sciences adapted to the highest efficiency in his occupation, and had also gained a wide breadth of general culture. Few men can be found whose talents or acquirements are more versatile than his. At the time he was placed over the department of mechanical drawing he was also made private secretary to the superintendent of machinery. At the age of twenty-eight he was appointed assistant superintendent of machinery, by John Newell, then president of the Illinois Central Railroad Company. Mr. Newell was thoroughly acquainted with Mr. Jeffery's capabilities, and being a typical self-made railroad man was not slow to open the way for promotion to deserving and energetic employes. During the six years of his service in this position, Mr. Jeffery was one of the most active and efficient officers of the road. His long experience combined with his practical work and study, had not only rendered him familiar with the mechanical departments in all their branches and details, but he had also acquired much knowledge of general railroad operations and management. Accordingly, in 1877, he was appointed to the office of general superintendent of the entire Illinois Central Railroad system. He held this responsible position until January 1, 1885, at which time he was appointed general manager of all the de-

partments of the road, a position which he held till he resigned, in September 1889, for the purpose of obtaining needed rest, after so long and arduous service in the interests of the company. While he may be called a self-made man in the best sense of that phrase, yet the company was liberal in the recognition of his genius and in affording him a fair opportunity for its development. Thus from an office boy he rose by successive stages to the management of a great corporation, and every promotion he received was fully earned by hard and faithful work, and was conferred upon him unsolicited. In 1885, when the international railway congress was held at Brussels, he was the representative in that body of the Illinois Central Railroad Company, and the only American delegate present. In his younger days he was president for several years of the Young Men's Literary Society, of Chicago, an institution which did much to foster a literary spirit among a large number of citizens, and which carried on its roll of membership some of the brightest young men of the city. He was a frequent though anonymous writer in prose and verse, and several of his poems were very generally copied by the press of the country. The following lines written and published by him more than a quarter of a century ago have been reprinted from time to time:

OUR DUTY.

The heart that is sad where a heart should be light,
 Or false where a heart should be true,
 Let us guide through the darkness obscuring the light,
 And point to the future eternal and bright,
 And teach it to dare and to do.

The soul that is darkened by passion and crime
 Let us win from its idols of clay,
 And lead to the heroes and sages sublime,
 Whose names are inscribed on the records of time,
 Unfading. Immortals are they!

Let us fight for the right, though the struggle be long,
 With firm and unswerving desire,
 Let us manfully battle oppression and wrong,
 With hearts that are earnest and trusty and strong;
 With God and the truth to inspire.

Let us dare to be noble men, nature's own pride,
 And dare to be true to each other.
 For the earth is a homestead so fruitful and wide,
 We can live, we can love, we can toil side by side,
 And each unto all be a brother.

Mr. Jeffery is a prominent member of the American Railroad Master Mechanics' Association, a member of the Chicago, Iroquois and Calumet Clubs, being vice-president of the latter, and belongs to the Masonic fraternity. Socially as well as intellectually he is held in high repute. In his political affiliations he is democratic, but takes no active part in political affairs. The three principal ideas which governed Mr. Jeffery in his official railroad career were: First, to establish mutual confidence and kindly relations between the corporation and its employes. Second, to gain the respect of the general public, and bring about a clearer and more intelligent comprehension of the relations between the people and the carriers, and of their obligations to each other. Third, to so conduct corporate affairs as to secure and retain the confidence of investors and the financial world. It is believed by those who are qualified to judge, that he met with a large measure of success in carrying out these ideas. With the people and with working men, Mr. Jeffery has always been in close fellowship, and few men have been capable of exerting a stronger influence over railway employes. One instance may be cited. Soon after the strike occurred on the Chicago, Burlington & Quincy road, in 1888, and a general tie-up on all the roads of the country was threatened, he was requested by a few conservative labor men to use his influence with those who favored a general strike, a large mass-meeting of whom were in session in Turner Hall, on Twelfth street, ready to take radical action in the matter of a general suspension of work which would have been disastrous to all the industrial, commercial and financial interests of the country. Mr. Jeffery met the excited multitude, gained their attention, addressed them for over two hours, and by his powerful and conciliatory arguments succeeded in averting the impending disaster. For this

timely service he received public recognition and many letters of congratulation and thanks from the leading merchants and business men of the country. As soon as it was known that he had resigned his position in the Illinois Central Railroad Company, Mr. Jeffery was selected by the mayor and leading citizens interested in promoting the World's Columbian Exposition, to visit the Exposition in Paris, study it and make a report upon it, and at the same time to promote, as far as practicable, the claims of Chicago as the site of the Columbian Exposition. He went to Paris and was entirely successful in his mission, remaining in that city a sufficient length of time to gather and condense a vast amount of invaluable information respecting the Paris Exposition, which he published in one of the ablest and most concise reports ever prepared upon that subject. This report furnished all the data which have been so freely used by the directors and officers of the Columbian Exposition. It was published in London and has been translated into the French and other European languages. Mr. Jeffery declined to accept any compensation for these and other services in connection with the Exposition. Upon the organization of the directory, Mr. Jeffery was chosen a member of the board. He was strongly urged to accept at a high salary, the position of director general, but he refused the honor. He also declined to have his name used as a candidate for the presidency of the board of directors, to fill the vacancy caused by the resignation of Mr. Lyman J. Gage. He was for a year and a half chairman of the committee on grounds and buildings, and was in every way efficient and influential in organizing and constructing the great international exposition of 1892-3, giving his time and energies to it without pay. Chicago is very much indebted to his influence for securing the location of the enterprise in this city. In January 1890, he was sent to Washington, and made an unanswerable argument before the Senate of the United States in behalf of Chicago as the site for the Exposition. Mr. Jeffery is a close student, a fluent writer, and a ready speaker. He has delivered various addresses on transpor-

tation and other public questions before state legislatures, municipal councils, boards of state and inter-state railroad commissions and other bodies, which rank among the best literature of their class. For nearly a year and a half he was connected with a new enterprise having in view the construction of large locomotive works in the city of Chicago. Many of the leading citizens were associated with him in the undertaking and he accepted the presidency of a company which was organized for the purpose stated. It was natural, however, that his inclinations and the associations and habits of life formed through thirty-three years of continuous railway service would lead him to return to his old profession. Many lucrative offers were made to him by railway companies after he retired from the Illinois Central road, but all were declined until October 1891, when he accepted his present distinguished position as president of the Denver & Rio Grande railway, with headquarters at Denver, Colo., where he now resides. The circumstances under which this important change in Mr. Jeffery's affairs was made, were as follows: Having been solicited in September 1891, to act as arbitrator in a controversy at Denver, he, while there in that capacity, was proffered by the directors of the Denver & Rio Grande, the presidency of that road, and with such a warmth and heartiness that he accepted it. When this became known in Chicago, the press of the city were unanimous in expressions of sincere regret at the loss the community was to sustain at the removal of so valuable and popular a man, though at the same time rejoicing at his new and deserved honors. The following editorial, which appeared in one of the leading papers, is typical of the many that voiced the public sentiment:

"The Denver & Rio Grande Railway Company is to be congratulated on securing for the difficult office of president and general manager, so able and amiable a man as E. T. Jeffery. The city of Denver is happy in the accession of a good citizen. But Chicago, though extending its felicitations to the fortunate company, and the no less fortunate city, can not let the occasion pass without an expression of regret at the loss we experience in Denver's gain. Mr. Jeffery has lived in

Chicago from boyhood. Here he made that wonderful race from the workshop to the general superintendency of a great railroad. In all stages of advancement he has been found more than equal to the responsibilities of his position, and a loyal and patriotic citizen. Mr. Jeffery's public spirit has best been illustrated by his services to the Columbian Fair. As a member of the directors and especially as chairman of the vastly important committee on grounds and buildings, he has been alert, indefatigable, invaluable. It is no disparagement to the other members of the directory to say that Mr. Jeffery has led them all in value of his services, bestowed freely and with no other motive than an admirable public spirit. It will not be easy to fill the place Mr. Jeffery will leave vacant, it will be harder still to efface the traces which his master mind has left on the records of the fair."

Mr. Jeffery was married April 2, 1877, to Miss Virginia O. Clarke, of Frederick, Maryland. They have two children: James Clarke and Edna Turner, aged thirteen and eleven years respectively.

Mr. Jeffery's career in the West has been a marked success. The railway of which he is at the head consists of 1,900 miles, located almost wholly in the state of Colorado, reaching all the principal mining, agricultural and commercial points of the state. Deep canons, elevated mountain passes, sharp curves and heavy grades are the features of this remarkable railway. His administration of its affairs for the past seven years has been most wonderful in its results. Out of the greatest business depressions, aggravated by the unprecedented fall in the market value of silver, of which metal that state is so noted a producer, and amidst other disturbances of trade and commerce that have occurred, and surrounded by bankrupt railways, the Denver & Rio Grande has emerged unscathed, with a financial record stronger than at any time in its history. Since he took up his residence in Colorado, Mr. Jeffery has been a factor, and a potent one, in all those affairs which go to promote the welfare of its citizens and its material progress. He is a representative man in the broadest sense of the term. His unprecedented clear and right perception of things, and his influence for peace and harmony have been exerted with good results in trying circumstances

affecting the welfare of her citizens, and particularly between employers and employes he has been instrumental in bringing about a better understanding between them, a higher regard for the rights of each other, and confidence based upon the mutuality of their interests. In all movements for the good of the community he has taken an active part since he has been in Colorado, and his eloquence on many occasions has encouraged public enterprise and aided charity.



J P. REECE, conductor on the Amboy division of the Illinois Central Railroad, first saw the light in Columbus Junction, Iowa, July 28, 1866. He is the son of William and Mary (Colton) Reece, who died October 14th, 1899, and November 15th, 1892, respectively. He attended the schools of Columbus Junction, and at the age of nineteen went to Colorado and drove a team for about two years. He then entered the service of the Denver & South Park R. R. Co. as brakeman, remaining in that position for three years, then served in the same capacity with the Denver & Rio Grande six months, the Colorado Central six months, and with the B. C. R. & N. a short time, after which he went to Rock Island and was employed by the Chicago & Rock Island company as a switchman about eight months, served the C. M. & St. P. as yardmaster at VanHorn, Iowa, six months, then returned to the B. C. R. & N. where he remained about six months. On the 22nd of October, 1893, Mr. Reece moved to Amboy, and entered the service of the I. C. R. R. as a brakeman, and in July 1895, was promoted to conductor, which position he retains at the present time, having removed in 1894 to Freeport where he now resides.

Mr. Reece was married June 1, 1892, to Miss Jessie May Sissley, of Burlington, Iowa. She was born in Walker, Iowa, August 28, 1871. He is a member of the O. R. C.

SIDNEY D. BRISTOW is an engineer in the freight service of the Illinois Central, on the Cherokee division. He entered the service of the company October 1, 1888, as fireman on a switch engine in the yards at Cherokee, and was with many of the old engineers on this division. Some years after coming to the I. C. he was promoted to engineer taking charge of a switch engine in the Cherokee yards and serving there for two years. He was then appointed to the regular run which he now holds. During his service, he has never had a member of his crew injured in any way, a record of which he is justly proud. Mr. Bristow was born at Ontario, Canada, June 9, 1867. His father, Isaac Bristow, resides with him and has charge of the store house for the I. C. Socially, our subject is connected with B. of L. E. No. 226, of Fort Dodge, and is also a member of B. of L. F. and A. O. U. W. of Cherokee.

M. F. CAREY, passenger engineer, Illinois Central Railroad, began in the service of the company in 1865, in the Dubuque offices, where he remained for two years under J. T. Farley, and also worked in the freight house about two years under W. F. Blake. March 9, 1869, he was placed in the Dubuque yards where he served the company until 1874. At that time he went on the road as fireman and in the fall of 1879 was licensed to handle the throttle and lever, running for sixteen months in the Dubuque yards under T. W. Place, and later worked on different branches of the system until 1885 when he was given a run between Dubuque and Waterloo. April 9, 1898 he was promoted to passenger engineer, and now runs between Dubuque and Waterloo.

Mr. Carey married Mary F. Case, of Dubuque, and to them have been born nine children, six of whom are deceased. Those living are Joseph, George and Laona. Mr. Carey is a native of

Vermont, while Mrs. Carey was born in Flint, Michigan. Mr. Carey is a member of B. of L. E. No. 114, K. of P. No. 89, A. O. U. W. No. 274, and the Foresters. He has been successful in his railroad career, and is popular with his employers and the patrons of the road.

CHARLES F. HILDRETH, former agent of the Illinois Central Railroad at Freeport, Ill., is a native of the Green Mountain state and was born in Bennington county, October 15, 1861. His father, Jerone D. Hildreth, who was engaged in the manufacture of cotton goods, died in 1891, while his mother, formerly Miss Eliza M. Turner, is living at the age of sixty-nine years.

Our subject attended the public schools of New England and Ontario, Canada, and after two years in the Academy of Prattville, Ala., at the age of fifteen, he began work in the cotton factory at that place, of which his father was superintendent, and later was employed in the cotton mills at Cottdale, Alabama. When eighteen years of age Mr. Hildreth studied telegraphy, and served the Chicago, Pekin & Southwestern R. R. (now a part of the Santa Fe system) as station agent at Groveland, Ill., four months and at Morton, Ill., for sixteen months. He then entered the employ of the I. C. R. R. as night operator at Ackley, Iowa, remaining there one month and at LeMars, Iowa, three months. He was then made ticket agent and served in that capacity at South Park, near Chicago, for two months, Heyworth, two weeks, Patoka, three and one-half years, and then took charge of the ticket office at Decatur for the I. C. R. R., the Illinois Midland (now Vandalia) and the P. D. & E. for a period of nine months, after which he acted as joint agent at El Paso for the I. C. and T. P. & W. railroads a little more than three years, then went to Pana where he remained as I. C. freight agent about sixteen months. In September 1891, Mr. Hildreth came

to Freeport as freight agent for the I. C. R. R., and in July 1892, severed his connection with the railroad and is now in the real estate and insurance business and is likewise interested in the manufacture of paper boxes.

On the 28th of August, 1889, Mr. Hildreth was united in marriage with Miss Nellie P. McLafferty, of Hutchinson, Kansas, but whose life till within a few months of her marriage was spent at El Paso, Ill.

Mrs. Hildreth received a liberal education at the State Normal School at Normal, Ill., and taught school a number of years. Mr. and Mrs. Hildreth have no children. They are members of the First Presbyterian church, and Mr. Hildreth is a staunch Republican in politics.



AP. ESTEY, engineer at Waterloo, began firing for the Illinois Central company September 26, 1886. Previous to this, however, he had worked in the Waterloo shops from April to September of the same year before there was an opening for him on the road. His first run was between Waterloo and Fort Dodge, and the first engineer under whom he served was A. C. DuBois. After a service of ten months on a freight engine, Mr. Estey was promoted to a passenger run and served three years under L. Smith. August 17, 1890, he was set up to engineer, worked one year in the yards at Waterloo, then on the main line, running east, west and north out of Waterloo, covering every portion of the Iowa division, until 1897, and since then has had a regular run between Waterloo and Fort Dodge. The record of Mr. Estey's railroad career is not dotted by a single accident.

The subject of this sketch is a son of Charles and Sylvia (Peck) Estey, both of Vermont. In 1885 he went to Nebraska for the purpose of visiting his sister a short time, but on his return he stopped in Waterloo and was there married

in 1887 and has since made his home there. The estimable lady of Mr. Estey's choice was known in her girlhood as Miss Nellie Armbruster and her native city is Galena, Ill. This union has been blessed by the presence of a son, Fred.

Mr. Estey is a member of the following fraternities: Division No. 114 B. of L. E., Lodge No. 274 A. O. U. W. and the Blue Lodge, No. 105, of the Masonic fraternity, all of Waterloo.



DAVID L. CHEVALIER, a prominent engineer, residing in Fort Dodge, began with the Illinois Central November 3, 1889, as fireman. He engaged in firing seven years and on November 1896, was promoted to engineer, and since that time he has had charge of an engine running between Sioux City and Fort Dodge.

He is a native of Dubuque, Iowa, born December 23, 1867, a son of David L. Chevalier who was one of the oldest engineers on the Illinois Central and used to run a passenger engine between Dubuque and Waterloo. He is now a farmer and resides in South Dakota.

Our subject comes from an old and prominent railroad family, two of his brothers being in the service, one an engineer on the Chicago, St. Paul, Minneapolis & Omaha railroad, living in Sioux City, Iowa, and the other a fireman on the Illinois Central. An uncle, H. L. Chevalier, (see sketch elsewhere in this volume) is an engineer on the Illinois Central; another uncle, H. Girard, deceased, was an engineer on the Illinois Central for thirty-eight years; and a cousin, A. E. Girard, (see sketch on another page of this work) is an engineer on the Freeport division of the Illinois Central. Our subject has been in several small wrecks but never injured. He is a member of Division No. 222, B. of L. F., Division No. 226, B. of L. E. and the Royal Arcanum, all of Fort Dodge. Mr. Chevalier married Miss Dean Cronenberger, of Fort Dodge, and they reside at No. 603, Third avenue, south.

LE. ROPER, better known as "Lee," engineer for the Illinois Central at Fort Dodge, has been with the company since 1887. He first worked with the Iowa Telephone Co. for some time and then began as fireman for the Illinois Central and worked in that position until 1895, when he was promoted to engineer and began work in freight service running between Fort Dodge and Sioux City. Mr. Roper is a native of Fond du Lac, Wisconsin, and is a son of Samuel E. Roper, who was a railroad man and was yardmaster at Fort Dodge for the Illinois Central for nineteen years, at the end of which time he went to Eagle Grove, Iowa, where he is now engaged in business. A second son was "caller" on the Illinois Central at Fort Dodge, where he died at the age of nineteen years.

Our subject married Miss Mary Riffenberry, of Fort Dodge, and they have become the parents of four children, Letha, Ionia, Antia and Horatio. Since his marriage he has always lived in Fort Dodge, and he now resides at 603 Second avenue, where he now has a neat and comfortable home.

Mr. Roper is a member of the B. of L. E., No. 226, of Fort Dodge. He has never been in any wrecks, although he was injured once, causing him the loss of two weeks' time. He is well and favorably known along the line.



CHARLES L. SMITH, an engineer of Fort Dodge, began with the Illinois Central in 1889 as fireman, and worked at that seven years, when he was then promoted to engineer. He is a native of Fort Dodge, Iowa, and a son of Loring W. and Caroline (Gardner) Smith. The father was a farmer near Fort Dodge, where he died in 1891. Our subject was educated in the common and high schools of Fort Dodge, and then began railroading under H. M. Rhodes, engineer, and fired

for him until he was promoted. His engine at present is No. 1511, and his run is from Fort Dodge to Sioux City. Mr. Smith is a member of the B. of L. E. No. 226, and also belongs to the Royal Arcanum of Fort Dodge.

He resides at 1216 Fifth avenue, south, where he has recently built a neat cottage home.



JOHN DOHERTY, a retired passenger conductor on the Illinois Central Railroad, at Dubuque, Iowa, began work on this road as a clerk in the freight depot at Cedar Falls under W. B. Boss. He was thus engaged three years and a half from the spring of 1861, and then started as brakeman under S. A. Wolcott, running west out of Dubuque, and for about eight months ran to Cedar Falls. After being promoted to the position of conductor, he worked between Dubuque and Fort Dodge about twelve years, running the first night passenger train west of Dubuque, then worked between Dubuque and Lyle, and later returned to the main line, making an aggregate of twenty-seven years of service for the Illinois Central Railroad. Mr. Doherty has left a splendid record on the company's books, for he has never met with serious accident, and an injury of any kind has never been inflicted upon himself.

Mr. Doherty was born near Dublin, Ireland, and at the age of eight years came to America with his parents and located in Dubuque, Iowa. One of his brothers, G. F. Doherty, was also a conductor on the Illinois Central for several years. In May 1869, our subject was united in marriage to Miss Mary J. Redfern, of Bedford county, Pa. Since retiring from the road Mr. Doherty engaged in the wholesale liquor business for two years in Dubuque, and since then has been dealing quite extensively in western lands and Dubuque real estate. He is well known in Dubuque and portions of the West, and enjoys the confidence and respect of all who know him.

JOHN WILLIAM HANSON, yard foreman at Fort Dodge, has been in the employ of the company twenty-two years, beginning in 1878 on the section as a laborer. He worked at the same six months and then was "wiper" in the round house at Fort Dodge for two years, and for one year was engaged in car repairing in the round house. He then served as switchman in the yards at Fort Dodge until 1885, when he was made yard foreman and has since continued in that position. Mr. Hanson is a native of Christiania, Norway, born September 14, 1854, a son of John Hanson, who is a carpenter by trade and resides at Fergus Falls, Minn. Our subject married Miss Bridget Daily, who has borne him four children, Mary, Eddie, now in the employ of the Illinois Central, Georgia and Bernidetta. Mr. Hanson has been in several wrecks and was twice injured, once in jumping from the train and was also caught in a "frog" and injured badly. He is a charter member of the A. O. U. W. of Fort Dodge, and a charter member also of the B. of R. T. of Fort Dodge, Lodge No. 171. He now owns a nice residence at No. 603 Fourth avenue, and is a respected citizen and railroad man of Fort Dodge, Iowa.



WILLIAM Z. WRIGHT is one of the old and respected employes of the Illinois Central. He entered the service of the company at Fort Dodge, Iowa, on September 9, 1869, as fireman, with Engineer Col. Thomas. He remained in this position three years, and during the following five years ran an engine between Waterloo and Sioux City. He was then made foreman of the round house where he served about ten years, retiring to accept the position of train master at Fort Dodge, where he spent the greater part of 1885. He then returned to his former position as foreman of the engine house, but in 1887 was transferred to Cherokee and given a regular run in the passenger service between Cherokee and

Sioux Falls, South Dakota, which he still holds.

Mr. Wright is a native of Willoughby, O., where he was born June 7, 1850. He has an amiable wife and an interesting family of three daughters, viz: May, Bertha and Kittie. He is quite prominent in railroad circles socially, being a member of B. of L. E. No. 226, of Fort Dodge, for twenty-five years, and for ten years Chief of the lodge; is also a member of Cherokee Lodge No. 307, A. F. & A. M., and A. O. U. W. No. 197. He resides in Cherokee, and there is not a better known man all over the Iowa division of the Illinois Central.



PJOYCE, conductor at Waterloo, began his railroad career as a section hand at Cedar Falls in 1880, and was engaged in that line of work for two years. Subsequently he had charge of the freight and baggage rooms at the same city for four years and then began as a brakeman between Waterloo and Fort Dodge and served at different times under the following conductors: Ed. Spear, Henry Mullan, J. Keeler, and his brother, T. M. Joyce. Mr. Joyce was a brakeman for twenty-three months and in the fall of 1887, he was promoted to the position of conductor and for several years thereafter he ran trains out of Waterloo both east and west on the main line and also north on the branch. At present he is running a construction train out of Waterloo. Mr. Joyce has been very successful as a railroad employe, having given his employers satisfaction from the very start as is attested by the unusually short time it required for him to attain the position of conductor. His entire career has also been without receiving the slightest injury.

Mr. Joyce was born in Forreston, Ill., a son of Michael and Margaret Joyce, both natives of Ireland. The father, also was an employe of the Illinois Central company, having served on the section for thirty years. He was killed at Waterloo, in the year 1869, but the mother is



James D. Place
Waterloo
Iowa

still living and is making her home at Cedar Falls, Iowa. Three of their sons, besides the one whose name appears at the head of this article, are railroad employes: T. M. Joyce, a conductor on the Illinois Central at Waterloo; J. Joyce, a passenger conductor on the Sioux City & Northern Railroad; and P. F. Joyce, yardmaster at Fort Dodge. Our subject was married at Fort Dodge, in 1892, to Miss Ella Harrington, of that city and their home has been made happy by the presence of three children whose names in the order of their birth are Earl, John and Myrtle. Mr. Joyce holds a membership in Lodge No. 67, O. R. C. and also in Lodge No. 274, A. O. U. W. both of Waterloo.



JAMES D. PLACE, the clerk of the oil room at the shops and round house at Waterloo, Iowa, ranks among the oldest men in the employ of the Illinois Central Railroad. He was born in the town of Acworth, Sullivan county, N. H., his natal day being Aug. 17, 1830. He received a common school education in his native county and was engaged principally in farming until he began railroading at the early age of twenty years, and has pursued that vocation almost continuously ever since. His first experience was with the Northern Railroad of New Hampshire, now a part of the Boston & Maine System, in 1851, serving as fireman on an engine named "Franklin" under Engineer James Blaisedell, now deceased, and later fired the engine "Blackwater" under James Bachelder, also deceased. In those days it did not take so long to become an engineer as it does now, and ten months after he entered the service of the railroad, Mr. Place was given charge of the "Shaker Engine."

After spending two and a half years with the Northern Railroad of New Hampshire, Mr. Place came west and began work for the Illinois Central company, in August 1853, running engine No. 9 on construction work from Chicago

to Kankakee before the bridge at the latter place was built. November 6, 1853, he was transferred to Freeport, Ill., with engine No. 13, and at that time the track was not laid as far north as Lena, neither was the road graded south of Freeport, and only ten miles of track was laid on the northern division.

January 1, 1854, a train ran into Warren, and in September, of the same year the first train was run as far west as Scales Mound. October 31st, the first regular train ran into Galena; Rensselaer Smith was engineer of the engine, No. 2, and Conductor William Thayer in charge of the train; and the first regular train out of Galena to points farther east was one day later drawn by engine No. 45, with the subject of our sketch at the levers and Conductor O. B. Wyman in charge. Mr. Place also took the first passenger train into Dunleith (now East Dubuque) with engine No. 37, on the 12th day of June, 1855, with L. P. Pettibone, conductor, in charge of the train. Even at this time there were but two regular passenger trains running each way out of Freeport. In the spring of 1856, Mr. Place severed his connection with the Illinois Central company and spent six months in the employ of the Chicago & Galena Union Railroad, and spent two months in Minnesota, and then returned to the Central road and for a time plied between Amboy and Dunleith. In June 1857, he went south, but after spending a few months on the Memphis & Charleston line, he returned to Amboy and for two years did no railroad work. In 1859, however, he secured a position on the Dubuque & Sioux City Railroad, running between Dubuque and Cedar Falls, and was thus employed until the summer of 1862.

August 14, 1862, Mr. Place enlisted in company F, Seventy-fifth Illinois Volunteer Infantry, and served under Buell, Rosecrans, Sherman and lastly under "Pap" Thomas, participating in the following battles: Perryville, Stone River, Chickamauga, Pine Mountain, Kennesaw Mountain, New Hope Church, Atlanta, Lookout Mountain, Missionary Ridge, Franklin, Tenn., and several other minor engagements.

He was mustered out at Nashville, June 12, 1865, and was paid off in Chicago, June 30th, following.

After the close of the war, Mr. Place returned to the Illinois Central company and applied for a situation, and was given charge of an engine on the Chicago division running between Chicago and Champaign, but later was transferred to run between Centralia and Cairo. During this time he was caught in a collision at Hanging Rock, two miles north of Makanda, March 8, 1866, in which he lost his right leg and was laid up for about a year. As soon as he was able to resume his duties, he was given charge of an engine to run between Chicago and Kankakee, Ill., for a short time, and then went to Iowa and took charge of an engine running between Waterloo and Mona until January 7, 1894. During this year Mr. Place retired from the road after an engine service of over forty years, and was placed in charge of the oil room at the shops and round house at Waterloo, the position he still holds. Socially he affiliates with Division No. 114, B. of L. E., of Waterloo, and Robert Anderson Post No. 68, G. A. R.



DANIEL J. REARDON, conductor on the Illinois Central, Freeport division, is a native of Freeport, where he was born August 20, 1871. His parents, Jerry and Mary (Flanagan) Reardon, are residents of Freeport, of which place his father is now city treasurer.

Our subject was a student in St. Mary's parochial school until March 1885, when he entered the U. S. mail service at Freeport and remained in that position for three years; served as clerk for a period of eight months in the German Insurance office; then acted as time keeper in the office of E. O. Dana, master mechanic of the I. C. R. R., eight months. At this time he entered the service of the C. M. & St. P. R. R. as brakeman, and after two years experience began

work for the I. C. R. R. in the same capacity, where he remained until September 1899, when his faithful service was rewarded by promotion to conductor, which position he now holds.

June 23, 1897, Mr. Reardon was married to Miss Sarah Wolf, of Freeport, who was born in Lena, October 27, 1875. This union has been blest with one son, Martin, born June 18, 1899. Mr. Reardon is Catholic in his religious views, is a Democrat in politics, and is socially connected with the B. of R. T.



MG. FLANAGAN, train despatcher for the Illinois Central Railroad, Freeport, Ill., was born in Freeport, November 10, 1865. His father, James Flanagan, was born in County Limerick, Ireland, in 1812, and while in his native country, worked on a farm. He was married Feb. 20, 1844, to Honora Hayes, also a native of Ireland, and born April 24, 1824. He came with his family to America, landing at New York July 4, 1851, and located in Binghamton, N. Y., where he worked for his brother-in-law, Martin Hayes, who was supervisor on the Erie railroad. In 1857 he moved to Freeport and entered the service of the I. C. R. R. as section foreman, and remained in that position until he resigned in 1885. He died December 28, 1891, his wife having preceded him January 6, 1889. James Flanagan, by his industry and thrift, had acquired considerable property. He bought eight lots in Freeport, and erected the house on the corner of Float and Winnesheik streets, where our subject was born, and subsequently built the fine brick house in which subject now resides.

M. G. Flanagan attended the public schools of Freeport, and in 1881 entered the employ of the C. M. & St. P. R. R. as an operator which position he retained for about four years, and also served as train despatcher at Racine, Wisconsin, and Aberdeen, S. Dakota, for three and one-half years. He left the C. M. & St. P. R. R.

and came to Freeport, securing a position with the I. C. R. R. as telegraph operator and extra despatcher. In 1891 he was appointed train despatcher which position he still retains. On the 23rd of November, 1892, Mr. Flanagan was married to Miss Mary Scanlan, of Freeport. She was born December 24, 1866, and died December 25, 1893, leaving twins, Mary and Margaret, born December 12, 1893. Mr. Flanagan is a Catholic, and a member of the Catholic Order of Foresters. He also belongs to the M. W. A., is a member of the Train Despatchers' Association of America, and is a Democrat in politics.



E. T. GREGORY, freight engineer on Illinois Central Railroad, at Waterloo, Iowa, entered the service of the I. C. R. R. at Waterloo, December 1884, as fireman on the main line, making his first trip with Engineer Bruce. He then fired a short time for J. Griffin between Waterloo and Sioux City, two years for J. D. Place on passenger engine between Waterloo and Lyle, and later for other engineers, and was then promoted to engineer July 1888, having previously run a switch engine for about eight months. His first work as engineer was in the Waterloo, Cherokee and Dubuque yards. In 1889 he ran between Centralia and Cairo from May to September, then returned to Waterloo and ran in the construction service on the Cherokee division for a short time, and after running extra on the Iowa lines was given his present run from Waterloo to Ft. Dodge in 1895.

Mr. Gregory was born in Pittsford, N. Y., of which state his parents, Daniel and Emily (Tefft) Gregory, were natives. Mr. Gregory married Miss Jennie White, of Manchester, Ia., and has one son, Lorenzo E. While firing, in the spring of 1885, Mr. Gregory had a very narrow escape from death. The engine was struck at Lizzard Tank by a double header train, and he was knocked off the water tank, caught under the train, and dragged for some distance, which laid

him up for about two months. Since handling the throttle he has been so fortunate as to escape further accidents. He is a member of the B. of L. E., Division No. 114, and the Masonic Lodge No. 105, both of Waterloo.



A. J. FAIRBURN, passenger engineer at Waterloo, Iowa, began his railroad career at Fort Dodge, Iowa, August 24, 1880, in the capacity of fireman for the Illinois Central company. After spending eight months at Fort Dodge, Mr. Fairburn worked on the main line as an extra for some time. His first regular run was under L. Smith on Engine No. 150, running on the "West End," where he was employed for about a year and then worked on a passenger engine with Henry Colburn between Waterloo and Sioux City for a time. Subsequently he served as hostler at Fort Dodge for two winters, and then fired for C. W. Baldwin on the "West End" on a passenger engine two years. December 18, 1885, Mr. Fairburn was set up to engineer, worked in the yards at Waterloo for a short time, and then on the main line as an extra, running over all parts of the Iowa division until it was divisioned off. His sphere was then limited to that portion of the line that lies between Waterloo and Fort Dodge, and in 1898 he was promoted to his present position on the right side of a passenger engine running on the same division. Throughout his entire career as a railroad employe, Mr. Fairburn has not met with serious accident.

Mr. Fairburn was born sixteen miles north of the city in which he now makes his home, the son of Robert and Elizabeth (Churchill) Fairburn, the former a native of England and the latter of Michigan. The father was a carpenter by occupation and worked for the Illinois Central company for twenty-three years, repairing depots, etc., along the entire line. Our subject was married in 1882, at Janesville, Iowa, to Miss

Fannie Loveland. In the social circles of Waterloo, he affiliates with Division No. 114, B. of L. E., Blue Lodge No. 105, A. F. & A. M., and Howland Lodge No. 274, A. O. U. W.

Mr. Fairburn has always been a hard working man, is thorough and systematic in his work, and has been very successful in life. He is known as a man whose moral character is above reproach, and he commands the respect and esteem of all who have the pleasure of his acquaintance



RICHARD WILLIAM ORMSBY, passenger engineer on the Illinois Central Railroad, Freeport division, one of the old reliable engineers, entered the service of the company as a machinist in the Weldon shops, in Chicago, in 1871, remaining in that position until May 1874, when he began firing on the Chicago division, but after one year in that position he returned to the shops and followed his trade for two years. He then began firing again, and in August 1878 was promoted to engineer and ran on the Chicago division until September 1887, since which time he has been on the Freeport division.

Mr. Ormsby is a Canadian by birth, and was the first white child born in Collingwood, Ontario, where he first saw the light May 3, 1854. His father, Richard Ormsby, a carpenter and contractor by occupation, was born in Belfast, Ireland. In early life he came to America and located in Meaford, Ontario, but later removed to North Platte, Nebraska, where he died in February 1869. His wife, who was Hannah J. Vail, was born in Owen Sound, Ontario, in November 1822, and is now living at Orfordville, Wisconsin.

Our subject, who early developed mechanical genius, when but thirteen years of age began running a small stationary engine at Meaford, Ontario, but after eighteen months service, he moved with his parents in October 1868 to North Platte,

where he went to work for the U. P. R. R. as an apprentice in the North Platte shops, and remained until April 1870, when he came to Chicago and was employed by H. Petrie & Son, manufacturers of stationary engines, with whom he remained until October 9, 1871, when the plant was destroyed by the great fire, in which the family lost all their household and personal effects. It was at this time that Mr. Ormsby entered the service of the I. C. R. R. as before stated.

On the 25th of November, 1875, Mr. Ormsby was married to Miss Margaret E. Kenney, of Chicago, who was born January 15, 1854. Their union has been blest with six children: Katherine, born November 15, 1876, was educated at the Hanen and Coleman school, of Chicago, and is now bookkeeper for the American Wall Paper Co. of that city; William J., born January 17, 1879, is a machinist's apprentice at the Burnside shops, Chicago; Nellie, born August 1884, is attending the Hyde Park high school in Chicago; May E., born October 18, 1886, is attending the Madison Ave. school, Chicago; Richard, born June 25, 1889; Irene, born Nov. 28, 1894. Mr. Ormsby is one of the charter members of World's Fair Lodge No. 382, K. P., and also belongs to the B. of L. E. in which he is at present chairman of the Grievance Committee, Division 27, and was formerly Chief of Division No. 10 for two years. He is a Protestant in religion, and a Republican in politics.



CO. FERN, an engineer on the Omaha division, began working for the Illinois Central company at Waterloo, Iowa, December 24, 1887, as a fireman on the main line. He served two months under J. M. DuBois and later under different men. He worked on the Cedar Rapids branch for eleven months and for three years he fired for T. W. Place between Waterloo and Dubuque. In the fall of 1895 Mr. Fern was given charge of a freight engine, worked in the Waterloo

yards for a short time and also in the yards at Dubuque, and since then has made his home in Waterloo, serving as an extra, running east, west and north.

Mr. Fern was born in Dubuque, Iowa, a son of John and Elizabeth S. Fern, both of England. The parents emigrated from the land of their nativity to America in an early day and located in Dubuque where the father worked in a smelter. They are the parents of three sons besides the subject of this sketch, who are employes of the Illinois Central Railroad: Frank, an engineer on the Cedar Rapids branch; Robert, an engineer at Waterloo, and Leo E., a brakeman at Waterloo.

Mr. C. O. Fern, the gentleman whose name appears at the head of this article, made his home with his parents at Dubuque until 1887, when he entered the employ of the railroad company and located in Waterloo. About two years after he was united in marriage to Miss Cora Banton, of Farley, Iowa. In social circles Mr. Fern is identified with Cedar Valley Division No. 30, B. of L. F., of Waterloo, and also the A. O. U. W., No. 274, of Waterloo. Our subject is very successful as a railroad man, commanding alike the esteem and confidence of his employers and fellow workmen, and throughout his entire career has never been injured in any way.



GO. MILLER, conductor at Waterloo, Iowa, began his railroad career with the Illinois Central company at Fort Dodge, in September 1881, where he worked three months in the freight house before he went on the line. In August 1882, he secured a position as brakeman between Waterloo and Fort Dodge on a passenger train under the control of Conductor B. Merrill, worked one week and then made one trip on a freight train under W. N. Barr. He then broke on a freight run from Waterloo to Charles City as extra, and then

broke for three months under G. R. Turner on a mixed train between Waterloo and Lyle. Mr. Miller was then appointed baggageman on the mixed train between Waterloo and Lyle, under Ed. Parker, and retained that position about a year and eight months. He then returned to the Waterloo and Dubuque division and broke for different conductors until 1886, when he received his promotion to the office of freight conductor. Mr. Miller's first experience in charge of a train was between Waterloo and Dubuque. Then, after running extras for about a year he was given a regular crew between Waterloo and Dubuque. Again he was placed in charge of extra trains, both freight and passenger, and his work took him over all of the Dubuque division, but for the past two years, his run has been from Dubuque to Ft. Dodge.

Mr. Miller was born in Ingersoll, Canada, in the year 1857, a son of William H. and Helen (Ervine) Miller, the latter a native of Scotland and the former of German descent. They came west in 1864 to Michigan, thirty miles north of Detroit, made that their home for two years and a half, and then moved to Buchanan county, Iowa, near Independence, on a farm. Our subject made his home with his parents until he attained his majority. He worked for a time in the hospital at Independence, and afterward attended the commercial college at Keokuk until he secured a situation with the Illinois Central Railroad company and located in Waterloo. In September 1882, he was united in marriage at Independence, to Miss Annic E. Williamson, and three children have been born to them: George Ervine, John Paul and Regina A. Socially Mr. Miller affiliates with the Division No. 67, of Waterloo; Waterloo Lodge No. 105 of the Masonic fraternity; and also the A. O. U. W. Lodge No. 274 of Waterloo. He has a good education, is pleasant to meet and is held in high esteem by all who have the pleasure of his acquaintance. In his railroad career, Mr. Miller has been very successful, performing his duties to the satisfaction of his employers and has never been injured in any way.

J F. VAN RENSSELAER was born at New Brunswick, New Jersey, August 18, 1875. He is of old Holland stock, his ancestors having settled in the valley of the Hudson in 1640 and the names of their descendents make a large family tree. Mr. Van Rensselaer entered the railroad service in May 1890, when but fifteen years of age, securing a place with the Fort Worth & Rio Grande R. R. in Texas, in the accounting department, in which he continued until May, 1893. On that date he secured a position as chief clerk in the offices of the joint car association of Fort Worth Railways, where he was employed until June 20, 1896, when he was appointed general clerk in the office of the second vice president of the Illinois Central at Chicago, serving in that capacity until November 2, 1898. Transferred to Evansville, Indiana, he was appointed chief clerk to the assistant superintendent at that point serving until March 14, 1900, when he was appointed traveling freight and passenger agent for the line with headquarters at Denver. It is a position of greater responsibility than is usually entrusted to one of his age, but Mr. Van Rensselaer has in past positions proven himself worthy of trust imposed in him by the management of the Illinois Central system.



WILLIAM F. HALL, one of the oldest engineers employed by the Illinois Central company, began work for this company March 4, 1870, in the shops at Dubuque, Iowa. He was born in Danville, Canada, June 27, 1840, and is a son of Enoch Hall, who was a native of Massachusetts. He was a lumberman and farmer through life, coming to Canada and later to Wisconsin, where he died. Our subject's first railroad work was on the Milwaukee & Prairie du Chien Railroad, where he worked as engineer from 1862 to 1870. He then began on the Illinois Central and for the past twenty-seven years has occupied the right side of the cab, now having a passenger

run between Fort Dodge and Sioux City, Iowa, and makes three trips a week. He has been in several wrecks, but no one was ever seriously injured.

William F. Hall married Miss Carrie Bronson, of New York state, and they have become the parents of eight children, two of whom are deceased. Those living are as follows: Edward M., who is a painter, of Fort Dodge; Ida May; William F. Jr., is in the employ of the Chicago, St. Paul, Minneapolis & Omaha Railroad at Sioux City, Iowa; Charles B. is general secretary of the Y. M. C. A. at Sioux City; Fred A. is telegraph operator for the Western Union at Fort Dodge, Iowa, and Bessie. Those deceased are William and Harry J. The family has a pleasant home at No. 313 S. Seventh street, Fort Dodge.

Socially Mr. Hall is a member of Division No. 226, B. of L. E., and also of Blue Lodge No. 111, A. F. & A. M., both of Fort Dodge. He is justly numbered among the prominent and representative engineers on the Illinois Central Railroad.



LEWIS C. FOOTE, passenger engineer at Cedar Rapids, Iowa, began his railroad career on the Southern Minnesota Railroad, running out of La Crosse, Wis., beginning in the year 1865. He worked for a time as fireman and later as engineer on this line, and subsequently moved to Chicago and served the Chicago & Eastern Illinois company in the capacity of engineer. In March 1873, he moved to Dubuque, Iowa, and the Illinois Central company placed him at the head of one of their freight trains between that city and Waterloo, and retained him in that position for fifteen years. At that time Mr. Foote was promoted to the passenger service and for the following ten years he held a position at the head of the "Clipper." In April 1898, he was transferred to the Cedar Rapids branch, where he has since been employed in the passenger service.

Mr. Foote was born at Brookfield, Fairfield county, Conn., and moved from thence to the west in 1865. In 1869 he was married in La Crosse, Wis., to Miss Genevieve Foster, of Hokah, Minn., and two children have been born to them, namely: Eugene, a switchman at Cedar Rapids, and Edna, who is still making her home with her parents. Socially Mr. Foote affiliates with the following secret fraternities: Division No. 114, B. of L. E., of Waterloo; he first joined this fraternity in Minnesota but later had his membership transferred to Waterloo. Also a member of Howland Lodge No. 274, A. O. U. W., Blue Lodge No. 105 of the Masonic fraternity, and the Tabernacle No. 125. Mr. Foote has been on the road for a great many years, and with the exception of a few years at the beginning of his career, he has had the lever and throttle in his own hands, yet his record is almost entirely free from wrecks, he having never received the slightest injury.



JOHN L. WOLFE, conductor on the Amboy division of the Illinois Central Railroad, was born December 8, 1863, in Mishawaka, Indiana, whence the family removed to Freeport in 1865, and thence to Lena in 1868, but later returned to Freeport, where the parents, John and Theresa Wolfe, now reside, the former engaged in the cooper's trade.

John L. Wolfe attended the public schools of Lena, but at an early age learned his father's trade and worked at the bench for eight years. In 1883 he entered the service of the I. C. R. R. as brakeman on the Amboy division, but after a few months' service returned to his trade which he followed until the fall of 1885, when he re-entered the employ of the railroad. In the fall of 1886 he was promoted to the position of conductor, and September 1898 was made an extra passenger conductor, and the following August was given a regular passenger run on the Amboy division, where he is still engaged in the faithful

discharge of his duties. Mr. Wolfe was married, January 11, 1888, to Miss Florence New, of Du-buque, Iowa, formerly of Galena, Ill., where she was born November 15, 1864, and where she received her education in the public schools of that city. To Mr. and Mrs. Wolfe have been born two children; Mary T., born October 29, 1888, and Cecelia O., born November 29, 1897. Mr. Wolfe belongs to the O. R. C., is a member of the Catholic church, and is independent in his political views.



MARTIN HILL, conductor on the Amboy division of the Illinois Central Railroad, was born in Prophetstown, Ill., October 22, 1876. His father, George Hill, is foreman of the bridge building department of the I. C. R. R., at Chicago, and his mother, Ella May (Gould), is a relative of Jay Gould the great financier of New York.

Martin Hill was educated at the public schools of LaSalle, graduating from the high school in 1891, after which he attended the State Normal at Normal, Ill., for two terms. In 1892 he began working for the Illinois Zinc Co., at Peru, Ill., where he remained about one year. At this time the family removed to Chicago and Martin was employed in bridge work on the I. C. R. R. under his father, a little more than a year. In 1894 he went to Kansas City, Mo., and after visiting a large number of the western cities, he returned to Chicago, again entering the bridge building department of the I. C. R. R. January 7, 1897, he began braking on the Amboy division, and was promoted to conductor August 12, 1899.

On the 6th of August, 1897, Mr. Hill was united in marriage with Miss Bertha Gainer, of Lake Zurich, Ill., where she was born November 5, 1876. To them has been born one child, Walter E., born June 22, 1898. Mr. Hill is a Protestant in religious faith. He is a member of the B. of R. T. No. 115, and is independent in politics.

J R. GRIFFIN, an engineer running out of Waterloo, Iowa, began his railroad career with the Illinois Central company August 30, 1879, as a fireman under D. R. Gould on a freight run between Waterloo and Dubuque. He was set up to engineer September 14, 1882, beginning work in this capacity in the yards at Dubuque where he was retained until January, 1883. He was then given a freight run between Waterloo and Sioux City until 1887, when he was transferred to the Waterloo and Dubuque division, and February 27, 1899, was promoted to his present position as passenger engineer on the same division.

Mr. Griffin was born in Saxeville township, Waushara county, Wisconsin, where his father, John Griffin was engaged in agricultural pursuits. In 1896, our subject was united in marriage to Miss Dora Whitney of Waterloo. Socially he affiliates with the Division No. 114, B. of L. E. at Waterloo, A. O. U. W. No. 274, of Waterloo, and the Elks, No. 290, also of Waterloo. Mr. Griffin has been quite successful in his railroad career, has never met with serious accident and from his salary has built for himself and his companion a very comfortable home at 221 High street, which was completed in 1891.



R M. GRIFFITH, engineer on the Illinois Central Railroad, Freeport division, was born in St. Joseph, Michigan, February 9, 1855. His father, Edmund L. Griffith, who was engaged in merchandising, died when our subject was but a child, and the mother, Hannah C. (Stinson) died May 29, 1899.

R. M. Griffith attended the public schools of Niles, Michigan, and the Preparatory Department also of Albion College. He began his business life while still a lad as clerk in a grocery store, where he remained one year, and spent one year in the office of a banker and broker in

New York City. In 1872 he entered upon his railroad career as assistant ticket agent in the office of the Michigan Central R. R. at Chicago, remaining there three years, when he gave up office work and accepted a position as locomotive fireman, which he retained for one year and ten months, and was then promoted to engineer. After nine years in that capacity, Mr. Griffith left the service of the company to engage in a similar position with the C. B. & N. R. R., where he remained two years and three months, and then left voluntarily to enter the service of the I. C. R. R., Jan. 11, 1888, as engineer, where he has served continuously ever since, and is now running the Sioux City Express between Chicago and Dubuque.

On the 19th of August, 1874, Mr. Griffith was married to Miss Mariette E. Markham, of Michigan City, Ind., She was born in Monroe, Michigan, April 19, 1856. Mr. and Mrs. Griffith have two promising children: Edmund L., born November 12, 1878, is attending the dental department of the Northwestern University at Chicago, and will graduate in 1902; Nellie M., born December 9, 1882, is a member of the Freeport high school class of 1901. Mr. Griffith is connected with the Masonic fraternity, Blue Lodge, the Royal Arcanum, and the B. of L. E. He is a Protestant in religion and politically is a member of the Republican party.



F W. BOSTON, engineer running out of Waterloo, began his railroad career August 28, 1887, in the capacity of fireman on a switch engine in the Illinois Central yards at the city in which he makes his home. About a month later he was given a freight run between Waterloo and Dubuque under J. F. Mulkern, which he retained for four years. He then worked about five months on the left side of a passenger engine under Engineer L. Smith, and in March 1893,



JAMES W. LUTTRELL.

was set up to engineer. The following five months were spent in the yards at Dubuque, but he has since been in Waterloo, running east, west and north out of that city, and has run on every portion of the Iowa division of the Illinois Central railroad.

Mr. Boston was born in Waterloo, Iowa, the only child of J. C. and Sarah (Collins) Boston, the former a native of Bangor, Me., and the latter of Brentonwood, N. H. The parents moved to Iowa in 1854, and settled on a farm four and a half miles west of Waterloo, and made that their home until 1875. In 1876 they moved to Indian Territory, where the father is engaged in the fruit business. Mr. Boston was married in Waterloo in 1883, to Miss Ellen Coyne, also a native of that city, and they have become the parents of a family of three children, Sadie, Mabel, and Lewellyn. In the social circles of Waterloo, Mr. Boston is identified with the Cedar Valley Lodge No. 30, B. of L. F., Blackhawk Lodge No. 72, I. O. O. F., and Lodge No. 274 A. O. U. W. The record of his railroad career is not dotted with a single accident.



JAMES W. LUTTRELL, master mechanic at the Burnside shops, Chicago, began railroad work as an apprentice machinist in the shops of the Norfolk & Western Railroad at Lynchburg, Va., in 1868, and served two years. Immediately upon completing his apprenticeship he secured a position on the road as fireman, and in 1871 he became engineer and served in that capacity on that road fourteen months. From there he went to Denison, Ohio, and worked for the Pan Handle company a short time in the shops at that place. Subsequently Mr. Luttrell worked as engineer for the St. Louis & Southeastern Railroad company eight months, and in the same capacity for the Elizabethtown & Paducah Railroad three years, then three years as engineer for the Louisville & Nashville, then for a time a general foreman of that company's shops at Pensacola Junction, and

September 1, 1881, he became master mechanic of the Louisville, Cincinnati & Lexington division of the Louisville & Nashville Railroad. September 1, 1886, he resigned his position for the position of superintendent of machinery of the western division of the Newport News & Mississippi Valley Railroad, and October 10, 1891, resigned the latter for the position of master mechanic of the Mississippi division of the Illinois Central Railroad at Water Valley, Miss. He remained at this place fourteen months and was then transferred to Chicago, January 1, 1893, and was placed in charge of the machinery in the capacity of master mechanic at that place. January 1, 1896, the Chicago shops were removed to Burnside, and since that date Mr. Luttrell has had charge of the locomotive and car department.

Mr. Luttrell was born in Washington Co., Virginia. He was married in Hardin county, Ky., to Miss Susan Lucretia Allen. To this union was born one child, Lewis Mattison, who died at the age of fourteen months.

Mr. Luttrell is a Mason of high degree and holds membership in the following lodges: Preston Lodge No. 281, King Solomon Chapter No. 18, Louisville Council No. 6, DeMolay Commandry No. 12, Grand Consistory of Kentucky, Thirty-second Degree, all of Louisville, Ky., and also the the Medina Temple, Mystic Shrine, of Chicago. Mr. Luttrell's father, John M. Luttrell, was an employe of the Norfolk & Western Railroad prior to the Civil war. On the outbreak of hostilities, he enlisted in the Thirty-seventh Virginia Infantry under "Stonewall" Jackson, and died in the army after the battle of Antietam.



M. TAYLOR, foreman at the Dubuque shops, began his railroad career with the Illinois Central Railroad in the fall of 1871, at Clinton, Ill., where he served as a machinist for one year. Subsequently he worked seven years in the

Springfield shops, and in 1884, came to Dubuque as foreman. Ten years later, he went to Fort Dodge, where he had charge of the Illinois Central shops two years; then at Champaign one year, at Centralia seven months, at Cherokee, Iowa, four months; after which he returned to Dubuque to accept his present position.

Mr. Taylor was born in Albany, N. Y., a son of John and Sarah Taylor. The father for several years held a position in the State House at the capital city of New York, in the Bank department. He and his companion are now both dead. Our subject, prior to entering the employ of the railroad company, was engaged in the laundry business at St. Louis for about six months. He was married at Centralia, Ill., to Miss Mary E. Barney, of Boston, Mass., and one child, Lula, has blessed their home. Socially Mr. Taylor affiliates with the Ancient Order of United Workmen. His life has been an example of faithfulness and has won the perfect confidence of his employers as well as the unfeigned respect and esteem of those with whom he comes in contact.



AG. HAINES' first work with the Illinois Central company was in 1881, when he began as fireman, remaining on the left side until the fall of 1885, when he was promoted and took charge of Engine No. 152. In June 1887, he quit the Illinois Central and began work with the Fremont, Elkhorn & Missouri Valley Railroad, and worked as engineer until February 1891, when he returned to the Illinois Central at Fort Dodge. In November 1891 he went on a regular run between Fort Dodge and Sioux City, but later was assigned to other divisions, such as Springfield, and also on the Chicago division, and returned in 1892 and worked here at Fort Dodge until July 1893, on Fort Dodge and Sioux City. He then returned to the Chicago division and worked on World's Fair trains until November 1, 1893, and then returned to Fort Dodge. He has since that

time worked on the Mississippi division twice on the Y. & M. V. for about three months, and then returned to Iowa division at Ft. Dodge and ran Engine 809 until the winter of 1898. He then took charge of Engine 813 until he was transferred to the Omaha division. Mr. Haines is a native of Dubuque, Iowa, was born May 24, 1862, a son of Charles G. and Harriet (Andrews) Haines. The father was a farmer through life and is now retired, living in Deadwood, South Dakota. Our subject married Miss Minta Jones, of Mineral Point, Wisconsin, and to them was born one son, Frederick A., who died January 18, 1900, at the age of seven and one-half years. They reside at 1027 First avenue, Fort Dodge. Mr. Haines is a member of the B. of L. E., Division No. 226, of Fort Dodge, also of the A. O. U. W. of Fort Dodge, and the Masonic order. Mr. Haines has never been injured in any way, having fortunately been in very few wrecks.



HF. GATES, who has been an engineer with the Illinois Central company for seventeen years, first began his railroading at Peoria, Ill., on the I. B. & W. R. R. as fireman, where he worked one year and then fired on the Wabash railroad two years. He then went to Waterloo, Iowa, and began as fireman with the Illinois Central company and worked all over the Iowa divisions of the company. Two years later he was promoted to engineer and has held that position with the company ever since.

He is a native of Lake county, Ohio, and was born in September 1847. His father was Lorison Gates, who was a minister in the Christian church, but he now resides on a farm in Benton county, Iowa. Our subject has one brother who is an engineer on the T. P. & W. Railroad, residing at Peoria, Illinois.

In August 1871, our subject married Miss Olive A. Woodley, of Medina county, O., and

they have the following children: Clyde A., Frederick L., Lena E., Alice L., Edna Ethel and Ralph L.

Mr. Gates now has a night run on the passenger train called "The Flyer," between Fort Dodge and Sioux City. He has been in one wreck at Bushnell, Ill., on the Wabash Railroad, but he was never seriously injured in any way. He has lived in Fort Dodge for the past twelve years, is a member of the B. of L. E., Division No. 226, of Fort Dodge, also the Royal Arcanum, of Fort Dodge. He is an old and very prominent engineer on the line, and now resides at No. 1013 Fourth avenue, south, Fort Dodge, Iowa.



WILLIAM R. POLMYER, accountant at Dubuque, began work for the Illinois Central company April 19, 1874. Subsequently he served under different men, including General Superintendent Jeffery, J. C. Welling, vice-president of the road, and others, and has served in the capacity of bookkeeper, keeper of the mileage books, clerk and accountant on construction work, and office clerk at different times until April 11, 1881, when he was appointed to his present position as accountant in the office at Dubuque, and during that time was also connected with the construction of the C. & D. R. R.

Mr. Polmyer was born in Baltimore, Md., and is of English and Dutch parentage. He has been married twice; his present wife was Miss Celia Lorez, of Dubuque, Iowa. During the early years of his manhood, Mr. Polmyer served in the United States Navy. Socially he affiliates with the Masonic fraternity, Home Lodge No. 508, of Chicago, of which he is a life member, and is also connected with the Knights of Pythias, holding his membership in Orient Lodge No. 210, Dubuque, Ia. Mr. Polmyer's life has been an example of faithfulness, and his record since entering the employ of the railroad company is

an enviable one. He is one of the best informed men on the entire system and enjoys the confidence and esteem of a large circle of warm friends.



RM. FERN, engineer at Waterloo, Ia., began his railroad career with the Illinois Central company in the capacity of a fireman at Waterloo, December 1886. At first he worked on a switch engine in the Waterloo yards under Harvey Jacoby, after which he was employed on extra trains out of that city. Later he fired two years on a freight engine for Charles Wahl, then four months on a passenger engine under D. R. Gould between Waterloo and Dubuque, then for John Mullan about a year on the middle division, then for F. H. Stearn about a year on the east end, and September 23, 1895, he was examined and was promoted to engineer October 12 of the same year. Upon taking his place on the right side of the cab, Mr. Fern spent one week in the Waterloo yards on a switch engine, and then worked in the Dubuque yards from October 19 until January 16 of the following year, and then returned to the Waterloo yards. He spent the following summer as an extra, and from March 1898, until August 1 of the same year, he was fireman under George Martin between Waterloo and Dubuque. In fact the most of his railroad work has been done between these two cities.

Mr. Fern is a native of Dubuque county, Iowa. In 1886, at the time he entered the employ of the Illinois Central company, he located in Waterloo, and about five years later he won the heart and hand of Miss Carrie Stewart, of Traer, Iowa, who has since shared his Waterloo home. In the social circles of Waterloo our subject is identified with Division 114, B. of L. E., and Howland Lodge No. 274, A. O. U. W. Mr. Fern is a son of John and Elizabeth Fern, both natives of England. The father came to America in 1830, when he was ten years of age. Be-

tween the years of 1834 and 1877, he lived in Iowa, but from the last named date until his death, which occurred in 1889, he made his home in Hazel Green, Wis. He established the Hazel Green smelter and operated it in partnership with Mr. Simpson, under the firm name of Fern & Simpson, for four years. Mr. and Mrs. Fern were the parents of a family of six children, of whom we have the following record: William, deceased; Ellen, deceased; Lillie, wife of E. M. Staly, a carpenter of Waterloo; Frank, an engineer; R. M., the subject of this sketch; Leo, a brakeman at Waterloo. The mother died in 1875.



WD. McKINLEY, engineer, who has been with the Illinois Central company twelve years, first began as fireman. Four years later he was promoted to engineer, beginning on the Cherokee division and is now running in freight service on Engine No. 802 on the above division. He had worked on the Minneapolis & St. Louis Railroad for some time before coming on the Illinois Central.

Our subject is a son of Gilbert J. and Mary (McDougall) McKinley, both of Scotland, where the former was a farmer. He moved to this country and settled in Wisconsin, engaging in farming there. He later moved to Milwaukee and now resides there retired. The mother is deceased. They had thirteen children, seven girls and six boys, four of the latter becoming engineers. One is now an engineer for the Chicago & North-Western Railroad, running between Chicago and Barrington. Another is engineer on the Santa Fe Railroad, and another was engineer on the Great Northern Railroad but is now deceased. Mr. McKinley married Miss Mary C. Sommers, of Berkeley, Iowa, and they have three children, Geneveve, Lionel and Harrold. Mr. McKinley now runs between Fort Dodge and Sioux City. He is a member of the B. of L. E. of Fort Dodge, No. 226, also a member of the

Masonic order of Fort Dodge. The family resides at No. 1230 Fourth avenue, south, at Fort Dodge, Iowa.



HENRY A. SMITH, engineer at Waterloo, Iowa, began his railroad career on the Illinois Central Railroad at Waterloo, in January, 1886. He first served as fireman under John Rix for about five months, when he was laid off on account of a decline in business, and he went to Independence to work in a hospital where he had previously been employed. Three months later, however, he was called back to the road and for the following two years and a half he stood at the left side of a freight engine, working under M. F. Carey. Subsequently Mr. Smith served the Illinois Central company on different runs and in the order given below: With Engineer J. D. Place on the Lyle branch three months; then helped as hostler for a short time; then as engineer of a switch engine in the Dubuque yards; then fired on freight engine during one summer and fall, and lastly on a passenger engine under H. A. Knowlton between Waterloo and Dubuque.

January 1, 1890, Mr. Smith was given a seat on the right side of the engine, and since then his work has been even more widely distributed than was his work in the capacity of fireman. He began in the yards at Waterloo and from there was sent to the Dubuque yards; from there to Champaign; then to Centralia about two months; then to Cherokee on construction work for nearly four months; then to Waterloo for a short time; then to Clinton, Ill., for one winter; returned to Waterloo for a short time; then to Freeport; in 1892 was in Clinton, Ill., Champaign, and Centralia, until May; then home for a short time; back to the Chicago division; then again to Waterloo to work as fireman for a short time; then as engineer again on the Cedar Rapids branch; was in Chicago during the World's Fair; then to Centralia; back to Waterloo and ran extra until he got a regular run on Engine No.

500, running out of Waterloo. His work is mostly west from that city, but is still making an occasional extra trip to various parts of the Illinois Central system. He has made two trips to Mississippi, one to Water Valley and one to Canton, and has made a trip to Jackson, Tenn.

Mr. Smith was born in Iowa, about five miles from Independence, a son of Joseph L. and Caroline L. (Wheeler) Smith, who migrated to the agricultural districts of Iowa from the East in 1858. The father died in 1884, but the mother is still living. Our subject first located in Waterloo in 1886, the year he entered the employ of the railroad company. He was married December 25, 1892, to Miss Rose E. Baum, a native of the city of Waterloo, and a daughter of S. H. and Amelia (VanSchoick) Baum, and their home has been blessed by the presence of a daughter, Pauline Marie. Mrs. Smith's father is a stone mason by trade. Socially our subject is a member of Division No. 114, B. of L. E., and also of Howland Lodge No. 274, A. O. U. W., both of Waterloo.

SILAS B. MABEY, conductor on the Amboy division of the Illinois Central Railroad, was born in Albany county, New York, August 19, 1850. His father, Stephen Mabey, a minister in the Adventist church, is now living in Nebraska at the age of seventy-two years. His mother, Lucy (Teats) Mabey, died in Genesee county, New York, in 1856. The family came west in 1862 and located at LaSalle, Ill., but a year later removed to Amboy. Our subject was educated in the schools of Albany county, N. Y., and at Lee Center and Amboy, Ill. At the age of sixteen he began the carpenter's trade at which he remained about six years, and at the age of twenty-three commenced preaching for the Advent denomination, engaging in the active work of the church until 1880, when he gave it up on account of failing health. He then entered the service of the I. C. R. at Amboy as a freight brakeman,

running between Amboy and Clinton, and on the 25th of November, 1881, was promoted to conductor. In 1882 he took leave of absence and went to Dakota where he remained six months, and in the fall of that year returned to the I. C. R. R., working for the road during the busy seasons but still retaining his home in Dakota. In 1886 he began regular work for the company and has been in its constant employ to the present time, having run mixed trains between Amboy and Clinton, and also served as extra passenger conductor.

In 1870 Mr. Mabey was married to Miss Mary Crocker, of Amboy, now deceased. He was united in marriage a second time to Miss Pauline Le Derer, of Freeport. Mr. Mabey has no children. He has been a member of the Masonic fraternity, and also of the O. R. C., since 1882, and is an Adventist Christian in religion.

J. T. TAIT, claim agent for the Illinois Central Railroad, located at Dubuque, began his railroad career at Amboy, Ill., October 12, 1868, at the age of eighteen years. He began as car accountant and served as such until June 1873, when he was appointed chief clerk at Amboy under J. C. Jacobs, and remained there until July, 1892, when he was appointed claim agent and took up his abode in Dubuque, Iowa. Mr. Tait is very industrious, thorough and systematic in his work and has acquired a high reputation of faithfulness and fidelity to his employers.

Mr. Tait was married at DeKalb, Ill., Sept. 24, 1873, to Miss Emma A. Bundy, of that city, and two sons, William P. and Walter H., have been born to them. Socially our subject affiliates with the Masonic fraternity, holding his membership in the Amboy Lodge No. 178; and also the Elks of Dubuque. He has a very wide acquaintance, as his line of work requires, and in whatever community he has been called he has never failed to make a circle of friends.

WILLIAM ALDERMAN, engineer at Waterloo, began working for the Illinois Central company at Waterloo, November 9, 1887, running on the main line for a short time under Engineer Peter Girard on engine No. 148. Soon after, however, he was transferred to a passenger run on the Lyle branch with engineer Dave Roby, and later spent eighteen months with H. Knowlton, between Waterloo and Dubuque. Mr. Alderman was placed in charge of the lever and throttle November 14, 1891, and did his first work in that capacity in the yards at Waterloo, where he spent about six months. He then went on the main line at the head of a construction train for a time, then spent a part of one summer as an extra on all lines running out of Chicago. He then spent a part of one winter running out of Champaign, one winter out of Water Valley, Miss., and one winter out of Jackson, Tenn.

Mr. Alderman was born in Janesville, Wis. During the early years of his manhood, he was engaged in various lines of work, and before entering the employ of the Illinois Central company, he was fireman for the Northern Pacific Railroad company between Fargo and Bismark, N. Dak., for a short time. He came to Waterloo in 1887, was married the same year to Miss Ida M. Roebuck, of that city, and two children, Eddie and Lora, have been born to them. Mr. Alderman affiliates, fraternally, with the Division No. 114 B. of L. E. and Lodge No. 274, A. O. U. W., both of Waterloo. He is a man of ability, careful and thorough about his work and throughout his railroad career has never met with serious accident.



CA. BRYANT, general foreman at Fort Dodge, Iowa, is a very prominent and well-known employe of the Illinois Central company. He began his work with the company July 5, 1881, as fireman, which position he held until October 30, 1882, when he was promoted to engineer and took

charge of a switch engine in the yards at LeMars. Here he worked until December 1, 1882, and then was sent to Sioux City, Iowa, where he was promoted to foreman of shops and held that position until November 1889. He was then sent to Fort Dodge to take charge of the shops and has been general foreman of the same ever since.

Mr. Bryant is a native of Battle Creek, Michigan, born November 28, 1852, and is a son of James Bryant, who was a farmer in Michigan and died there in 1892. Mr. Bryant is a graduate of the University of Michigan. Our subject married Miss Clara Mentor, of Fort Dodge, Iowa, a daughter of Wilson H. Mentor, who was the second station agent at Fort Dodge for the Illinois Central company. He was engaged by the Illinois Central company there for three years and then moved to Newell, Iowa, where he is running the Stevens House, near the Illinois Central depot, it being the only hotel in the town.

Our subject and wife are the parents of four children: James, Helen, Alan and Dorris. Mr. Bryant is a member of Lodge No. 306, Benevolent and Protective Order of Elks, of Fort Dodge, also the A. O. U. W. of Fort Dodge. He is one of the best known master workmen of the western branch of the Illinois Central. He now resides at No. 1216 Fourth avenue, south, Fort Dodge, Iowa.



HENRY L. CHEVALIER, passenger engineer on the Illinois Central Railroad, Waterloo division, one of the oldest and most experienced engineers on the road, began in the service of the company June 9, 1864, at Dubuque, where he worked as engine wiper in the shops until March 15, 1865, then fired one and one-half years in the Dubuque yards, and two years on the main line, and was then promoted to engineer August 15, 1868. His experience as engineer has been varied. From 1867 until September 1872, he ran on the main line between Dubuque and Waterloo, on the St. Louis & South-eastern R. R., from October 1, 1872, to

March 1873, on the C. N. & W. R. R., Peninsular division, from May 1, 1873, to August 15, 1874, and on the 20th of August, 1874, returned to the I. C. R. R. In March 1875, he located in Waterloo and from there ran a freight engine until 1893, since which time he has been in passenger service, running principally on the Cedar Falls and Minnesota branch, but has at times served on all branches of the road.

Henry Chevalier was born in Moutier, Switzerland, and came to America with his parents D. L. and Cecil (Jeraux) Chevalier, both natives of Switzerland. He worked in a glass factory before coming to the U. S. On his arrival in 1853, he located in Ft Wayne, Indiana. He was a blacksmith by trade. In 1873 our subject was married in Dubuque to Sarah A. Bidolph, of that city, by whom he has two sons, Lester William and Roy John. Mr. Chevalier is a member of the B. of L. E. No. 114, Waterloo Division, in which he has been Chief Engineer two years and has held other offices, and belongs to Black Hawk Lodge No. 72, I. O. O. F., of Waterloo, and the Encampment. He has always been strictly attentive to duty, and in his twenty-seven years service has never had a lay off, and has had no accidents.

gineer and has since run principally on the Lyle branch. From December 1887 to March 1888, he was in the employ of the Wabash R. R. and ran between Moberly and St. Louis and to Kansas City.

Our subject was born in Oxford, N. Y., whence he removed while a small boy with his father, Joseph S. Hackett, and located in Independence, Iowa. He learned blacksmithing under George Wilcox, at Otterville, Iowa, when young, and worked at the trade eleven years. Our subject had one brother, W. L., who was fireman on the I. C. R. R. for two years, and a brother in Muscatine, Iowa, who is a veterinary surgeon.

Mr. Hackett was married in his native town, October 6, 1875, to Hattie M. Slocum, of the same place. Mrs. Hackett is the mother of five children, Flora, Ardell and Lettie, living, and Duane and Hazel, deceased. Mr. Hackett is a member of the B. of L. E., Waterloo Division No. 114, and has held the office of F. A. E., and also belongs to the A. O. U. W., No. 274, of Waterloo. During his eighteen years of service he has had no accidents.

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G W. HACKETT, passenger engineer on Illinois Central Railroad, entered the service of the company at Waterloo, Iowa, as fireman, March 17, 1882, firing on the main line between Waterloo and Dubuque under B. F. Fox for nine months, and for H. E. Camp on a passenger engine two years. In the fall of 1885 he was promoted to the right side and worked in the Dubuque yards until February 1886, and in the Fort Dodge yards until April 1, at which time he was set back to fireman until July when he returned to his old position, running on the Lyle branch the following winter and then on the main line until August 1897, when he was promoted to passenger en-

WILLIAM N. BARR, passenger conductor, Illinois Central Railroad, at Waterloo, Iowa, began as brakeman in October 1878 on Mona branch, braking for Conductor B. Merrill one year, and one year for different ones, then served between Waterloo and Fort Dodge, and on the Cedar Rapids branch. In July 1880 he was promoted to conductor, running on the Lyle branch nearly five months, and on the main line and branches on the "Clipper" run for four years, and was promoted to passenger conductor in June 1891, since then he has run extra passenger.

William N. Barr was born in West Chester, Chester county, Pennsylvania, and is the son of William and Elizabeth (Evans) Barr, natives of the Keystone state. The father, a blacksmith by

trade, died in 1855, our subject being but a small boy at the time. After the death of her husband the mother, accompanied by her son, William, who was the only child, came to Cedar county where they lived a short time, then returned to Pennsylvania. She died in 1897 at Waterloo.

Mr. Barr has always been a lover of fine horses and in early life drove on the tracks at Waterloo; Dubuque, Minneapolis, St. Paul and all the towns in the northwest. Of the noted horses, he has driven, among others, Harry Kimball with a mark of 2:32, Whalebone, 2:29, Kittie Strattan, 2:29½, Sleepy Bill, 2:26, Fear Not, 2:29 and Dread 2:35. He now owns a black mare, Ritta, with a record of 2:26, and Tom Curtis a promising colt by Manager, and also keeps a fine driving team. Mr. Barr was married in 1890 to Miss Myrtie Hunt of Independence, Ia., and has one daughter, Bessie M. He has been successful in every undertaking, and has accumulated not a little of this world's goods, owning his home at 317 E. Eleventh St. which he built in 1898, and other valuable real estate in Waterloo. He is a well known and popular conductor.



GEORGE H. ARMSTRONG, engineer on the Amboy division of the Illinois Central Railroad, is a native of Amboy, where he was born February 26, 1872. He is the son of Alexander Armstrong, an engineer of the I. C. R. R. for about twenty-five years, who now resides in Amboy, and Edith (Allison) who died in 1876.

After the death of his mother our subject went to Iroquois, Canada, where he attended school until eighteen years of age, when he returned to Amboy, and after attending college at Dixon for a time, entered the service of the I. C. R. R. as clerk, doing night work in the depot at Amboy for a period of thirteen months. On the twenty-sixth of June, 1893, he began running on the Amboy division as fireman, in which position he remained until 1896, when he was

promoted to the right side, retaining that position to date.

Mr. Armstrong was married September 25, 1895, to Miss Rena H. Klein, who was born in Amboy, April 14, 1872. Mrs. Armstrong received her education in the public schools. Mr. Armstrong is a member of the B. of L. F., attends the Protestant Episcopal church, and is independent in politics.



EH. SHULL, passenger conductor on the Illinois Central Railroad, Waterloo division, began his railroad experience, which has been varied and extensive, with the Illinois Central as brakeman at Amboy, under Trainmaster Rosebow, J. C. Jacobs, Supt., and Conductor G. Finch for one year running between Amboy and Wapello, with Conductor Gardner about six months. He then entered the services of the C. B. & Q. R. R. where he was switchman four years, and yardmaster and switchman at Galesburg for four years. He then served the T. P. & W. Railroad as conductor for a short time, the C. & N. W. Railroad as a brakeman six months, the B. C. R. & N. R. R. for four years as conductor, brakeman, baggageman, expressman, and U. S. mail agent, and the C. B. & Q. R. R. as brakeman and switchman for one year. In 1877 he returned to the I. C. R. R. and after braking about three months was promoted to conductor, running from Waterloo to Fort Dodge and Cherokee and return for one year, a way freight between Fort Dodge and Waterloo about two years, and a stock train for seven years. He was promoted to passenger engineer in 1887, making his first trip on an excursion train to Sioux City. He then ran extra on the main line and all the branches for three years, and for the past eight years has had a regular run between Waterloo and Dubuque.

Our subject was born in Philadelphia, and is the son of Fred A. Shull, a native of the Key-





JOHN F. JARVIS.

stone state, who removed to Rutland, Ill., where he engaged in farming, and subsequently moved to Fort Dodge where he died in 1892. In early life, about 1840, he was a conductor in West Virginia. His widow, whose maiden name was Sarah M. Barger, now resides in Waterloo. One son, Fred A., has been in the service of the C. B. & Q. R. R. as passenger and freight conductor at Galesburg, Ill., for thirty years.

Mr. Shull was married at Fort Dodge to Miss Viola A. Hartman, of that city. They are the parents of four children: E. H. Jr., Grace V., Mabel and Florence. Mr. Shull is a member of the O. R. C., Division No. 93, and A. O. U. W. No. 274, of Fort Dodge, and the K. P. No. 89, of Waterloo. In his many years of railroad-ing Mr. Shull has not been injured so as to be laid up for any length of time, but has had a great many narrow escapes.



JOHAN F. JARVIS is one of the most prominent and well known passenger engineers on the Louisiana division of the Illinois Central. His first knowledge of railroad work was acquired in the shops of the I. C. at McComb City, Miss., where he served an apprenticeship of four years. He then went to Marshall, Texas, and was for two years in the service of the Texas Pacific R. R. as a fireman, and for a short time worked in the same capacity on the International R. R. out of Palestine, Texas. Summoned to his home at McComb City, on account of the death of a sister, he decided to remain and began work in 1880 as fireman on the Louisiana division of the I. C., under Engineer Henderson Wallace. One year's service in this branch found him capable of taking charge of an engine, and he was accordingly promoted to the freight service where he continued until July 2, 1895, when he was promoted to the passenger service, and is at present employed there. He was injured in a rear-end collision, which occurred on October 19, 1899, and was for two

months incapacitated for work. This was the only serious wreck of his railroad career. Mr. Jarvis was born on January 14, 1857, at Rock Island, Illinois, and is the son of C. C. and Elizabeth Jarvis, both now living retired at McComb City. He was married to Miss Susie Zealy, of Jackson, Miss., their union being blessed by four children, viz: Mabel, Frankie, Elmarie, and Quinn. Mr. Jarvis is connected with the Elks organization, and is also a member of Myrtle Lodge No. 136, Knights of Pythias, both of McComb City. He has a beautiful home on Broadway, in the latter city, where his genial qualities and long residence has won for him the esteem of its best citizens.



WILLIAM WADDINGTON, one of the oldest conductors in the service of the Illinois Central, is a native of old England, his birth having occurred in Yorkshire. His father, Joseph Waddington, was one of the earliest employes of the road, having worked two years on the construction train at the time the road was built. After it was turned over to the operative department he was appointed switchman at Nora, and held that position some fifteen years. During this period he had charge of the water supply at Warren when horse power was used to fill the tank. In 1860 he was seriously injured by falling between some moving cars, breaking his hip and receiving other severe injuries. He lived to a good old age, passing away in 1888, leaving a wife who still resides at the old home at Nora. Of their children two sons survive, William and Joseph, a baggageman running between Chicago and Dubuque.

William Waddington began his railroad career at Warren in 1860 having charge of the water supply there for two years. In 1862 a place was found for him as brakeman running between Dunleith and Freeport, first under M. G. Mills and later Thomas Snow, Homer Graves

and other old time conductors. September 5, 1865, he was placed in charge of a train in the freight service between Dunleith and Amboy, and for fifteen years held the same run. In 1880 he was promoted to the passenger service and ran between Amboy and Forreston and Freeport some six years, and for three years between LaSalle and Dubuque and later on the Dubuque-Chicago run. The only serious accident that ever occurred to Mr. Waddington happened at Council Hill, Illinois, on the twenty-ninth of July 1898. While his train was waiting there on a siding for passing trains he stepped off the front end of his train and the view down the track being obscured by escaping steam he did not see nor hear the swift moving train and was in consequence struck by the engine losing his right leg below the knee and suffering a severe mangling of the other in the driving wheels. So severe were the injuries that Mr. Waddington has not yet been able to resume his duties although his old place is waiting for him as soon as he has fully recovered. Accident and death are always contingents of railroad life and it is good fortune that this occurrence was not worse than it was.

Mr. Waddington first married Miss Elsa Consauls, a native of Pennsylvania, who died in 1882, having borne seven children as follows: Bessie (deceased), Sadie, Burt, William, Hollis, Nina (deceased) and Merrill. Of a second marriage, to Miss Ida Foster of Dubuque, one child has been born, Lorain. In 1870 Mr. Waddington purchased his present home at East Dubuque and made all the subsequent improvements. It is a home where whole-souled hospitality is dispensed.

The reminiscences of one that has been so long in the service of one employer can not fail to be of interest and many of the experiences of early railroading related to the younger generation seem almost incredible so great have been the improvements in the science of railroading in the last three decades. Mr. Waddington was in charge of the train that hauled the first stone for the railroad bridge at Dubuque and has had

the honor of running from time to time the official trains and specials carrying nearly every officer of the road. Jovial and hearty, William Waddington is one of the best known and best liked operatives on all the lines of the great system, not only by the officials under whom he works but by a large contingent of the traveling public who have been patrons of the road for years.



FRANK E. FERN, engineer at Cedar Rapids, Iowa, began work for the Illinois Central Railroad company in September 1883, as a fireman, living in Waterloo and running between Dubuque and Ft. Dodge. His first engine was No. 79, and this he retained continuously for two years, but later he worked on different ones. In August 1887, he was placed in charge of the levers and continued on the same run for five years after his promotion, but later ran only between Waterloo and Dubuque. In April 1889, Mr. Fern was transferred to the Cedar Rapids branch and has since had charge of an engine between Cedar Rapids and Manchester.

Mr. Fern was married in East Dubuque in 1890, to Miss Belle S. Fox, of that city, and September 6, 1891, they were made happy by the arrival of a daughter whom they saw fit to name Marjorie. Mr. Fern is a member of Division No. 114, B. of L. E., also Howland Lodge No. 274 A. O. U. W., Blue Lodge No. 105, and Chapter No. 54, of the Masonic fraternity, all of Waterloo. Mr. Fern has been a very successful engineer, having kept his record entirely free from serious accidents, and has never received the slightest injury since he has been on the road. He is very popular among his fellow workmen, and enjoys the confidence and esteem of a large circle of warm friends. A brief history of the family of which our subject is a member will be found in the sketch of R. M. Fern on another page of this volume.

LEO MEINZER, residing at 618 Fifth avenue, south, Fort Dodge, Iowa, an engineer on the Illinois Central, first began with the company in 1878 as fireman. Four and a half years later was promoted to engineer, and since that time he has been running an engine on the Illinois Central road.

Mr. Meinzer, a native of Racine, Wisconsin, was born Nov. 18, 1853. His father, Michael Meinzer, was a farmer in Wisconsin, but in 1862 removed to Iowa, where he died in 1874. Our subject had two brothers, Augustus and Charles, who were engineers on the Chicago & Eastern Illinois R. R.

On Nov. 3, 1880, our subject married Miss Carrie Widman, of Waterloo, and they have become the parents of five children, Gus, Annie, Eddie, Albert and Grace.

Our subject began with this company at Waterloo, Iowa, on the Dubuque division, on which he ran until 1886, when he moved to Sioux City, Iowa, and began in freight service between Fort Dodge and Sioux City. He has since been on that division with the exception of three years when he was not in the employ of the company.

Mr. Meinzer now has a passenger run between Fort Dodge and Omaha. He is a member of the B. of L. E. of Fort Dodge, No. 226.



PHILIP R. GRIFFIN, freight and extra passenger engineer on Illinois Central R. R., Iowa division, started in the service at Waterloo, October 21, 1879, as fireman on the main line, and fired under O. D. Gray two years and under Jim Wheeler eleven months, between Waterloo and Sioux City. He was promoted to the right side September 9, 1882, and worked alternately on the main line and in the yards until 1887 when he was given a freight run between Waterloo and Dubuque, which he has retained for the past eleven years.

Philip R. Griffin was born in Saxeville, Wis. His parents were John and Jane (Layton) Grif-

fin, both of English nativity. Their family consisted of seven children: Martha married H. A. Dewey, of Poyissippi, Wis.; William died in 1874; John R. is an I. C. R. R. engineer at Waterloo; Philip R.; Charles H., living in Dakota, was fireman on the I. C. R. R. five years; George A., a farmer, lives in Wisconsin; Belle is the wife of Peter Johnson and lives in Saxeville, Wis. Philip lived at home until twenty-one years of age, when he entered the service of the I. C. R. R.

Mr. Griffin married Lettie Wescott, of Poyissippi, Wis., a native of the Green Mountain state. Of this union three children were born: Willie, Loma and Philip. Mr. Griffin is a member of the B. of L. E., Waterloo Division No. 114, Masonic Lodge No. 105, and Howland Lodge No. 274, A. O. U. W., of Waterloo.



LUCIAN SMITH, passenger engineer on the Waterloo division of the Illinois Central Railroad, was born in Cleveland, Ohio, and is the son of Daniel and Celia (McFarland) Smith. His father was a farmer in Lorain county, Ohio. In early life our subject was newsboy on the Cleveland & Toledo R. R. for nearly four years, then lived with an uncle on a farm west of Cleveland four years, after which time he came to Iowa to visit a brother living near Dubuque, with whom he remained a short time, then went to work for the I. C. R. R. He began firing at Dubuque June 10, 1868, and after two years in that service between Dubuque and Iowa Falls he was promoted to engineer, July 20, 1870, ran a switch engine in the Waterloo yards three months, and freight engine between Dubuque and Waterloo until 1883, when he was promoted to passenger service, running from Waterloo to Sioux City until the division was divided, and since that time runs between Waterloo and Ft. Dodge.

Mr. Smith was married in Dubuque in 1879 to Miss Lena Forrest, of that city. In 1883 he located in Waterloo and built a home on the cor-

ner of Lime and E. Fourth streets, which he recently removed to another lot and replaced by a beautiful new house which he now occupies. He is a member of the B. of L. E. No. 114, Waterloo Division, Waterloo Lodge No. 105, of the Masonic fraternity, A. O. U. W. No. 274, and B. P. O. E., all of Waterloo. Mr. Smith has been fortunate in his railroad career, and is a highly respected citizen of the city of Waterloo.



BERNARD COYLE, former section boss on the Illinois Central Railroad, Freeport, Ill., and one of the pioneer workmen of the road, was born in County Caven, Ireland, in 1830. He is the son of James and Rose (Smith) Coyle, the father a farmer by occupation.

The subject of this sketch received his education in Ireland, and came to the United States in 1850, locating in New York, and worked in a brick yard at Haverstraw in that state for two years. In 1853 he moved to Chicago where he entered the service of the I. C. R. R. as section boss, and laid the first rails on that road between Chicago and Champaign. In August 1854, he was removed to Clinton and also laid the first rails on that branch of the road from Clinton bridge to Decatur, then continuing southward, laid the track to Ramsey, after which he was given a section twenty miles north of Cairo where he remained until April 1855. He then went to Freeport and took charge of a gravel pit for six months, then to East Dubuque, and worked on a fill where the present passenger station stands, and was then sent to the Amboy section where he remained until the spring of 1856, when he returned to Freeport and took charge of the gravel pit for the summer. In the fall of that year he was made section foreman at Forreston where he remained twenty-two years. In 1880 Mr. Coyle severed his connection with the I. C. R. R. and joined the forces of the C. M. & St. P. as a track layer, and laid track on different sections, spend-

ing five years in said service. He then returned to the I. C. R. R., took charge of the gravel pit one summer, and in the fall went to Cherokee, Iowa, where he had charge of one hundred men in the supply yard. Mr. Coyle, now feeling that his many years of active work would justify a life of leisure, returned to Freeport where he purchased a comfortable home in the city, and has since lived retired. He also owns two farms near Freeport.

In 1860 Mr. Coyle was married to Miss Ellen Matthews, of Freeport, and has a family of five children, as follows: James was a car inspector for the I. C. R. R., and was fatally injured in the service in 1894; Thomas is an engineer in the service of the I. C. R. R. on the Amboy division; Michael is a conductor on the C. M. & St. P. R. R.; John is attending the University of Wisconsin, and is now in the last year of the law course; Emma is the wife of P. J. Lonergan, supervisor of the I. C. R. R. at Freeport. Mr. Coyle is a devoted Catholic and in his political views is a Democrat. He is a man of strong moral integrity and sound constitution, and proudly states that he never entered a saloon for a drink, never used tobacco in any form and never took a dose of medicine.



J SULLIVAN, supervisor of the road at Manchester, Iowa, began work for the Illinois Central Railroad company, July 6, 1893, at Epworth, Ia., where he had charge of section No. 5 for two years and nine months. From there he was transferred, November 1, 1896, to his present position at Manchester where he has since had charge of sections No. 14 and 15 of the eighth division.

Mr. Sullivan did his first work at Van Horn, Iowa, where he was section foreman for the Chicago, Milwaukee & St. Paul Railroad company for a year and a half. Later he had charge of a section for about three years at Green Mountain for the Diagonal Railroad, and also had

charge of the Oskaloosa yards one year. Mr. Sullivan then worked for the Chicago & North-Western Railroad at Jefferson, Ia., about twelve years, doing extra work during summer seasons and section work during winter, and then entered the employ of the Illinois Central company.

Our subject was born in Jackson county, Ia., not far from Dubuque, a son of Patrick and Mary (Cosgrove) Sullivan, and one of his brothers is now in Dubuque where he is engaged in bridge building. Our subject was married in Masonville, Ia., in 1880, to Miss Katie Cushing, of that city, and to this union have been born five children whose names appear below in the order of their birth: Harry, Nellie, Rosie, Irene and Leo. Mr. Sullivan is a member of the M. W. of A. He is a railroad man in the truest sense of the word, for his earliest and only employment has been on the railroad, and he has been very successful since being with the Illinois Central.

WILLIAM G. PLUMB, of Freeport, is a scion of old New England stock, his father, Henry C. Plumb, having been born in the green hills of Vermont. He was a carpenter and builder in Massachusetts, but at the outbreak of the war he left everything and enlisted almost at the first call. He contracted fever in the south and died of the malady somewhere in South Carolina. The mother, Eliza S. Graves, was a native of North Leverett, Massachusetts, and died in 1876. Our subject was born at Bernardstown, Vermont, December 12th, 1857, and attended school at North Leverett until the age of sixteen, working on neighboring farms during the summer months, and earning his board and schooling during the winter months, for he had to care for himself after his thirteenth year. He was thus employed until he came west in 1878. Sojourning for a time in Indiana, he came to Illinois, working for a time on a fruit farm near Pontiac. Coming to Amboy he secured a position as brakeman on the

Amboy division, and two years later was placed in charge of a train. Amboy was his place of residence until April 1896, when he moved to Freeport and has been a resident of that city since.

Mr. Plumb was married in Amboy October 29, 1893, to Mrs. Minnie Wood, a native of Ross Grove, Illinois. By a former marriage Mrs. Plumb became the mother of one daughter, Anna Wood Plumb. Mr. Plumb is an independent Republican in politics.



HG. SEARLES, freight conductor at Waterloo, Iowa, started his railroad career as a brakeman in February 1883, at the city in which he now makes his home, under Trainmaster J. E. McNeil, with a run between Waterloo and Dubuque. He subsequently served under Frank O'Connor, J. Quirk and others, until 1887, when he was placed in charge of a train. His first work as a conductor was between Waterloo and Dubuque, but was soon after sent to Cherokee to do construction work on the branches that start from that place, and was thus engaged about four months. Subsequently he had control of a train between Fort Dodge and Sioux City until 1890; then between Waterloo and Dubuque until 1896; then for a short time between Waterloo and Fort Dodge, after which he returned to the Dubuque and Waterloo division until 1898. Since the last named date, Mr. Searles has been employed on the branch between Waterloo and Lyle. He has now been employed on all of the divisions of the Illinois Central company's lines which have a terminus at Waterloo.

Mr. Searles was born in Laporte county, Indiana, March 12, 1865, a son of J. W. and Mary (Masters) Searles, both of Pennsylvania. The father's occupation was that of carpenter and builder. He died in the year 1884, about five years later than the death of his wife. Our subject made his home with his parents until he en-

tered the employ of the railroad company in 1883, when he located in Waterloo. During the preceding year he was united in marriage to Miss Susie Deaver, of Dubuque, and two children, Hildred and Willie, bless their home. Mr. Searles is another of those fortunate ones who have never received an injury in the service of the railroad company, and he has never lost a day on the account of physical disability. Socially he is connected with the O. R. C., Division No. 67, of Waterloo, and also with the Tribe of Ben Hur.



FRED H. STEARNS, engineer at Waterloo, Iowa, started his railroad career with the Illinois Central company as a fireman in the city in which he now makes his home, in 1880. His first run was between Waterloo and Lyle, under Engineer Sam Kear, his second between Waterloo and Dubuque, where he worked for six months under Engineer Ben Fox; the next on engine No. 148 on the "West End," serving about a year under Arthur Mooney; the next was on engine No. 146, on the Lyle branch, where he served six months under his father, E. Stearns, whose sketch appears on another page of this volume. Mr. Stearns then worked as a brakeman for about five months on the "Middle Division" and "West End," was promoted to conductor and had charge of a train on the "West End" for six months.

Mr. Stearns then discontinued his service on the Illinois Central Railroad and entered the employ of the Chicago, St. Paul, Minneapolis & Omaha company, and after performing the duties of conductor for them for five months, he spent another five months as brakeman for the Missouri Pacific Railway company. Mr. Stearns then worked six months for the International & Great Northern Railroad at Palestine, in the capacity of brakeman, after which he returned to Waterloo and again entered the employ of the Illinois Central company who, after he had spent

another year as fireman, promoted him in August 1887, to his present position of engineer on the Dubuque division. Although Mr. Stearns began working on the railroad at the very early age of seventeen years, and has devoted himself exclusively to that vocation, he has never had the misfortune to meet with an accident of any kind, and has never been unable to respond to the call of duty.

Our subject was married in 1889 to Miss Bertha Schreiber, of Dubuque. Socially he affiliates with the B. of L. E., Division No. 114, of Waterloo, and in fact nearly all of the secret fraternities of that city. He is very prominent in social circles and among the railroad men, and enjoys the respect and esteem of all who have the pleasure of his acquaintance.



DR. GOULD, passenger engineer at Waterloo, Iowa, began work for the Illinois Central company November 2, 1872, at Waterloo, on a run between that city and Dubuque, where he served as freight engineer until 1884. At this time he was promoted to a passenger run between Waterloo and Sioux City, but incidentally doing some freight work on the same division until 1888, but since that time, his place has been at the right side of a passenger engine running between the city he makes his home and Fort Dodge.

Mr. Gould's first railroad experience was in the capacity of fireman in 1866, when he was but seventeen years of age. At this time he was running out of Troy, N. Y., on the Troy & Boston Railroad, now known as the Fitchburg Line. After three years of experience he was promoted to the position of engineer and worked between Troy and Adams, Mass., and Rutland, Vt., until 1872. Then after serving the Chicago, Dubuque & Minnesota Railway company one summer, running out of Dubuque, Iowa, he entered the employ of the Illinois Central company.

During his entire career as a railway employe, Mr. Gould has never received injury of so serious a character as to render him unfit for service, nor has he ever been the cause of the injury of his fellow workmen.

The subject of this sketch is a native of Cavendish, Vermont, and a son of R. D. Gould who was a conductor on the Rutland and Burlington division of the Rutland Railroad from 1848 to 1856, and later moved to St. Louis, Mo., and worked for a time on the St. Louis, Alton & Terre Haute R. R. He died in St. Louis in 1857, leaving one son besides the one whose name appears at the head of this article, who was a railroad employe for a time.

Mr. Gould's companion in the journey of life was known, prior to her marriage, as Miss Elizabeth R. Palmer, and is a native of Troy, N. Y. To this congenial union have been born two sons, Harry R., who is still making his home with his parents, and Freddie, who died in 1895. Socially Mr. Gould is identified with the B. of L. E., Division No. 114, of Waterloo, has been an office holder of that lodge and is one of its wide-awake and enterprising members. He also holds a membership in the A. O. U. W. at Waterloo.



E P. McCUNE, engineer at Waterloo, Iowa, began his railroad career in the capacity of call boy for the Chicago & Northwestern Railroad at Belle Plaine, Iowa, and was thus engaged eight months. Then, after spending about two months in the shops, he began firing on the quarry engine, spending one summer there, and was transferred to the local run between Belle Plaine and Boone. Two and half years later Mr. McCune was set up to engineer, spending his first eleven months on the right side of the engine in the upper and lower yards at Belle Plaine, and then spent a year running between the last named city and Boone.

Mr. McCune then severed his connection with the Chicago & Northwestern company and began as fireman for the Illinois Central company, running out of Cherokee. January 13, 1887, he moved to Waterloo, and began firing under Engineer James McNiell between the last named city and Fort Dodge, and held this place from January to April. Next he was sent to Cherokee where he spent about two years firing on the "North Branch", running to Sioux Falls, S. Dak. Mr. McCune's next position was on the left side of a passenger engine running from Cherokee to Onawa. Four months later, or in 1891, he became an engineer. Mr. McCune is now in charge of an engine running between Waterloo and Fort Dodge.

The subject of our sketch was born in Franklin county, Pa., a son of J. V. McCune and Esther Alexandria, both of whom were natives of Pennsylvania. The father was a contractor and builder by occupation, and moved to Dubuque, Iowa, in 1856, where he died in February, 1898, about a year later than the death of his companion. Three of their sons, besides the one whose name appears at the head of this article, were railroad employes, R. K. McCune, is an engineer on the Chicago & Northwestern Railroad at What Cheer, Ia., J. M. is train dispatcher at LaJunta, Colorado, for the Atchison, Topeka & Santa Fe Railroad company, and Carson C., who served as a freight conductor, was killed eleven miles west of LaJunta, Colorado. Mr. E. P. McCune, our subject, made his home with his parents until he entered the service of the railroad company. He was married in Paris, Texas, to a young lady of that place who bore the maiden name of Alice North, and their home has been made happy by the presence of a family of the following children, Edna, Arthur, Beulah, Harold and Nina. Socially Mr. McCune affiliates with the B. of L. E., Lodge 226, at Fort Dodge. In his railroad career he has never had the misfortune to receive an injury of any kind nor to cause the injury of one of his fellow workmen, and his career has been exceptionally free from accidents.

W T. KILLORAN, conductor on the Illinois Central Railroad, Amboy division, was born in LaSalle, Ill., October 13, 1877, and is the son of Thomas and Mary (Ryan) Killoran, both of whom are now living in Lostant, Ill., his father a prominent grain merchant of that place.

Our subject a bright and energetic young man, was educated in the Brother's school at LaSalle, and graduated at a very early age from the high school at Lostant. In 1893 he went to Streator and worked in the carpet store of D. Heenan & Co. for a few months. He then took a teacher's examination, securing a first grade certificate, but preferring the active employment of out-door life he declined an offer of a school, and entered the service of the I. C. R. R. as a brakeman where he remained for three months, then resigned the position and taught school at Lostant for several months, and also worked at telegraphy for some time. Returning to the service of the road, Mr. Killoran served as freight and passenger brakeman until August 31, 1898, when he was promoted to conductor and remains in that position to date, the youngest conductor in the employ of the company, having been appointed before he had attained his majority. He is a member of the O. of R. C., a Democrat in politics, and a communicant in the Catholic church.



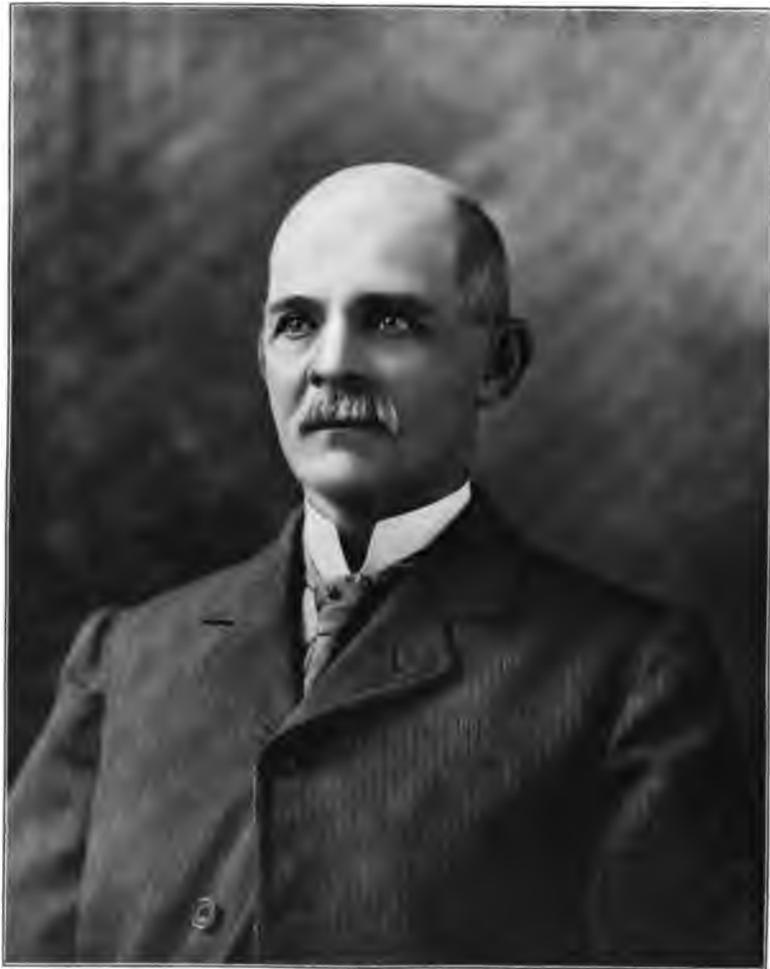
H E. CAMP, passenger engineer at Waterloo, and third engineer on the Iowa division of the Illinois Central Railroad, started as a railroad man, March 1, 1866, on the Dubuque & Sioux City R. R. at Dubuque as a fireman, and fired two years under J. P. Farley, Sup't, S. A. Wolcott, Trainmaster, and T. W. Place, Master Mechanic, running between Dubuque and Iowa Falls, and was also in the construction service between Ackley and Iowa Falls in 1866, and helped to build that road. He was promoted to engineer

May 9, 1868, has run on all the Iowa lines, and has been on the Dubuque division for thirty-one years. He was promoted to passenger engineer, April 1878, since which time, with the exception of thirteen months, from October 16, 1890, to November 17, 1891, when he served as general foreman in the Waterloo shops, he has been in the passenger service.

Mr. Camp was born in Euclid, Ohio, May 19, 1845, and is the son of John H. and Ruth Mary (Baldwin) Camp, natives of Canon, Conn., and New York, respectively. The father, who was a cooper, millwright and farmer by occupation, spent the greater part of his life in Ohio, where he died in 1850. They had a family of eight children: Frances C. married William Palmer; Elizabeth lives in Ohio; Dudley B., deceased, was a marine engineer; Pulaski S. is farming at Everett, Mich.; Anna Eliza died in Long Island; William M. is one of the oldest engineers on the I. C. R. R., Springfield division; H. E.; Seth C. is a printer and works on the Northwestern Miller, a magazine published in Minneapolis. After the death of Mr. Camp, Mrs. Camp was married a second time to R. B. Marsh, of Port Hope, Canada West, who died in Oregon. Mrs. Camp died at Mexico, Mo., in 1878.

H. E. Camp remained at home until sixteen years of age, when he enlisted, June 6, 1861, in Company A, 24th Ohio Vol. Inf., but was discharged in August 1862 for disability. In January 1864 he re-enlisted in the 37th N. Y. Vol. Inf. and served until the close of the war, taking part in many battles and skirmishes without receiving a wound, and was discharged May 16, 1865. Shortly after the close of the war he went to work on the railroad as before stated. In 1878 he located in Waterloo, having lived previous to that time in Dubuque.

Mr. Camp was married at Glen Cove, Long Island, February 21, 1870, to Jeanette T. Campbell of that place. To them have been born two children: Mary J. married W. J. Smith, of Waterloo, Iowa, manager of the Iowa Telephone Co.; Jessie E. is still at home. Mr. Camp is a mem-



JOHN I. HOUSEAL.

ber of the B. of L. E., Waterloo Division No. 114, in which he has held all the offices and is now Secretary of Insurance; Harmony Lodge No. 2, I. O. O. F., of Dubuque, since 1869; A. O. U. W. No. 274 of Waterloo. In his career as a railroad man, Mr. Camp has been very successful, having never been injured or injured others during his many years of service. He is well known all over the system and well liked by all.



JOHN I. HOUSEAL, a popular and prominent passenger engineer on the Yazoo & Mississippi Valley R. R., entered the service of the Illinois Central in 1893. His railroad career began on the Columbia & Greenville R. R., where he was for two years a fireman. Resigning his position he retired from the road and entered the employ of a mercantile house in Newberry, S. C., and later was a clerk in the sheriff's office there. He was then made chief of police of Newberry, and held that position until 1875. In the latter year, after an absence of seven years from railroad work, he went to the Alabama & Vicksburg R. R. as fireman, where after five months service he was promoted to engineer and remained eight years on that road, and on the Alabama division of the East Tennessee, Virginia & Georgia R. R. He returned to Vicksburg as engineer on the Alabama & Vicksburg R. R., remaining there six months. In 1883, he entered the service of the old Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) which was absorbed by the I. C. R. R. in 1893. Receiving the appointment of foreman in the railroad shops at Memphis, in 1884, he accepted and held the position one year, but returned to the road where he remained until 1887. He was appointed foreman at Memphis for the second time and remained there four and one half years, afterward returning to his former work as engineer, and has since been in the regular service with the

exception of three years spent as traveling engineer. His present run is on engine No. 15 in the passenger service between Memphis and Rolling Fork, Miss. His career embraces a period of twenty-five years of railroad work, during which time he was only in one wreck, being slightly burned. He has never had a collision, and no railroad property in his care has ever been damaged. He is the oldest engineer in the employ of the Yazoo & Mississippi Valley R. R. and highly esteemed by the company. He was offered a position in the service for some months before he accepted. Mr. Houseal is a native of Newberry, S. C., where he was born January 26, 1845. His father, William W. Houseal was sheriff and auditor of that county, and also engaged in merchandising. He died in 1889, and is survived by his wife who resides at Newberry and is seventy-eight years of age. Two brothers of our subject are professional men of that place, one an editor and another a doctor. Another brother is engaged in farming in Cedartown, Ga.

Mr. Houseal received a college education in his native city, and on January 1, 1863, enlisted in Company F, South Carolina Regulars, under Col. L. M. Keitt, and Captain John M. Kinard, of the Confederate army. His company fought at Fort Sumter, and was at the siege of Charleston in 1863. He served in General Lee's army in the campaign of 1864, at Richmond, Va.; at the battle of the Wilderness, second battle of Cold Harbor, and siege of Petersburg. He was then transferred to Gen. Early's command, and fought Sheridan at Cedar Creek, Va. He was then transferred back to Richmond, and finally to South Carolina, and met Sherman on his march through Georgia. He surrendered with his company in 1865, at Salisbury, N. C. His career as a soldier, like his career as a railroad man, was a fortunate one, never being wounded nor compelled to go to the hospital. Mr. Houseal married Miss Augusta G. Addy, of Newberry, S. C., and to them eight children have been born, of whom four survive. They are: J. Fred, an engineer in the I. C. service; E. B.; M. B., and Iva, the latter three at home. His deceased

children are Frank I., William W., Ouida and an infant.

Mr. Houseal is a member of the Masonic fraternity, Knights of Pythias and Independent Order of Odd Fellows. He and his wife are members of the Baptist church, in Memphis, where they reside at No. 180 Florida avenue in a beautiful home, and where their excellent qualities have gained for them a warm place in the hearts of a large circle of friends.



LAURENCE VAN VLECK, passenger conductor on the Waterloo division of the Illinois Central Railroad, entered the service June 27, 1879, at Waterloo, as a brakeman under Matthew Bankson, his first run being on No. 13 to Dubuque for a short time; was on the Pool run two months, and one and one-half years on a passenger run. He then ran with George Clinger and J. H. Keepers for a time, and for four months was on the local and way freight with Conductor Quinlan. In 1881 he was promoted to conductor and ran extra about four years when he was given a regular run between Waterloo and Dubuque, and also ran for three months on the west end, and was then promoted to extra passenger conductor. In January 1897, he took a regular passenger run, and now runs to Dubuque, Fort Dodge and Lyle.

Lawrence Van Vleck was born in Grant county, Wisconsin, near Dubuque. He is the son of Matthew and Chloe M. (Clark) Van Vleck, of Syracuse, New York. His father was the owner of three packet lines on the Erie canal while residing in New York, and after moving to Wisconsin he patented a spring bed which he manufactured quite extensively. He died in 1873. The family numbered seven children: Helen lives in New York state; Henry was brakeman and baggageman for the I. C. R. R., and died in 1890; George; Rose; Orab, deceased; Lawrence and Carrie.

Mr. Van Vleck was married in January 1883, to Miss Mary Heyer, of Waterloo, Iowa, by whom he has three children: Myrtle Irene, Mildred Mae and Charles Matthew. Mr. Van Vleck has been very successful as a railroad man, has never been injured and never laid up. He is a great hunter, and has a case of fine guns and has won some fine medals. He is very well known and is one of the popular young conductors of the Illinois Central system. He is a member of the O. of R. C. No. 67, and the Masonic Blue Lodge, No. 105, both of Waterloo.



JM. DuBOIS, passenger engineer on Illinois Central Railroad, Iowa division, began his life on the road October 10, 1870, at the early age of seventeen years, as a brakeman, first under Fred Hill and later with Jack Shipman, and was baggageman for Thomas Sanders one year between Waterloo and Sioux City. In 1873 he started as fireman, running between Waterloo and Dubuque about a year, and later from Waterloo to Sioux City, firing for Engineer Kingsbury a short time, and Bill Hale three and one-half years, for James Palmer one year, and afterward for different ones. He was promoted in the fall of 1879, and ran engine No. 153 in the Dubuque yards, but later was given freight engine No. 141, running between Waterloo and Sioux City, and has since run nearly all the engines stationed in Waterloo. He ran a freight between Waterloo and Dubuque one year, and in 1887 was promoted to the passenger service and now runs between Dubuque and Fort Dodge.

Mr. DuBois was born in Tompkins county, N. Y., and is the son of Uriah DuBois, also of the Empire state, who came west and located seven miles north of Waterloo, on a farm, in 1855. Our subject had one brother, Arthur C., who was killed on the I. C. R. R. at Abingdon, Iowa, in the fall of 1889, by his engine going

through a bridge that was being repaired. He had been in the service of the road for about fifteen years. Mr. DuBois is a member of the B. of L. E., Waterloo Division No. 114; A. F. & A. M. No. 105, and A. O. U. W. No. 274, of Waterloo. He has made many of the fast runs out of Waterloo, and has been very successful in his experience, never having been injured or caused injury to others on his trains,



T J. PIMM is the well-known engineer in charge of the "Brookhaven Local," running between McComb City and Brookhaven, Mississippi, in which capacity he has served since 1893. In point of age he bears the distinction of being the oldest engineer in the employ of the Illinois Central in the South, being now in his sixty-sixth year. At the age of twelve years our subject began life on his own account, working as an engine wiper for the B. & O. Railroad at Frederick City, Maryland. He also served as fireman on the same road, and for a short time as freight conductor, and in May 1852, being then only eighteen years of age, was promoted to engineer, serving the same company as such for several years.

In 1871 he decided to retire from railroad life, and, going to Parkersburg, W. Va., obtained a position as superintendent of an extensive oil business, conducted by William W. Hartness, an oil producer of that locality. After a number of years in this work, our subject went to Lexington, Mississippi, and entered the service of the Illinois Central as engineer. He then came to McComb City, taking charge of a bridge train, and running all over the Louisiana division of the I. C. until in 1893, when he was promoted to his present position.

Mr. Pimm was born in Frederick City, Md., December 15, 1834, and is a son of John Pimm, a farmer of that vicinity, now deceased. John Pimm Jr., a brother, was an engineer on the

Western Maryland Railroad, and was killed in an accident on that road.

Our subject was married in early manhood to Miss Mary Norton, of Virginia, who died in 1898. Nine children were born to them, viz: James, a machinist residing at Wilmington, Del.; William, a machinist in the employ of the I. C. at the McComb City shops; Nannie, residing in Philadelphia; Nora, at home; John, an engineer in the service of the I. C. at Canton, Mississippi; Harry, a machinist in McComb City; Frank, an employe of the Baldwin Locomotive Works in Philadelphia; Maggie, residing with her father, and Bernard, a prescription druggist in McComb City.

Socially Mr. Pimm is connected with the Catholic Knights of America, being a member in good standing for the last twenty years. He is also a member of Division No. 196, B. of L. E., of McComb City, where he resides in a beautiful home of his own, and of which city he is a useful and valued citizen.



BENJAMIN F. FOX, a very prominent and one of the oldest engineers on the road, has been in the employ of the Illinois Central company since 1868.

He began in the car shops at Dubuque, Iowa, and worked there under Foreman D. B. Smith until 1869. He then began as fireman on the Waterloo and Iowa Falls division and worked there for one and a half years. In 1870 he began firing on an engine between Waterloo and Sioux City, and then in 1872 was promoted to engineer, running a freight train between Dubuque and Sioux City until 1882, when he was promoted to passenger engineer and since that time he has run passenger train between Fort Dodge and Sioux City. He is now, in point of service, the fourth oldest engineer in Fort Dodge.

He is a son of Calvin P. Fox, who was a machinist by trade and worked at that until his death at Dubuque, Iowa. Our subject had one

brother who was a fireman on the Illinois Central and Union Pacific railroads. He was killed at Sedalia, Missouri, in 1876, while in the employ of the company as a traveling engineer.

In 1867 Mr. Fox married Miss Mary F. Smith, of Connecticut, a daughter of D. B. Smith who was foreman of the shops for the Illinois Central. Our subject and wife have two children, Avis L. and Orphia. Mr. Fox has never been injured in a wreck nor has he ever been the cause of an injury to any of his fellow men. He has been a member of the B. of L. E. for twenty years, and is now a member of Lodge No. 226, of Fort Dodge. He now resides at 808 Second Ave., south, Fort Dodge, Iowa.



C. CALKINS, engineer at Waterloo, Iowa, began his railroad career in September 1885, at Fort Dodge, in the capacity of fireman for the Illinois Central company. He first worked on a switch engine in the yards for a time, and for a short time thereafter was employed on extra trains, and was then promoted to the passenger service, running between Waterloo and Sioux City with Engineer Baldwin for two years. Subsequently Mr. Calkins worked on a switch engine in the Dubuque yards until October 1889, when he crossed the cab and has since had a seat on the right side of the engine. His first work in the capacity of engineer was in the Dubuque yards, and then for a time his work was distributed over the entire Iowa division. In 1891 Mr. Calkins had a run between Champaign and Centralia, Ill., after which he returned to the Iowa division for a short time. In the spring of 1892 he went south, but soon returned to Waterloo; from thence he went to the Chicago and Champaign division, and in the fall of 1892 returned to Waterloo where he has since made his home.

Mr. Calkins was born in Amboy, Ill., a son of Henry G. Calkins, who has been an Illinois Central engineer since 1862. He is now making

his home in Freeport, Ill., and is ranked among the oldest of the company's employes. Our subject also has a brother, Frank W., who is an engineer between Freeport and Clinton, Ill. Mr. Calkins was married in Dubuque in 1896, to Miss Anna Hayes, of that city. He has been a very successful railroad man and is known to be a skillful engineer.



JOHAN G. DUGAN, one of the most popular conductors and known from Chicago to New Orleans, was born in Lockport, Niagara county, New York, June 20, 1847. His father was Hugh Dugan, who was a successful business man in Buffalo and afterward retired on a farm, dying when our subject was a small boy. Several years after his father's death our subject's mother married a Mr. Kollymer, going to Cleveland, Ohio, to live. Our subject worked at various occupations and at the time the Civil war broke out, he enlisted in Company D, 84th Ohio. Serving out his enlisted period he received an honorable discharge and entered the service of the Adams Express Co. as messenger between Louisville, Kentucky and Nashville, Tennessee. He was a trusted employe of this company for eighteen years, serving in various capacities as messenger and assistant cashier, afterward having entire charge of a large scope of territory. On the night of July 29, 1869, while messenger, he had a serious misfortune happen while on train going from Memphis to Louisville. The train went through a bridge at Budds Creek. This was one of the most serious railroad accidents of the time, as the entire train was burned up and many passengers perished. Being a short distance from a meeting point a crew of another train saw the light and came to the rescue. They took blankets from the sleeping cars and wrapping them around themselves, went into flames of the wreck and rescued many of the passengers. Among them was Mr. Dugan who had been thrown un-

der the car. Our subject was so badly burned and injured that the doctors gave him up to die as he lay on the depot platform at Clarksville. An old German named Wenzler living at that place, and who had been educated in Germany, determined to save our subject if possible. Noticing signs of life he sent for a tub of hot water, into which he placed our subject, even going so far as to suck great clots of blood out of subject's throat from which he removed several handfuls. The German then had Mr. Dugan removed to his house where he faithfully nursed him six months, having six and eight doctors at various times, his condition being so serious, and at one time he was given up to die and a coffin and suit of clothes, were made for him. Mr. Dugan often laughs when he thinks of the coffin as he saw it many times afterward, it being sold in 1894 by the company back to the maker, while the suit of clothes disappeared.

The doctors at one time decided to remove Mr. Dugan's eyes, his head being in a deplorable condition. Mr. Dugan was helpless and could not raise his hand against them, but he told them if they did, and he recovered he would kill every one of them, as he preferred dying to loosing his eyes. They put off the operation and Mr. Dugan recovered, but a leech injured a cord of the right eye when our subject was helpless, which caused the iris to turn back. The express company and railroad company did everything possible for him and when he had fully recovered he went back to the express company as general agent's clerk, serving up to 1880, when he left the service and engaged in the commission business in Louisville, Kentucky, building up a large business, making many friends. Through the unfaithfulness of persons supposed to be his friends he lost a large amount of bills and closed out his business and entered the service of the C. O. & S. W. Having friends on the road he made but few trips as brakeman, when he was given charge of a freight train, ran this four years and was then promoted to passenger conductor, running between Louisville and Paducah.

His present run is between Louisville and Fulton, being one of the best runs on the division. Mr. Dugan has had a remarkably successful railroad career, having had no serious accidents or injuries while running a train. He never had any passengers injured, the only person ever hurt on our subject's train was mail clerk Myers, who was slightly injured by the car leaving the track.

Our subject is courteous, accommodating, always looking out for the comfort of his passengers and he has hosts of friends. Mr. Dugan married Miss Vollmer, of Louisville, Kentucky, and has four children, George John, a lumber inspector; Frank Wenzler, who served as lumber inspector of Louisville, now lumber inspector at Memphis; Miss Ella Pauline, an accomplished young lady, and Albert, a graduate of the Louisville schools.

Our subject is a member of the O. R. C. Monon Division, No. 89, having filled the principal chairs and served on many of the committees. Was also one of the organizers of the Knights of Honor, of Louisville. He has a fine residence on West Broadway.

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JD. HARRELL, an engineer in the passenger service on the Louisiana division of the Illinois Central, is an old and trusted employe of the road. His connection with the I. C. dates from July 11, 1878, when he was employed as fireman on a steam shovel at Chatawa, Mississippi. He remained there only three months when he went to McComb City, where he worked for some time in the shops of the company at that point. Later he was appointed locomotive fireman, having served two years as fireman, he was on October 28, 1880, examined for promotion to engineer, and passing the examination with credit, was given a position in that capacity on the Louisiana division of the road. In 1891 he was promoted to the passenger service, and has since

remained there having a regular run between Canton, Mississippi, and New Orleans. He has never had a serious wreck, or been in any way injured on the road.

Mr. Harrell is a native of Greensboro, Alabama, the date of his birth being September 14, 1860. He is the son of James D. Harrell, who was a carpenter and builder by trade, also a successful farmer. Mr. Harrell, Sr. departed this life in 1895, at the advanced age of eighty-seven years. Three brothers of our subject, now all deceased, were former employes of the I. C. William C. was a bridge foreman, John A., a carpenter, and Wesley M. was for a time supervisor of bridges and buildings.

Mr. Harrell married Miss Mamie Long, of Kenner, Louisiana. Two children have been born to them: James M., born August 7, 1895, and Mae, born August 3, 1898.

The family reside in a beautiful home in the south-east part of McComb City, besides which Mr. Harrell is the owner of several other pieces of valuable property. Division No. 196, B. of L. E. claims him as a member, he having just been elected secretary of the Division.

Mr. Harrell kindly furnished the Historical Company with a short sketch of the Lodge which is as follows:

"Magnolia Division No. 196, B. of L. E., was organized by F. L. Waldron, on October 23, 1882, with the following charter members: C. Lindstrom, W. B. Baldwin, Harry Thompson, George Deaton, P. Hannon, J. C. Purdy, F. G. Wheelock, F. Burrow, H. Bowen, John Dietz, William Hight, W. D. Mitchell, and Hennison Wallace. The Division now has seventy-eight members, with the following officers: J. D. Harrell, Secretary; E. R. Harlan, Chief Engineer; B. E. Harrell, First Engineer; William Munn, Second Engineer; Thomas McCosker, Second Assistant Engineer; C. W. Harrell, Third Assistant Engineer; Leon Ford, Guide; J. R. Lilly, Chaplain; J. R. Smith, Journal Agent; J. D. Harrell, Insurance Agent, and delegate to the General Board of Adjustment; William Bevens, Officer of Law &c.; and H. Bowen, delegate to the International Convention.



SCAR D. GRAY is an engineer in the freight service of the Illinois Central in the Cherokee district of the Iowa division. He entered the service of the I. C. in January 1873 as fireman, and has remained with the company ever since. His first experience in railroad work was between the years of 1852 and 1856, when he worked as fireman on the old Galena & Chicago Union R. R. He retired from the service of that company and at once entered the employ of the I. C. On coming to this company, he was for nearly five years fireman for T. W. Place, now master mechanic, receiving a well-merited promotion in 1877 to engineer, and took a regular run between Waterloo and Sioux City. During his service he has been in a number of small wrecks, in one of which he was injured. He is now in charge of freight engine No. 814, running on the Cherokee division.

Mr. Gray was born April 6, 1834, in Chautauqua county, New York, and is married. His wife, formerly Miss Adeline Conley, being a native of Canada. He is socially connected with B. of L. E. No. 226, and also of the Elks organization of Fort Dodge.



WILLIAM MEYER, engineer on the Illinois Central, Freeport division, entered the service of the company November 8, 1887, as a fireman on the Amboy division, and after some four years' service was licensed to handle the throttle and lever June 16, 1891, since which time he has served in that capacity, now running on the Freeport division.

Our subject is a native of Hull, England, where he first saw the light October 22, 1865. Two years later the family came to the United States and located in Chicago, where they remained but eight months, then removed to Dixon, Ill., where the parents, Julius and Rosine (Oyler) Meyer, still reside, the father following the tailor's trade.

J. William Meyer attended the Dixon schools, and during his boyhood and early manhood worked on a farm near his home. On the 17th of January, 1889, he was married to Miss Addie F. Walker, of Amboy, Ill. Mrs. Meyer was born in Sublette, June 28, 1868. By her union with Mr. Meyer she is the mother of one child—Myrtle M., born December 1, 1890. Socially Mr. Meyer affiliates with the Masonic fraternity, and also belongs to the B. of L. E. In his religious views he is a Protestant, and is a Republican in politics.



J. G. MULLER, a well known conductor in the freight service of the Illinois Central, on the Louisiana division, dates his connection with the road from 1890. Previous to becoming identified with the I. C. he had been employed for two years, first as fireman and later as a brakeman, on the New Orleans, Spanish Fort & Lake Railroad. He then engaged in farming in Alabama, which he followed two years, and the three years following was employed as a fireman on a Mississippi river steamer. In 1890 he entered the employ of the Illinois Central at McComb City, as brakeman, and served three years. Owing to a small wreck which occurred that year, he retired from the service and went to the Southern Pacific at New Orleans, as hostler and night engineer. After a two years' service with that road, he went to the shops at Gulfport, Louisiana, where he worked for a period of eighteen months. In 1898, he was re-instated by the I. C. and resumed work as brakeman, and after fourteen months spent in that branch of the service, was promoted to conductor in the freight service, and given a regular run between Canton, Miss. and New Orleans.

Mr. Muller is a native of New Orleans where he was born on February 22, 1866. His father, Mathias Muller, is a valued employe of the I.

C., being engaged as pumper at the station at Frinear, Louisiana.

Miss Mattie E. Hammond, of McComb City, Mississippi, became the wife of our subject. She is the daughter of H. R. Hammond, now deceased, who was for twenty-two years, an engineer in the service of the I. C. at the water-works, and was also supervisor of the pumping service. To this marriage two children have been born, Harry and Vivian.

Socially Mr. Muller is connected with the Order of Maccabees, and is a member of Division No. 367, O. R. C. of McComb. He has a comfortable home in East McComb, and is a highly respected citizen.



R. ICHARD MORGAN, trainmaster of the Grenada district, was born at Newcastle, Ireland, November 15, 1856. His parents emigrated to the States in the spring of 1858, sojourning at Cumberland, Maryland, and at Pittsburg, Pennsylvania, before settling at Nashville, Tennessee. Here in public and private schools the boy received his education until 1867, when he began his railroad career, lad though he was, as tool carrier on the Louisville & Nashville road on what is now the Henderson division. Soon he secured a somewhat easier situation, that of news-boy, running between Nashville and Guthrie, Kentucky, about a year. His next move was to become bridge watchman at Red River, near Adams, Tennessee. A year later he was given a place with the bridge carpenters, and a year later became brakeman running between Nashville and Henderson. Promotion came within a twelve-month, and he was given charge of the construction train and later a freight run, receiving a final promotion and placed in charge of a passenger train which he ran for one year before resigning and entering the service of the Illinois Midland as conductor of the work train, which he ran some five months

before going east to accept a position on the New York & New England road with a freight run between Boston and Hartford. A year later he secured a place as conductor on a construction train on the Denver & Rio Grande, for a year, and went from there to the Cotton Belt road in Texas on a work train until the road became bankrupt some seven months later. An opening being offered him on the road where he served his apprenticeship, he accepted and served as freight and passenger conductor some three years, and then started in as extra freight conductor for the Chesapeake, Ohio & South-Western, soon receiving a promotion to extra passenger conductor, and later was made trainmaster at Memphis, from which place he was transferred to Paducah and later to Louisville, Ky. September 16, 1893, he was made superintendent of the main line and branches, with headquarters at Paducah. When the road became a part of the Illinois Central system on July 31, 1896, Mr. Morgan was assigned his present position with headquarters in Memphis.

May 31, 1878, he was married to Miss Eleanor A. Kane, of Logan county, Ky. They are members of the Catholic church. In his political views Mr. Morgan affiliates with the Republican party, and socially is a member of the Elks. His career refutes the old saying that a rolling stone gathers no moss, or is the exception that proves the rule. In the many changes of employers he encountered, he gathered an experience that ripened and fitted him for the higher positions that came after—positions that he might not have been competent to fill had the varied experience been lacking.



JOHN J. McNAMARA, a popular conductor in the freight service of the Illinois Central, on the Louisiana division, entered the service of the I. C. in 1891. His railroad career began in 1882, on the Chicago, Burlington & Quincy R. R. at Beardstown, Illi-

nois, where he served as brakeman for two and one half years, and afterward as conductor for five years. He then went west to Pocatello, Idaho, where he was for two years with the Union Pacific R. R. as conductor. Going from there to Birmingham, Alabama, he was for a short time with the Georgia Pacific R. R., and in 1891 became identified with the Illinois Central at McComb City, Mississippi, where he has since remained in the freight service of the road on the Louisiana division.

Mr. McNamara is a native of Sublette, Illinois, where he was born October 20, 1864, and is a son of Daniel McNamara, now retired, and living at Rock Falls, Illinois, but who for many years was connected with the Chicago, Burlington & Quincy and Illinois Central roads as section foreman. Miss Katie McCoster, of Canton, Mississippi, became the wife of Mr. McNamara, and they are the parents of two children, Bessie and Ellen. Mr. McNamara belongs to the Masonic fraternity, the Knights of Pythias, and Division No. 367 O. R. C., of McComb City, where he has a fine home on Broadway. He is regarded among the officers of the I. C. as a very careful and steady man, and his fellow citizens respect him for his integrity and progressive qualities.



JNORTH ABBOTT, a well-known conductor in the freight service on the Louisiana division of the Illinois Central between Canton, Mississippi, and New Orleans, entered the employ of the company in 1872 at the age of seventeen. He was first employed as bill clerk and later as rate clerk in the outward freight office at New Orleans, under Major E. A. Burke, who was then freight agent. Occupying this clerkship until 1878, he then resigned to accept a position at court, where he was engaged for the succeeding four years. He then returned to the employ of the Illinois Central in 1886, and entered the service of the company at McComb City, Mississippi,



JOHN GRANNEY.



P. L. HAYES.

as a conductor on the Louisiana division of the road, which position he holds at the present time. For the past six years he has had charge of the summer fruit trains out of New Orleans.

Mr. Abbott is a native of Natchez, Mississippi, where he was born October 31, 1854, and is a son of John and Sarah J. Abbott, both still living and leading a retired life in the city of New Orleans, at the ripe old age of seventy-six and seventy-four respectively. John Abbott was a commercial salesman by occupation, well and favorably known throughout the state of Mississippi. He was in later years in the newspaper business, being connected with the *Item* and the *States*, New Orleans publications.

On November 12, 1877, J. North Abbott was united in marriage to Miss Clara Vienne, a daughter of Francis A. Vienne, a cotton merchant of New Orleans. Four children have been born to them, viz: Marga B., Alene M., Dr. C-W-M., and Clara Louise. In his social connections Mr. Abbott is a member of Division No. 367, O. R. C., of McComb City, of which he is now Chairman, and has been the representative of the Division for four years. He was a charter member of the Young Men's Gymnastic Club of New Orleans, and is connected with Lodge No. 68, Knights of Pythias, of New Orleans. Mr. Abbott resides with his family in a beautiful and commodious residence in East McComb City, of which place he is an energetic and progressive citizen.



P L. HAYES is an engineer in the passenger service of the Illinois Central, his run being between Champaign and Centralia. His father, Patrick Hayes, entered the service of the Illinois Central in 1864, as a section man at Champaign, working afterward in the shops as a laborer until December 1, 1895, without suspension or discharge. On the latter date, after a life of well-spent labor,

he retired on account of ill-health, and died one year later, December 1, 1896. Our subject was born in Lowell, Mass., in 1860, and came to Champaign in 1864. He entered the employ of the Illinois Central as fireman in 1878 on the Champaign section of the Chicago division, serving six months in the freight, and four and one-half years in the passenger service. On February 13, 1883, he was examined by E. T. Jeffery and Henry Schlacks, and passing the examination was promoted to engineer, taking a passenger run in 1893. Mr. Hayes is a charter member of B. of L. F., and also a member of Division No. 24, B. of L. E., of Centralia. May 20, 1885, he was married to Miss Margaret Coffey, of Champaign. They have had four children, Gertrude and Minnie, deceased, and William Bertram and Margaret Loretta. In politics he is a Democrat. Both are members of St. Mary's Catholic church, of Champaign.



J GRANEY is an engineer in the passenger service of the Illinois Central, running between Champaign and Centralia. He was born in Bristol, Conn., January 1, 1854, a son of John and Kate (Naughton) Graney, natives of County Galway, Ireland. He entered the service of the Illinois Central as fireman in 1871, when only a youth of seventeen. He was promoted to engineer October 5, 1877, and in 1892 took charge of engine No. 968 in the passenger service on the Champaign section of the Chicago division. Mr. Graney was married to Miss Minnie F. Hayes, November 10, 1880. She is the daughter of Patrick and Mary (Quirk) Hayes, and was born in Lowell, Mass., February 19, 1858. They have no children. Both are communicants of St. Mary's Catholic church in Champaign, and he is a member of the Father Matthew Total Abstinence Society, of which he has been a member for twenty-five years. The fathers of Mr. and Mrs. Graney were both in the employ of the I. C. R. R. for

thirty-five years, and only retired when old age compelled them, and during all this time neither of them were ever discharged or laid off. Mr. Graney is connected with Division No. 24, B. of L. E., of Centralia.



WILLIAM H. BARTLETT, a popular, hustling young agent at Owensboro, the son of William H. Bartlett, is a native of Tennessee, where he received his education. At the age of seventeen he worked in a store where he learned telegraph operating, remaining in this store seven months. He then began work for the L. & N. at Brownsville, Tennessee, where he remained two years as operator, then was in Supt. Dunn's office at Memphis for three months. Then he entered the service of the C. O. & S. W. as operator and ticket agent. In 1891 he went to Greenville, and in 1892 to Grand River, a boomed town, as agent. In 1894 he went to Eddyville, remaining until 1896, when he was transferred to Central City. One year after this he again changed and took up his work at Princeton, and yet a year later was again transferred to Owensboro to succeed Agent Stovall, of Louisville. Our subject has a number of men in his department, his assistants being J. P. Van Meter, chief clerk and cashier, F. X. Pottinger, bill clerk, ticket seller and operator, and George Arnold, warehouse man.

Owensboro is a city of great business enterprisés. The yard has two and a half miles of side track, and the freight house is far too small for the amount of business transacted. Mr. Bartlett has continued the good work begun by Mr. Stovall and has doubled the business in the last year. The principal shipments from this town are tobacco, carriages, wagons, feed, whiskey, cellulose, a preparation made from the pith of corn stalks, which is used in battle ships, exports of 1,000,000 tons expected in the year 1900, also large shipments of woolen goods, brick and tile. There are seven thousand hogheads

of tobacco to be shipped in the year 1900, besides the large shipments of flour. Mr. Bartlett has a great deal of competition, there being the L. & N., the L. H. & St. L. railroads and the Ohio river, all having good agents. Our subject acts as commercial agent in connection with the duties of local freight agent, and much of his success lies in his being very accommodating to his patrons and his pleasant manners and his square dealing have also done much for him in his work. He is a temperate man, attends strictly to his business during the day and spends his evenings at home when not engaged at his office. Mr. Bartlett married a daughter of M. W. Brown and has one child, Leonard B. He is a member of the A. O. U. W. and resides at 210 E. Fifth street, Owensboro, Kentucky.



AL. PRICE, a conductor on the Louisiana division of the Illinois Central, in the freight department, dates his connection with the company from 1894. His first knowledge of railroad work was acquired on the Louisville & Nashville R. R. where he worked as a brakeman for three years out of Birmingham, Alabama. He was afterward for three years with the Nashville & Chattanooga R. R. as brakeman and extra conductor but returned to the Louisville & Nashville where, after six months service as brakeman he was promoted to conductor. The latter position he held for nine years, having charge of a run out of Birmingham.

In 1894 he became identified with the I. C. at McComb City, Mississippi, as a brakeman, serving for six months. He was then sent to Jackson, Mississippi, as yardmaster for the I. C., which position he held for two years, and in 1897 returned to the road service as a conductor on the Louisiana division of the road, and has since remained there. He was in a collision at Johnston's Station, Miss., and also at Brookhaven, but in both escaped injury.

Mr. Price is a native of Coffee county, Tenn., his birth occurring on December 23, 1864. James Price, his father, now deceased, was a prominent attorney at Manchester, Tenn., and well known throughout the state. Mr. Price has two brothers who reside at his old home in Tennessee, one of them a physician by profession, and the other a farmer. Our subject was united in marriage to Mrs. Annie Wilson, a native of Tennessee, by whom he has one son, James Ernest, a promising boy. The Knights of Maccabees and O. R. C. of McComb City, claim him as a valued member. A man of genial disposition, and a faithful employe, he is held in high esteem by the officials of the road and his fellow employes.



WILLIAM T. COLMESNILL, the popular passenger conductor, is the oldest man in active service on the Evansville district of the Illinois Central. Around the family of which he is a descendant, is woven a romance as interesting as any tale of fiction.

Gabriel de Colmesnill, a native of France, enjoyed the title of Marquis while under his native flag. When a young man he settled in the island of Hayti, and acquired several large plantations, some in the valley of the Antobomic, and the home plantation in the mountains near St. Marks, on which he raised large quantities of sugar, cotton, coffee and indigo. During an uprising of the blacks at the close of the last century, the Marquis was besieged on his plantation that had been fortified by his faithful slaves. When carried by storm his wife and two sons and daughters perished, while he himself was severely wounded and carried by his servants to a place of safety in St. Marks. Here he chartered a vessel belonging to Stephen Girard, and loaded it with coffee and indigo. Just prior to sailing there appeared a couple of his slaves who had with them his infant son that they had rescued and carried to the mountains. This was John D. Colmes-

nill, father of the subject of this sketch. The Marquis landed at Philadelphia and, selling his cargo to Girard, purchased a plantation at Lambertton, New Jersey, where most of his old slaves joined him. Finding the climate too severe for them, he removed in 1800 to Georgia, purchasing a large plantation near Savannah, where he raised cotton and vegetables for the city market. Here John D. Colmesnill was reared and at the age of sixteen, after two years in the academy at Athens, Georgia, he entered the mercantile establishment of Robert and John Baldwin as shipping clerk. The following year he was made super-cargo on one of their trading vessels and sent on several voyages to the West India islands. During one of these trips he landed at Hayti to recover the family plate that his father had buried between two mahogany trees at his mountain home. Together with what was buried for the neighbors there were two tons of the precious metal which he packed into some four hundred fifty bags of coffee he was buying for that purpose, and started with it to the coast. Some one proved traitor and informed the authorities at Port au Prince, so the young treasure hunter was compelled to make his escape in an open boat to Jamaica, and return to the states poorer by the value of the silver and the coffee. After leaving the sea Mr. Colmesnill went into business at Fashington, Georgia, where he was when his father died, directing in his will that his slaves be set free, and that the grown ones be given fifty dollars each and the young ones thirty. As the laws of Georgia did not permit the freeing of slaves, he had to work the plantation a year to secure funds enough to carry out the provisions of the will by moving them north before manumitting them. This he did, although it was a tax on his own resources. A few years after he sold his possessions and moved with what slaves had been purchased in Georgia to Kentucky, where he spent the remainder of his days. During the days of his service as super-cargo, an attempt was made to smuggle a part of the cargo of flour through the port at Havana. Being detected, Mr. Colmesnill, along with the captain of the vessel, was arrested and cast into the Moro castle,

and confined in a dungeon below the level of the sea. After thirty-one days in darkness the Captain General chanced to visit the dungeons and was appealed to for mercy. Learning the name of the young man he enquired of his father, asked his size, appearance, birth-place, and place of education. It was an old schoolmate who had been in college of Lorenz, in the Pyrenees, with him years before. The prisoner was released, taken to the palace of Don Vivas, and nursed through a spell of fever contracted while in the damp dungeon under the sea. At Louisville he entered into trade and became the largest merchant in the city, with a trade extending to the mouth of the Mississippi. At one time when the firm with which he was connected failed, Mr. Colmesnill refused to take advantage of the bankruptcy laws, but paid dollar for dollar on over a quarter of a million. During the administration of James Guthrie as secretary of the treasury, Mr. Colmesnill was agent of the department in the most confidential relations, handling millions of the nation's revenue. In 1833 he purchased a beautiful country seat near the city, where he lived until the northern soldiers despoiled it of its beautiful grove during the war, when he moved to the city to spend his declining days. He was born July 31, 1787, and died July 30, 1871. In 1815 he married Miss Honore, who lived but a few years. In 1826 he married Sarah Courtne Taylor, daughter of Major Edmond Taylor, of the U. S. A.

W. T. Colmesnill was born in Bullet county, Kentucky, and received his education in the public schools of Louisville and at St. Mary's College. When the war broke out he moved to Missouri, and being a large boy for his age was arrested many times for not entering the service. Tiring of this annoyance he entered the railroad service of the Louisville & Nashville Railroad, on the Beardstown branch, as brakeman and baggageman a short time, when he was promoted to freight conductor, running a mixed train until 1873, and for a year following had charge of the work train and the iron train on the Richmond branch. In 1874 he engaged with the Elizabethtown & Paducah road under the superintendency

of Dan Whitcomb, running a local between Central City and Paducah. At that time there was no telegraph on the road, and trains ran by the card. The night of March 28, 1875, the train went through the bridge at Poplar Creek, the caboose with seven men aboard fell forty feet into ten feet of water. Not until after rescuing former Governor Anderson and seeing that all were safe, did Mr. Colmesnill realize that he had broken an arm, shattered a leg, ribs fractured and severe cuts about the head. After his recovery he resumed his place again, but soon abandoned it to manage the large farms of D. R. Burbanks for three years. When fully recovered he again entered upon a railroad career, this time in Texas. For a time he ran a passenger train and then had charge of a train on construction, and in one capacity or another helped construct seven hundred miles of road in the Lone Star state, including the three hundred miles of track laying for the Texas Pacific through an unsettled wilderness. Returning to Kentucky he entered the service of the Ohio Valley line, under construction by General Manager Kelsey, running a work train, remaining in the service of the road under the subsequent changes of management. During all the years of his railroad service Mr. Colmesnill has never had a passenger lose his life although in the incident above related there was a narrow escape.

Mr. Colmesnill married Miss Fanny Taylor, a daughter of Dr. Thomas Taylor, a prominent physician of Henderson county, and one of the early settlers there. Of his two sons, Thomas H., the elder, attends the Kentucky Military Academy, where he is considered by his instructors one of the brightest students ever in the school. His address at the age of eight to the convention of ex-Confederate soldiers at Nashville, awakened the greatest enthusiasm. The second son is Charles Anderson, attending the public school. Mr. Colmesnill is a member of the Monon Division, O. R. C., and of the Blue Lodge, Chapter and Commandery of the Masonic order. In his stately bearing he shows descent from the old cavaliers, and his jovial nature makes him a typical railroad man of the highest type.

JC. LOMAX, a widely known and popular conductor in the freight service of the Illinois Central, on the Louisiana division, received his initial training on that division and has since remained there. Beginning as brakeman in August 1889, he worked in that capacity for one and a half years, when he was found worthy of promotion to conductor and given charge of a regular run. A man of capability and faithful services, his future should be a bright one. He has seen some small accidents, but has escaped serious injury.

Mr. Lomax is a native of Hazelhurst, Miss., where he was born on May 3rd, 1860. Jesse Lomax, an extensive farmer of that state, now deceased, was his father. Mr. Lomax married Miss Katie Easley, of McComb City, and three children are the result of their union, viz: Blanche, Maude, and Madge O. He affiliates socially with Division No. 367, O. of R. C., of McComb City, where he resides with his family in a nice home in the southern part of the city.



MATTHEW KENNEDY is a popular freight conductor in the service of the Illinois Central, having a run between Canton, Mississippi, and New Orleans. His first experience at railroad work was acquired at Birmingham, Alabama, where he was in the employ of the Louisville & Nashville Railroad as a brakeman. In 1888 he was promoted to conductor in the freight service of that road, and served as such between Decatur and Montgomery, Alabama, and between Decatur and Birmingham. He left the employ of that road in 1892, and was for a time with the Fort Scott & Memphis R. R. as brakeman, and from the latter road went to the San Antonio & Aransas Pass Railroad as brakeman and conductor. He entered the service of the I. C. in 1894, beginning as a brakeman, and in 1895 was promoted to conductor in the freight service on the Louisiana division, where he has since remained.

Mr. Kennedy is a native of Crab Orchard, Kentucky, the date of his birth being August 1, 1869. Matthew Kennedy Sr., his father, an extensive railroad contractor, was for many years connected with the Alabama & Chattanooga Railroad, the Louisville & Nashville, and also assisted in the construction of the I. C. He is now living at New Orleans, enjoying the fruits of a well spent and industrious life. William Kennedy, a brother of our subject, was a railway conductor, and was killed while in the employ of the Little Rock & Fort Smith R. R. Mr. Kennedy's estimable wife was a Miss Wise, of Alabama, by whom he has three children, Lois, Maud Wise, and Mary Chapel. He affiliates socially with the Maccabees, and is secretary of Division No. 367 O. R. C., of McComb City. He has a pleasant home on Front street, and is considered a worthy and energetic citizen of that place.



ROBERT C. MCKAY, a prominent engineer on the Vicksburg division of the Yazoo & Mississippi Valley R. R., was born in Jackson, Tennessee, September 23, 1874. John S. McKay, his father, was an engineer on the Mississippi Central R. R. for many years. He was also master mechanic at Jackson, and was superintendent of the division between Canton, Mississippi, and Cairo, Illinois. His railroad career embraced a period of thirty-two years. He died in 1895 while acting as traveling engineer for the Y. & M. V. division of the I. C. R. R., and is survived by his wife, Lucy (Cady) McKay, who is a resident of Memphis. Robert C. McKay attended the public schools of Memphis until fourteen years old, when he entered the employ of the Buyers and Factors Compress company, at Memphis, where he worked two years. In January 1890, he became identified with the Illinois Central as an apprentice in the machine shops at Memphis, under Master Mechanic Jones Ramsey, and served a full term of four years there. Remaining there

one year longer, in April 1895 he went to Vicksburg, Mississippi, and worked there in the shops of the Yazoo & Mississippi Valley R. R. until November of that year. He then entered the road service of the I. C. as fireman on locomotive No. 48, with Engineer Joseph O'Leary, between Memphis, Tennessee, and Vicksburg, Mississippi. He remained in that branch of the service until promoted to engineer in October 1897, where he is at the present time employed, having charge of engine No. 35 on the Vicksburg division. Mr. McKay was reared in the Presbyterian faith, and in his political views is a supporter of democratic principles. He is a young man of ability, and is a valued employe of the company.



THOMAS ALLEN BANKS JR., the popular agent at Princeton, Kentucky, was born at Springfield, January 17, 1869. His father was a well known conductor for many years on the Louisville & Nashville road. The subject of this brief sketch left school at the early age of fifteen to study telegraphy, and in 1885 was given a place at Rives, Tennessee, remaining at that station two years as bill clerk. He was next assigned work at Ripley, and from there at Dyersburg for a short time. The following four years he served as agent at Kattawa, Ky., and was transferred from there to Evansville, Indiana, as operator. January 7, 1899, he was assigned his present position as agent at Princeton. This is one of the important points on the Louisville division, requiring the assistance of six clerks, operators and assistants, besides a number of porters and a matron. In addition to his duties as station agent Mr. Banks acts as yard master and has charge of several miles of tracks and forty-eight switches. Being a junction point large quantities of baggage are handled, averaging five thousand pieces a month. In addition to a large express business, the station sends out each year several thousands hogsheads of tobacco, large quantities of castings,

lime, limestone, brick, cattle, hogs, sheep, poultry and produce. With a seminary in the town, a large passenger traffic centers in the place. To manage all this properly requires a man of alert, pushing business qualifications. Mr. Banks married Miss Mattie, a daughter of Mr. William Shryock, of Newton, Illinois.



IH. MARTIN, a popular and well-known engineer in the passenger service of the Illinois Central, became identified with the company in 1883. In September of that year he entered the service of the I. C. as fireman on the New Orleans division, with Engineer John Hines. He remained in that branch of the service until 1887, when on examination he was found proficient and was promoted to engineer in the freight service, and given charge of a run between Canton, Mississippi, and New Orleans, Louisiana, continuing there until his promotion to the passenger service, and has since continued in that capacity on the Louisiana division, where he is known as a careful and painstaking employe.

His experience in railroad work has been devoid of serious accidents, and although he has been in some small wrecks, was never injured. He has charge at present of the largest engine in the McComb City shops.

Mr. Martin was born in Franklin county, Tennessee, March 5, 1865, and is a son of William W. Martin, formerly a blacksmith in the employ of the Nashville, Chattanooga & St. Louis R. R., who is now retired and living at Decherd, Tennessee. Edward H. Martin, a brother, now residing in Kentucky, was for some time connected with the I. C. as bookkeeper in the store-room of the company at McComb City, and was also for several years chief clerk to the master mechanic there.

The lady who became Mr. Martin's wife was formerly Miss Julia Hanford, whose father, A. W. Hanford, now deceased, was proprietor of the popular Hanford Hotel, of McComb City.

Their union has been blessed by one child, Hugh Geary, a fine boy. Mr. Martin belongs to the Elks organization, and also to the B. of L. E., of McComb City, where he and his estimable family reside at the Hanford Hotel.



MCHENRY HIXON, local freight agent at Evansville, was born December 11, 1867, at Union Point, Georgia, but moved to Russellville when quite young, and received his education there. His first experience in railroading was at Russellville as baggage and freight clerk for the L. & N. He worked here a short time when he accepted a position with the N. N. & M. V. road at Princeton, Kentucky, and continued in the clerical department until January 1, 1894, when he was promoted to agent at Uniontown, Kentucky. March 10th, following, he was made agent for the Ohio Valley Railway at Princeton, Kentucky, where he was employed at the time the road was absorbed by the Illinois Central and on the transfer became chief clerk at Princeton. He remained here until January 5, 1899, when he was appointed agent at Morganfield, Ky., remaining there until May 3, 1899, when he was appointed local freight agent at Evansville, Ind. He now has as his assistants E. F. Coon, chief clerk, H. E. Fritz, warehouse foreman, W. C. Mitchell, F. Bock, W. T. Coxin, all of whom are clerks in the office, and H. Ross who is the yard clerk, besides five or six porters. This is a very important office, as besides the Illinois Central there is a great deal of transferring for the E. & T. H., the E. & I., L. E. & St. Louis, P. D. & E., and the L. & N. The principal commodities handled at this place are tobacco, cotton, pig iron, hay and grain, furniture, stoves, plows, etc. Evansville has many manufacturing industries and the Illinois Central business is gradually increasing, having had an increase of eighty-three thousand dollars in receipts in 1899. Mr. Hixon is a man who is not afraid of work as his accounts will

show. He assumes a large part of the work himself, and thereby reduced the office expense one thousand dollars during the year 1899. Mention should be made that most of the freight handled is in less than car load lots, which makes a greater amount of work. The freight house is much too small for the business and a new one is contemplated.

Mr. Hixon married a Miss Tully of Kentucky, and has three children, McHenry Jr., Tully, and an infant. He is very popular and a man who has a bright future.



HENRY C. EICH, general foreman at Louisville is a native of Chicago, where his father, Peter Eich, was a shoe merchant. Our subject commenced railroading in Chicago in the year 1882, as an office boy in the auditor's office. He worked in this capacity three months, and then entered the Weldon shops an apprentice under William Renshaw, master-mechanic, serving four years. He afterward left the shops to learn mechanical drawing, leaving his position to take one at less wages, being anxious to learn. He worked in the drafting department six months, applying himself closely and on account of his merit he was appointed instructor of the Illinois Central drafting school at McComb City, Miss., remaining there one year and a half. January 1, 1893, he was appointed foreman at Rantoul, Ill., and remained there three months, later served as gang foreman at the Burnside shops. He continued in this place until May 1, 1898, when he was promoted to general foreman at Freeport, Illinois, remained there until March 20, 1899, at which time he was transferred as general foreman at Champaign. He continued in this capacity thirty days, and on the first of May 1899, he was transferred to Louisville, his present position.

Our subject has at present one hundred men in his department, the round house foreman being John McDerrmott; chief clerk, H. M. Miles.

His territory comprises Louisville, Owensboro and the Hodgenville and Elizabethtown districts. He has fine new shops, fifty by fifty feet, a boiler room, fifty by twenty-five, new fifteen stall round house, all modern style. T. M. Baughn is the car foreman, and there is a large amount of work done here.

Mr. Eich is a young man who is steadily rising and has had quick promotions on account of his merit. He married Miss M. Steinert and resides at 1527 Maple street, Louisville. He belongs to the Forresters Court, Chicago, also to the Railway and Telegraph Political League of Illinois.



 C. JARVIS, a retired passenger engineer, ex-mayor and extensive real-estate owner of McComb City, Mississippi, is one of the oldest and best known men on the Illinois Central Railroad. Mr. Jarvis was born in Rockbridge county, Virginia, November 24, 1832, where he received a practical education in the common schools. In 1853, at the age of twenty-one, he made a successful trip to California, and returning to "the states" went to Elkhart, Indiana, and from there in 1860 to Chicago, Illinois. He there secured a position as fireman on the Chicago & Rock Island R. R. and received promotion to engineer in 1862. After a short service as engineer on that road, he went to Memphis, Tennessee, and was in the employ of the government as engineer on military railroads until the surrender. During that time he ran on every road in the state of Tennessee.

In 1865 he went to New Orleans, and was for one year with the New Orleans, Jackson & Great Northern R. R. as engineer, but returned to Memphis and for a time was with the Memphis & Ohio road. He then went to Rock Island, where his family resided, and entered the employ of the Chicago & North-Western R. R. on the Iowa division, where he had charge of a construction train for six months. In 1867 he first

became connected with the Illinois Central, working for seven months in the freight service on the Chicago division.

Leaving the I. C. he went to the Union Pacific R. R. at Cheyenne, Wyoming, and after working there in the freight service, was appointed traveling engineer for that road between Rollins Springs and Bryan, Wyoming, occupying the latter position until May 12, 1868. He then resigned and went to Chicago, and the next year was spent in recreation. In October 1869, he went to Water Valley, Miss., entering the employ of the Mississippi Central (now the I. C.) where he was for two months, finally returning to the old New Orleans, Jackson & Great Northern (now the I. C.), and for one year was in the freight service between New Orleans and Canton, Miss. Promotion to the passenger service followed in September 1870, and from that date until July 23, 1895, he was on the Louisiana division of the road, when he retired to private life.

Mr. Jarvis has a fund of experience of early railroad days on the I. C. He was engineer on the road when water had to be dipped with a cup to fill the tender, in order to make a ten mile run between Summit and Magnolia, Miss. He made what was considered at that time a very fast run on one of the old engines, No. 262, the first extension front engine on the Louisiana division. The engine had a five foot wheel, and a cylinder 15 by 24. On this engine he covered the distance between McComb City and New Orleans, a distance of one hundred and five miles, in one hour and fifty-nine minutes, a remarkable run for those days.

Mr. Jarvis married Miss Elizabeth Sare, of Covington, Kentucky. They have two children, both railroad men: J. F., a passenger engineer on the I. C. at McComb City, and Samuel, an engineer on the Kansas City, Memphis & Birmingham R. R. Mr. Jarvis is one of the honored and substantial citizens of McComb City. He served as mayor during the years 1896, '97 and '98, his administration being a highly successful one.



C. H. MOORE.

CH. MOORE, attorney for the Illinois Central residing at Clinton, Ill., was born at Kirtland, Lake county, Ohio, on October 26, 1817, about twenty rods south of the famous Mormon temple situated there. He attended the Kirtland Academy during the summer and in winter was employed in teaching. Going to Pekin, Ill., in May 1839, he assumed charge of a school, and between whiles read law with Bailey & Wilmot, leading attorneys of that city. At the July term of court 1841, he successfully passed a rigid examination in open court, in company with two other students and was admitted to the bar. By a curious error our subject is reported in the second or third volume of Scammon's reports as "residence not given."

Mr. Moore arrived at Clinton in August 1841, opened an office and has successfully practiced his profession in that city ever since. He was the speaker of the day on the occasion of the laying of the corner stone of the new Illinois Central Depot at Clinton and has been one of the attorneys for the Illinois Central R. R. company since 1852, and obtained its right of way through Dewitt county for it. The profession of the law has always had with Mr. Moore a powerful rival, that of buying and improving land. His success in life marks the career of a shrewd business man as well as a prosperous attorney, and speaks for itself.



ALBERT E. BROAS, the well and favorably known conductor in charge of the "Hammond Local" on the Louisiana division of the Illinois Central, began railroad life when a boy. His first work was as messenger boy for the Louisville & Nashville R. R. under Mr. Dunn and Mr. Harahan, both now officials of the Illinois Central. He followed other pursuits in early life, but for a short time only, as railroad work had for him an irresistible charm. Going to McComb City

in 1887, he began at once as brakeman on the Louisiana division, and after a faithful service of nearly two years, was promoted to conductor in the freight service. At the present time he has the local run between McComb City, Mississippi, and Hammond, Louisiana, making the trip on alternate days.

Mr. Broas was born in New Orleans, on October 31, 1866. His father, now deceased, was a prominent contractor in his day. He was married to Miss Ollie McLaurine, who departed this life in 1899. One child, also deceased, was born to them. Of the social organizations, Mr. Broas claims membership with the Masonic order, (Blue Lodge,) Order of Elks, Order of the Eastern Star, and Division No. 367, Order of Railway Conductors, all of McComb City. He has a pleasant home on South street in that city, where he resides with his mother.



RL. ARMISTEAD, a rising young conductor in the freight department of the Illinois Central, on the Louisiana division, has been with the company since 1895. He acquired his first knowledge of railroad work, on the New Orleans & North-Eastern R. R. where he served for five years as fireman. Following this, he was for one year in the employ of the Buffalo, Rochester & Pittsburg R. R. as flagman and brakeman. In September 1895, he became connected with the Illinois Central, at McComb City, Mississippi, as switchman in the yards there, and was for two years employed at that work. He then served as brakeman for eleven months, followed by promotion to his present position as conductor in the freight service. His career with the I. C. has been devoid of accidents of any kind.

Mr. Armistead was born in Meridian, Mississippi, on April 27, 1870. He is a son of J. J. Armistead, now living a retired life in New Orleans, but who was for many years connected with a firm of contractors who took large con-

tracts in building the Vicksburg & Meridian and I. C. Railroads. A brother of our subject, Jabe Armistead, is now chief dispatcher of the New Orleans & North-Eastern R. R.

Mr. Armistead belongs to the Order of Elks, and Brotherhood of Railway Trainmen, of McComb City, and is a member of Faith Lodge No. 200, B. of L. F. of Meridian, Mississippi. He is unmarried, and resides at McComb City, making his home with Conductor S. M. Reames of that place.



SAMUEL H. BREWER, a prominent engineer in the freight service of the Illinois Central, on the Louisiana division, entered the service of the company in January 1895. He was first employed in the yards of the I. C. at New Orleans as a switch engineer, and then went to McComb City, Mississippi, and took a position as engineer in the freight service, where he has since remained, and is appreciated as a careful and steady employe. His first knowledge of the work was acquired on the Western & Atlantic R. R. where he began service in 1870 as a wood passer. After one year at that work, he was promoted to fireman, serving as such for the following three years, when he was examined and promoted to engineer. In 1877 he entered the employ of the Nashville, Chattanooga & St. Louis R. R., where he remained until 1880, and was then for three months engineer with the Alabama & Chattanooga R. R. Returning to the Western & Atlantic R. R., he worked there for a short time when he went to Savannah, Georgia, and was in the employ of the "Plant System" until 1887. The intervening three years between 1887 and 1890 were spent on the Northern Georgia R. R., when he went to Water Valley, Mississippi, and worked for three months as engineer on the Mississippi division of the I. C. Deciding to try agricultural pursuits, he left the road and was engaged in that line until 1895, when he became identified with the I. C. at New Orleans.

Mr. Brewer was born at Adairsville, Bartow county, Georgia, in August 1855. Peter W. Brewer, his father, deceased, was an experienced railroad man, and was a machinist and engineer in the Baldwin locomotive works at Philadelphia. He was also at various times connected as engineer with the Philadelphia & Reading R. R., the Illinois Central, the Western & Atlantic, and the East Tennessee, Virginia & Georgia R. R. A brother of our subject is a hostler in the round house of the I. C. at McComb City.

Mr. Brewer married Miss Ella Jennings, a native of Georgia. They are the parents of three children, viz: Milton, Bessie and Maurice. Socially he is connected with Division No. 196, B. of L. E., and also with the Modern Woodmen of the World. He has recently erected a pretty cottage home in East McComb City, where he resides, and is a popular citizen.



FRANK J. ZANONE, store keeper of the Memphis division, is a native of Louisville, Kentucky, where he was reared and attended school. After four years in the fire insurance business at Louisville, with his father, he entered the service of the Louisville & Nashville Railroad as clerk in the Auditor's office at Louisville, and three years later went into the mechanical department at Louisville where he remained two years. Returning to the insurance business he was engaged two years, and in September 1898 entered the service of the Illinois Central road at Memphis as storekeeper, where he is at present engaged. The parents of our subject, J. A. and Alice (Johnson) Zanone reside at Louisville, where the father is a leading real estate dealer

Mr. Zanone was married January 19, 1894, to Miss Ida Cook in the rites of the Catholic church to which they both belong. A son, Arthur, was born June 29, 1897. Mr. Zanone is a Democrat in politics. He is a competent accountant and his integrity is such that he merits the fullest confidence of his employers.

LUTHER BURNS, a conductor in the freight service on the Louisiana division of the Illinois Central, entered the employ of the road in 1882 as brakeman, at McComb City, Mississippi. He was employed in that capacity until June 1893, when he went to North Dakota, and engaged in brick-making. Returning to McComb City, he resumed work on the I. C. working as brakeman, switchman and finally as yardmaster, at that place. In 1894, he went to Minnesota, and for a year followed farming in that state, and in North and South Dakota. He then returned to Vicksburg, Mississippi, and worked on the I. C. as brakeman, between that city and New Orleans. After successively working as brakeman, switchman and yardmaster for the I. C. on the Louisiana division, he was on November 7, 1898, promoted to conductor in the freight service, where he now has a regular run. His railroad career has been free from accidents.

Mr. Burns was born May 21, 1861, in Lincoln county, Mississippi, and is a son of Joseph Burns, contractor and builder, who died at Jackson, Mississippi, in 1871. Mr. Burns was united in marriage to Miss Nannie Quin, of McComb City, and they have one child, Alice Eugene. He is connected with Division No. 367, O. R. C., and with Pearl Lodge, Division No. 264, O. R. T., both of McComb City.



GEORGE F. MULLINIX, a popular conductor on the pay car on the Louisville division, is a native of Yorktown, Pa., his father being W. H. Mullinix, an old conductor on the Baltimore & Ohio system, having been with the road through the war. Our subject remembers often hauling soldiers to the south and riding on his father's train. His father died in 1870, and his mother passed away in the year 1899. He has a brother who is at present an engineer on the L. & N., and a second brother who is a train dispatcher on the Southern

road, and a third brother passenger conductor on the same road. They are all getting along nicely and have been very successful in the work they are doing.

Our subject commenced his railroad service driving a team for a contractor on the C. Mt. V. & C. road at the age of sixteen years, and at the age of eighteen he was a coach hand on the B. & O., his duties being to collect tickets; at that time a coach was connected to the fast freight. In the fall of 1877 our subject left the B. & O. and entered the service of the L. & N. as a brakeman. He remained in this capacity up to 1879 when he was promoted to conductor, running a local freight train between Louisville and Knoxville until 1883, when he accepted a place running a freight on the C. O. & S. W. under Superintendent Frasher. He continued here up to 1887 and then went to the Cincinnati Southern where he worked until 1889, at which time he took a place on the K. C. Ft. S. & M., and ran between Thayer and West Memphis. Returning to the Cincinnati Southern he ran a train two years, after which he entered the service of the C. O. & S. W. on a freight. He has at present a preferred run on a freight train, and is conductor of the pay train, which place he has had for six years. Mr. Mullinix has had the best of success, and in his long service he has not yet lost a trip. He is a member of Monon Division No. 89, O. R. C., of Louisville, Ky.



JOHN A. JONES, an engineer in the freight service of the Illinois Central, on the Louisiana division, entered the employ of the company in 1883, at the age of fifteen, as steam-handle boy in the I. C. blacksmith shops at McComb City. He was afterward a general helper, and for a time had charge of a bolt machine in the same shops. An interval of two months was then spent in the blacksmith shops of the Southern Pacific R. R., when he returned to the Illinois Central black-

smith shops for six months, then served as brakeman for one year. The following year was spent at Albuquerque, New Mexico, in the employ of the Santa Fe R. R. and from there to Anniston, Alabama, where he worked for the U. S. car works, at that point for ten months. In November 1893 he returned to the service of the I. C. as a fireman, at which he was employed until September 1896. On the latter date he took charge of a switch engine in the yards at Canton, Miss., but soon returned to his former position as fireman, serving for the next eighteen months in that capacity. Passing a highly creditable examination in February 1899, he was promoted to engineer on the main line, being given his present run between Canton, Miss., and New Orleans, on Engine No. 730. He is proud of the fact that in his entire railroad career he has never had an accident of any kind.

Mr. Jones was born on April 30, 1868, at Summit, Miss. His father, James M. Jones, is engaged in farming in the vicinity of McComb City. A brother was for some time an engineer on the Louisiana division of the I. C. He is a member of Division No. 196, B. of L. E., and Division No. 411, B. of L. F., of McComb City, and is also connected with Knights of Pythias Lodge No. 46, of Anniston, Alabama. Mr. Jones is unmarried and makes his home with Engineer Bacot, in East McComb City.



JESSE D. PETTINGILL, passenger engineer on the Louisville division of the Illinois Central, was born in Wayne county, Michigan, a son of W. A. Pettingill, a farmer of that county.

Our subject commenced his railroading on the Michigan Central, working a short time, when he went to the Flint & Pere Marquette railroad, working out of Saginaw for thirteen months. Our subject next came to Kentucky in 1882 and entered the service of the C. O. & S. W. as brakeman, running out of Elizabeth-

town. In 1883 he began firing and fired up to 1887 when he was given engine No. 562, a ten wheel Cook, on a freight between Louisville and Central City and Paducah. Our subject ran freight up to 1896 when he was promoted to passenger service. Mr. Pettingill has been very successful as a railroad man.

Our subject married Miss Mamie Turner, of Elizabethtown, Kentucky, and he resides at 522 Breckenridge street, Louisville. He is a member of the B. of L. E. and of Preston Lodge, No. 281, A. F. & A. M. of Louisville, Ky.



JD. McMURTRIE, a popular passenger conductor on the Vicksburg division of the Yazoo & Mississippi Valley R. R., was born in Harrisburg, Can., March 18, 1864. Mr. McMurtrie is of Scotch descent. His father, Mathew A., was a native of Scotland, but emigrated to Canada when a young man, and was for many years connected with the Great Western R. R. as agent and telegrapher. He departed this life in 1882. The mother of our subject was, before her marriage, Miss McKenzie, a name honorably connected with the history of Scotland. The subject of this sketch received his early training in the schools of Cass City, Michigan, where he made his home with an uncle. At the age of fifteen he began railroad life on the Pontiac, Oxford & Port Austin R. R. as an engine wiper in the round house at Pontiac, Michigan. After one year there he entered the road service as fireman between Pontiac and Cassville, a distance of one hundred miles, remaining there one year. He then returned to the round house at Pontiac as hostler, working there three months. His next employment was as brakeman on the Missouri Pacific R. R. between St. Louis and DeSoto, Missouri, where he worked six months, and from there went to Vicksburg, Miss., where he entered the employ of the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.), as brakeman and

baggage man between Leland and Allen, Miss. After filling the latter position for one year he was promoted to conductor on the local, between Memphis, Tennessee, and Cleveland, Mississippi, and in 1897 was promoted to the passenger service. Mr. McMurtrie affiliates with the Masonic order, Order of Elks, and O. R. C. He attends the Presbyterian church, and prefers to be independent in politics.



JOHN L. McGUIRE, the oldest engineer on the Memphis division in active service, has had an eventful life, full of experiences that have seldom ever befallen a human being. His railroad experience began at the early age of fifteen as helper to C. C. Jarvis, a machinist on the Nashville & Northwestern, serving three years. He then accepted a place with the New Orleans & Ohio railroad, working on the section. It was while thus employed that a severe and peculiar accident occurred to him. During a trip of the construction train he slipped and fell under the moving car sustaining severe injuries. With his spinal column dislocated, his breast crushed in, several ribs broken, his head injured and a badly damaged foot, he was gathered up for dead and no one supposed that he would survive for more than a few hours. Little was done for him at first by the surgeons, because it was thought useless, but when it was seen that his wonderful vitality was keeping him alive, proper attention was given him and after a confinement of eleven months to his bed he was able to set his foot on the ground again. As soon as able to work he was given a place as brakeman on the road then known as the New Orleans & Ohio Railroad under the presidency of Mr. Fate Flourney.

Railroading on the line at that time was primitive in the extreme. There was but one train with a crew of six men, the engineer, fireman, conductor and three brakemen. There was between Paducah and Union City, but one train

a day each way six days a week, and on Sunday the engineer repaired his engine, the fireman polished the bright parts and the brakemen scrubbed the coaches. After the completion of the road to Rives in 1871, there was an additional train put on, a local freight, and more like modern railroad principles instituted.

Mr. McGuire did not long remain a brakeman, and when the first new engine, the "H. Norton," was brought onto the line he was given the place of fireman under the instruction of engineer B. F. Adams, the first engineer on the road. In 1873 when the business of the road increased so that an additional engine became necessary, Mr. McGuire was promoted and placed in charge, and was assigned to the pile-driver service when that was put on, serving here for a year and a half.

On January 27, 1875, occurred the second exciting experience in our subject's career. Driving a Baldwin engine that had been built for the government during the war, drawing the pay car over the line, Boaz station had been reached on the return trip about five o'clock in the evening. While standing on the track, without a moment's warning, the boiler exploded, landing parts of the plates a quarter of a mile away and the smoke stack four hundred yards from the scene. Mr. McGuire was standing on the deck at the time and escaped with three fractures of his right leg, a split ankle and serious cuts from flying glass, one piece nearly severing the jugular vein. With no telegraph to summon a surgeon, Mr. McGuire lay on the platform while the superintendent walked five miles to get a handcar to go to Paducah for help, returning about eleven o'clock. After patching him up the best that could be done there, the patient was removed to Paducah and for another long period of eight months was confined to his room.

As soon as able to resume his duties, Mr. McGuire was given a run between Paducah and Fulton, pulling a coal train, and June 20, 1876, he was assigned to a passenger run to Newbern, Dryersburg and Covington successively as the road was completed to those points. In the

month of August, 1882, when the above named road was completed to Memphis, it was a gala day, a public celebration being held. A train of six coaches with the mayor and city council left Paducah, with our subject at the throttle, and at Rialto met the officials of the road and celebrated the event of the completion by driving the golden spike. On the opening of the road Mr. McGuire was given his present run in the fast passenger service between Paducah and Memphis on a Baldwin engine No. 554. During the intervening years many large and extensive improvements have been made. From a rough, uneven road-bed with heavy grades, under the succeeding management a fine road bed with gravel ballast has been built, the grades reduced, new trestles put in, and new station buildings erected. During the earlier years of the operation of the road the old "chair rail" was used, and a train load was not more than seven cars. Up to 1883 the engines in vogue on this line were the old wood burners and the first air brake was installed in 1879. The passenger coaches were small and the upholstering meagre, while in case of an emergency rush benches were fastened to flat cars to accommodate the crowds. Twenty miles an hour was the schedule time while now nearly twice the speed is required with numerous stops on the way.

In 1883 a third thrilling incident occurred in the life of the subject of this sketch. While running a fast passenger train approaching a sharp reverse curve, the engine struck a box car that had got out of the siding and was spinning along the down grade at the rate of fifty miles an hour. Although the engine was turned over and rolled into the ditch in a demolished condition, and the baggage car telescoped as far as the boiler, Mr. McGuire emerged with his life though somewhat bruised. He has had thrilling experiences with floods, one notable instance being on February 18, 1884, when he brought the last train into Paducah before traffic was suspended, running part of the time in ten to twenty inches of water until the water reached the fire box and the mail and passengers had to be trans-

ferred in boats some six miles to the landing.

Hugh McGuire, father of our subject, had also an unusual career. As a lad he was a witness of the battle of Waterloo, and well remembers seeing the Iron Duke. Shipping in a vessel for America in 1820, he was shipwrecked on the coast of New Brunswick, rescued and landed at St. Johns. Not frightened by his experience here, he shipped as a sailor and for a number of years followed the sea, and later served on vessels plying the great lakes. It was while engaged here that he met at Erie the woman who became his wife, and, leaving the water, he learned stone cutting, and after the birth of our subject moved to Tennessee.

Born at Erie and reared in Tennessee, John L. McGuire's marriage occurred at Paducah, Miss Jane Jones, a native of Georgia, being the woman of his choice. To them have been born four children: Margaret E., wife of Mr. John Gossett; Mabel Maude; John Norman, clerking for the Scott Hardware Company, and Mamie, still in school, and all residing in Paducah.

Mr. McGuire has been unusually prominent in social orders. He is a charter member of the local division of the B. of L. E., and served seven years in the presiding chair. He served as chairman of the General Adjustment Committee, which at one time held a session of twenty-two days in Chicago. He takes a prominent part in the insurance department of the order and at the present time is serving as secretary of that body. For eight years he represented the engineers on the board of trustees of the Paducah hospital, and was an active worker in securing the establishment of the institution, one of the most complete of its kind in the country. He is a prominent member of the Masonic fraternity, holding membership in Blue Lodge No. 449, Chapter No. 30, and in the Consistory, with which he has been affiliated for fifteen years.

Mr. McGuire has demonstrated his financial ability in securing a handsome home in the city of Paducah, and a fine farm a short distance from town, which is now very much enhanced in value, owing to the location of the Union depot within a short distance of it.

During a long and exceedingly eventful career, "Old Dad McGuire" has never received a mark of demerit and has nothing to which to look back with regret. His career has been one in which his children may take pardonable pride, and a railroad record to which younger members of the craft may turn for inspiration. It is a pleasure and an honor to anyone to have called him friend. Up to June 1, 1900, Mr. McGuire has covered 1,200,000 miles in the passenger service.



A CAMPBELL, the capable train despatcher for the Illinois Central in Memphis, Tennessee, is a Canadian by birth, and of Scotch ancestry. He was born in Elgin county, Ontario, February 24, 1864. His parents, A. and Catherine (Taylor) Campbell, were farmers of that place; both are now deceased, the former in 1893 and the latter in 1877. The Campbell family settled in Canada in 1833. Angus Campbell, a brother of our subject, residing at Shreveport, Louisiana, is an engineer in the service of the Kansas City, Pittsburg & Gulf R. R. The subject of this sketch received his early training in the public schools of Avon, Ontario, working on a farm at intervals until 1878. In that year he commenced work in a saw-mill where he remained three years. He began railroad life in 1880 on the Michigan Central Railroad at Taylor, Ontario, as pumper at a gravel pit, taking up the study of telegraphy at the same time. In 1882 he was a competent operator, and was employed in that line at various points until April 1884, when he went to North Dakota for a change of climate, remaining there until November of that year. He then returned to the service of the Michigan Central as operator at Comber, Ontario, holding that position until July 27, 1885, when he resigned to enter the employ of the Milwaukee, Lake Shore & Western R. R. He was with the latter road as operator until August 14, 1886, when he was called to Ashland, Wisconsin, and

promoted to train despatcher, occupying that position until July 1892. On August 6, 1892, he became identified with the Northern Pacific R. R. as train despatcher at Dickinson, North Dakota, where he remained until December 1, 1893, when the Missouri and Yellowstone divisions were consolidated, with headquarters at Glendive, Montana, to which place he was transferred and remained there until December 18, 1898.

On the latter date he resigned to accept his present position with the Illinois Central. January 26, 1895, Miss Mary Agnes Gillespie, of Glendive, Montana, became the wife of Mr. Campbell. She was born at Wheeling, West Virginia, February 8, 1873. Two children are the result of their union: Archibald A., born November 20, 1896, and Grace C., born September 11, 1898. Mr. Campbell belongs to the Knights of Pythias and Knights of Maccabees. His religious connection is with the Presbyterian church, and in politics he votes with the Democratic party.



CHARLES L. JORDAN, a conductor in the freight service of the Yazoo & Mississippi Valley R. R. on the Vicksburg division, was born in Macon, Tennessee, December 18, 1871. His parents were C. W. and Caroline (Boswell) Jordan, respected farmers, both now deceased; the former in 1899, and the latter in 1882. The grandfather of our subject, Rev. T. L. Boswell, was a prominent Methodist minister and for many years a presiding elder. Mr. Jordan attended the public schools of Oakland, Tennessee, and began life as a newsboy on the Tennessee Midland R. R., running between Memphis and Perryville, Tennessee, where he remained about eight months. He then came to the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.), and was a newsboy there between Memphis and Vicksburg. He then secured a position as flagman on a passenger train, and

after three months service, not being of age, had to give up his position. He returned to his former position on the Louisville & Nashville R. R., running between Memphis and Bowling Green, Kentucky. Returning to the Louisville, New Orleans & Texas R. R., he was employed there as flagman and baggageman for one year, and was also flagman in the freight service of the road. In October 1896, he was promoted to conductor, and is now in the freight service between Memphis and Vicksburg, where he is a worthy and capable employe. Miss Mary F. Perkins, of Memphis, became the wife of Mr. Jordan on July 8th, 1895. Socially he is connected with the O. R. C. The Methodist church finds in Mr. and Mrs. Jordan valued members. Politically he is a Democrat. Being essentially a self-made man, Mr. Jordan may well be proud of his success in life.



 F. MIXON is a popular engineer in the freight service on the Louisiana division of the Illinois Central. He first became connected with the I. C. in 1889 as a car-repairer in the shops of the company at McComb City, and was later transferred to the carpenter shops, working until 1891. He then embarked in the livery business at Magnolia, Mississippi, but remained there only one year, when he returned to McComb City and for a time clerked in a large mercantile house there.

On October 16, 1895, he re-entered the service of the I. C., as fireman on engine No. 718, with Engineer Ed Fordish. Serving in this capacity until September 16, 1899, he was then examined and promoted to engineer in the freight service, between McComb City and New Orleans, which position he is filling at the present time with eminent satisfaction.

Mr. Mixon is a native of McComb City, having been born September 1, 1871. His father, Abner J. Mixon, is a mechanic in the shops there, and is a valued employe of the company.

Our subject married Miss Alice Andrews, of McComb City, and they have one child, William Bernard, a fine boy. Socially he is connected with Division No. 411, B. of L. F. and is also a member of Myrtle Lodge, No. 36, Knights of Pythias. In religious views both he and his wife are adherents of the Baptist faith. They reside in a pretty and well-furnished home on Fourth street, in McComb City, where Mr. Mixon is a useful and popular citizen.



 T. HOSKINS, a conductor in the freight service of the Illinois Central on the Grenada district of the Memphis division, was born in Louisville, Kentucky, November 8, 1856. His parents were C. W. and Susan (Williams) Hoskins, both deceased. Mr. Hoskins Sr. being a farmer, the early life of our subject was spent like that of most farmers' sons, working on the farm and attending school. He was educated in the public and private schools of Corydon, Kentucky, and was occupied with rural pursuits until reaching manhood. At the age of twenty-two he went to Louisville, Kentucky, and there began his railroad career in the shops of the Paducah & Elizabethtown R. R., working until the road was sold. He then went to the St. Louis & South-Eastern R. R. (L. & N.), securing a position as brakeman between Nashville, Tennessee, and Henderson, Kentucky, when after a short service, he was appointed yard master at Farlington, Kentucky. He occupied the latter position about eighteen months, when he was promoted to conductor in the freight service, and afterward in the passenger department, between Nashville and St. Louis. He resigned in 1886 to embark in the grocery business in St. Louis, and was in business there for one year when he sold out and went to Memphis. He there became identified with the Illinois Central, working first in the yards, then as brakeman, and finally as conductor. He is very acceptably filling



ELI W. PERKINS.

the latter position at the present time, being in charge of a run between Memphis, Tennessee, and Grenada, Mississippi. When a young man of twenty-four, Mr. Hoskins married Miss Bettie Henton of Sedalia, Missouri, a lady of excellent qualities of mind and heart, who died in 1882. Two children were born to them, viz: Minnie, the wife of M. H. McLean, and Charles, a flagman in the I. C. service, all residing at Memphis. Mr. Hoskins belongs to the Masonic order, and the O. R. C. He is a Methodist in belief and a Democrat in politics.



ELI W. PERKINS, a representative locomotive engineer on the Illinois Central, is a native of Bath, Maine. In 1876 he became a fireman on the New York & New England Railway, of Massachusetts, in freight service, running from Boston to Hartford, Conn., remaining here one year, at the end of which time he was promoted to the passenger service where he fired two years. He was then promoted to engineer and pulled freight on the same road for one year and eight months when he resigned and went to Albuquerque, N. M., and accepted a position there as a freight engineer on the Atlantic & Pacific Railroad. This was in the early days of railroading in that country and the above road was just being constructed. He had only been there seven months when smallpox broke out and he left and came north. His next position was pulling freight on the Chicago, Milwaukee & St. Paul Railroad at Wells, Minn., remaining there one year when he resigned and on February 2, 1883, he began his services with the Illinois Central pulling freight with engine No. 170 on the Chicago division, and remained in that service until January 1892, when he was promoted to passenger engineer; his first regular run was pulling what was then called the Riverview Hotel train. During 1893 his run was extended to Champaign and in September he began pulling the Diamond Special,

and in 1896 he was changed to the Daylight Special, with engine No. 905. On Decoration Day, 1885, engine No. 119 blew up with him at Wildwood, and our subject received injuries which came near costing him his life; as it was he escaped with five months' confinement in a hospital. Mr. Perkins is a member of Division No. 10, B. of L. E., of which he was former secretary of insurance, and is also a member of Blue Lodge No. 508, A. F. & A. M., of Chicago. He married Miss Lizzie Downes, of Wells, Minn., and has two children, Eli W. Jr., who is a great favorite among the railroad boys, and Miss Clara.



LOUIS J. FASS, chief clerk at the Illinois Central freight office at Louisville, Kentucky, was born in Louisville in 1873. His father is Frank Fass, a stationary engineer, who resides in Louisville. His mother died when he was but thirteen years of age.

Our subject received his education in the public schools. Leaving school at the age of fifteen, he went to work in a wall paper store, remained there a short time and August 15, 1890, he entered the service of the C. O. & S. W. in the stationery department, working there one year, and was then promoted to a position in the auditor's office in which department he held various positions, until February 1896, when he went into a local freight office as revising clerk where he remained until August 1896, when he was appointed assistant chief clerk, and in August 1898, he was appointed chief clerk of the local freight office to succeed L. T. Nash.

Mr. Fass is but twenty-seven years of age, and holds a very responsible position, having nineteen clerks under him in the various departments, with a stenographer. He is a bright, successful young railroad man; and in his service so far has had rapid promotions. He resides at 1624 W. Market street, Louisville, Kentucky.

JOHN G. JONES, a highly popular conductor in the passenger service of the Yazoo & Mississippi Valley R. R. on the Vicksburg division, was born in Jefferson county, Mississippi, August 26, 1869, and is the son of Eli R. and Mary L. (West) Jones, residing in Harriston, Mississippi. Eli R. Jones is a lawyer by profession, and a man of prominence in his district, having twice represented its citizens in the legislature. John G. Jones, attended the public schools of Fayette, Mississippi, and in 1885, at the age of sixteen, took a contract to carry the U. S. mails, between Harriston and Union Church, Mississippi, a distance of twenty miles. He was in the government service nearly a year, when he decided to enter railroad life, and entered the service of what is now a part of the Yazoo & Mississippi Valley R. R. as a bridge carpenter. After working for two months, he was appointed assistant foreman of a construction gang, and held that position six months. Receiving an offer from the Pacific Express Company, to act as their agent at Harriston, he accepted, but remained there but a short time. He then entered the service of the Louisville, New Orleans & Texas R. R. as express messenger, between Leland and Glen Allen, Mississippi, where after a service of two years, he became baggage master on the same run, occupying the latter position until the spring of 1889. About that time, he became identified with the Yazoo & Mississippi Valley R. R. as brakeman on the New Orleans division, between Vicksburg and New Orleans, and in September of that year, was promoted to conductor in the freight service of that road.

In 1891 he was given charge of a mixed train between Leland and Arkansas City, and in 1896 took charge of the local freight between Memphis and Clarksdale Mississippi. In 1897 he had a through freight run, and acted also as extra passenger conductor, and in September 1898, was promoted to conductor in the passenger service, where he has since remained, having a run between Memphis, Tennessee, and Vicksburg, Mississippi. On October 3, 1893, Mr. Jones was united in marriage to Miss Euphemia

Melchior, of Rosedale, Mississippi, her native place. They are the parents of three fine children, Evelyn, born December 1, 1894, John M., born January 1, 1897, and Charles, born April 25, 1900. Mr. Jones is connected socially, with Masonic Lodge No. 206, Royal Arch Chapter, Delta Commandery No. 16, and Alchymia Shrine, and Greenville Lodge No. 148, B. P. O. E. of Greenville, Mississippi, also the O. R. C. of Memphis.

His family attend the Hernando Street Methodist church of Memphis. In his political views Mr. Jones is a Democrat. Mr. Jones discharges his duties in such a manner as to win the confidence of his employers, and the good will and respect of the traveling public. As a citizen he stands high in the city of Memphis, where he resides in a nice home on McLamore street.



CHARLES J. QUIGGINS, freight agent at Elizabethtown, Kentucky, first saw the light of day in Elizabethtown in 1868. His father was C. W. Quiggins, a merchant of Elizabethtown. At this place our subject received his early education, and afterwards learned the printer's trade, after which he entered the service of the L. & N. Railroad around the station at Elizabethtown, learning telegraph operating. In 1888 he began his occupation as operator with Agent C. G. Wintersmith, remaining there seven years, until 1895, when he began working for the C. O. & S. W. as operator, afterward serving as relief agent. In the year 1895 he was made agent to succeed F. G. Corley, now county clerk of Hardin county. Our subject's assistants are H. W. Mahall, chief clerk and operator; Ben Skees, freight clerk; and A. M. Ramey, warehouse man. At this station there is a Postal Telegraph, and our subject is the American Express agent.

Elizabethtown is the seat of Hardin county, and has a population of three thousand people. It was at one time the site of the Paducah & Eliz-

abettown shops, which employed five hundred men. The station shipments are fruit and they have large shipments of peaches; also horses, mules, grains and flour. Mr. Quiggins does a great deal of soliciting and through his tireless efforts has increased the business of the station in a great measure, making it necessary to enlarge the freight house to twice its former capacity, and it is now too small. Our subject is a great worker, and has much opposition on the L. & N., but he is a young man who is sure to advance in the work he has to do. He married Miss Stark, a daughter of J. W. Stark, of Colesburg, Kentucky, and has two small children. He belongs to the Blue Lodge, A. F. & A. M., and also the K. of P. of Elizabethtown. He is now living on Main street, Elizabethtown, Kentucky.



MICHAEL J. KEIRCE, a popular passenger conductor, was born in Louisville, Kentucky, in January 1863. His father was an old railroad man who worked on the construction of the B. & O. He died in 1891, while the mother died in January 1899.

Our subject began railroad life when twenty-two years of age as brakeman on a work train on the Ohio Valley Railroad between Henderson and Morganfield, in 1886. He continued as brakeman eighteen months and was then given charge of a local freight train for two years, when he was promoted to the passenger service July 25, 1889. During all these years he has escaped personal injury.

Mr. Keirce has noticed the great civilizing influence of the railroad in the people along his own run. When the road first ran through, the old people went bare-footed, now they are well dressed and live in better houses. He has also seen many thriving towns spring up. Our subject belongs to Howell division No. 381, O. R. C., in which he has been Assistant Chief, and has also held various other offices. He is at

present chairman of the Local Grievance Board. He is also a member of Lodge No. 343, A. O. U. W., at Evansville, Indiana. Mr. Keirce married Miss Glen, of Louisville, and they have a daughter, Miss Nellie. Three children died when very young.



BENJAMIN T. LAWRENCE, a popular conductor in the passenger service on the New Orleans division of the Yazoo & Mississippi Valley R. R., is a native of Ohio county, Kentucky, born April 2, 1859. His parents, Jonathan and Margaret E. (Coates) Lawrence, were respected farmers of that county, and departed this life in 1872 and 1873 respectively. Mr. Lawrence attended the schools of his native county, assisting in the work on his father's farm, and at the age of thirteen began life as a clerk and followed other pursuits until nineteen years old. He then entered railroad life on the Elizabethtown & Paducah R. R., assisting in constructing a telegraph line between Central City and Paducah, six months being occupied in that work. He was next employed as a brakeman on that road between the same points, and held the position for eighteen months. In the meantime the road had acquired control of a branch between Cecelia and Louisville, Kentucky, and Mr. Lawrence was promoted to conductor in the freight service on that branch, and ran between Louisville and Central City. Soon after the road was known as the Chesapeake, Ohio & South-Western R. R. (now part of the I. C. system), and he remained with the new company until 1883. He then went to Texas, securing a position as brakeman with the Missouri Pacific R. R., serving afterward as yard master at Victoria, Texas, for the New York, Texas & Mexican R. R. Becoming seriously ill about this time, he was obliged to go to a hospital, where he remained several months, and upon his recovery went north to Brazil, Indiana. He there entered the employ of the Chicago & Indiana Coal Company as a

conductor between Brazil and Fairbanks, holding that position two years. In 1887 he went to Memphis, Tennessee, and from that city to New Orleans, where he became identified with the Yazoo & Mississippi Valley R. R. as a conductor in the freight service between Memphis and Vicksburg. After eight months successful work in that service he was promoted to the extra passenger service, and in September 1892 was again promoted to the regular passenger service, and is now in charge of a run between New Orleans and Vicksburg. On September 17, 1894, Mr. Lawrence was married to Miss Elizabeth G. McGregor, who was born in Vicksburg, Mississippi, September 19, 1875, and educated in the schools of New Orleans, Louisiana, and Seattle, Washington. Thomas Gordon Lawrence, born July 14, 1895, is the result of their union. Mr. Lawrence is a member of Vicksburg Division No. 231, O. R. C. Politically he is a staunch Democrat. Mr. Lawrence finds time during his leisure moments to cultivate his taste for fine literature, being especially fond of historical works and the higher English writings. He is a very popular man on the road, and his friends in his home city of New Orleans are many and sincere.



WILLIAM GARNER BEANLAND, a popular conductor in the freight service on the Vicksburg division of the Yazoo & Mississippi Valley R. R., is a native of Batesville, Mississippi, where he was born February 21, 1871. He is a son of Dr. E. D. and Elizabeth (Archibald) Beanland. Dr. Beanland was a medical practitioner of thirty-nine years standing in the south and was for many years a member of the state board of health in Mississippi. He departed this life on March 28, 1897. His wife was of Scotch lineage, but born in Mississippi. She resides at Batesville.

Mr. Beanland graduated from the Batesville high school in June 1890, and in December of

that year entered the service of the United States Express company as a messenger on the Louisville & Nashville R. R. between Anniston and Gadsden, Alabama, serving until 1895, when he was appointed a conductor in the freight service of that road and on the same run. He held the position of conductor until April 1897, when he resigned to embark in the hotel business at Talladega Springs, a health resort of note in Alabama. He conducted the hotel until January 1898, when he disposed of it and went to Memphis and secured the position of chief clerk for the American Express company, where he remained until December 1898. Entering the employ of the Yazoo & Mississippi Valley R. R. on that date as conductor in the freight service, between Memphis and Vicksburg, he has since successfully filled that position. On the 21st of April, 1897, Mr. Beanland married Miss Stella Onderdonk, a native of Brooksbury, Ind., but residing at Calera, Alabama. She is a popular lady of fine musical attainments. They have one child, Dorothy, born September 14, 1898.

Socially our subject is connected with the Knights of Pythias, also the Uniform Rank, of Gadsden, Alabama. He is also a member of the Modern Woodmen of the World, and of the O. R. C. In religious affairs his family united with the Presbyterian church, but Mrs. Beanland is a member of the Episcopal church. Politically he is a Democrat.



WC. HALL is a popular engineer in the freight service on the Louisiana division of the Illinois Central. He entered the service of the I. C. in 1897 as engineer, and was at once given charge of a run between Canton, Mississippi, and New Orleans, which he still holds. His first knowledge of railroad work was acquired on the L. & N. R. R., where he worked in 1889 as brakeman. After eighteen months service with that road he went to the Georgia Pa-

cific R. R. as fireman, at which he served five years, being then promoted to engineer. As engineer he worked with that company for three years, or until 1897, when he came to the I. C.

Mr. Hall was born in Florence, Alabama, November 8, 1866, his father, George W. Hall, now deceased, having been a prominent farmer of that vicinity. A brother of our subject, Joseph J. Hall, is an employe of the I. C., being a brakeman, and residing at McComb City. W. C. Hall was united in marriage to Miss Yolande Kennedy, and they are the parents of two fine children. Socially he is a member of Division No. 196, B. of L. E., and he and his estimable wife are attendants of the Methodist church in East McComb City, where they reside in a comfortable home.



JOHAN HARPER, foreman of the foundry at the shops of the Illinois Central at McComb City, Mississippi, is an old and faithful employe of the company, respected alike by the officials of the road and his fellow-employes. When the N. O. J. & G. N. R. R. was bought by the I. C., he was with the former, and has remained with the latter ever since, having lost only one month during his entire service.

Born in the city of Belfast, Ireland, on Feb. 2, 1835, Mr. Harper emigrated to America in 1858, and landing in New York City, at once found employment at his trade, that of a moulder. He afterward went west to Chicago, Illinois, working there for a time, and from that city to Ottawa, in the same state, as foreman in a foundry. From the latter place he went to La Salle, Illinois, where he worked at his trade for three years. He then went to New Orleans and was with the N. O. J. & G. N. R. R. in the warehouse there, and was also a fireman on the old engine "The Creole." He then found employment at his trade in that city, and in 1861 went to Selma, Alabama, where he remained one year. From Selma he went to Athens, Georgia,

working there at his trade until 1867, when he returned to New Orleans, and re-entered the service of the N. O. J. & G. N. R. R.

In 1872 Mr. Harper took up his residence in McComb City, and was appointed foreman of the foundry in the I. C. shops which position he holds at the present time. Since becoming identified with the I. C. he has worked satisfactorily under eleven master mechanics. Eighteen men are at present under his supervision.

Mr. Harper was married in New Orleans, to Miss Eliza Anne Healy, and they are the parents of an interesting family of five children, viz: Sidney J. who occupies the position of day-foreman of the I. C. round-house, at McComb City; Sarah, wife of Mr. Livingstone, an I. C. engineer; Matthew, employed in a mercantile house; Rachel, who is at home, and Robert, a machinist in the I. C. shops.

Socially our subject is connected with Masonic Lodge No. 382, of McComb City, and is a life-member of Concord Chapter of New Orleans. He is also a Knight of Honor, which organization he joined in 1878.

In his religious views he is liberal, but inclined toward the principles of Free-thought.

Mr. Harper is one of the substantial citizens of McComb City, owning a comfortable home on Railroad avenue, besides much other valuable property.



JWESLEY BROWN, a popular young conductor on the Louisiana division of the Illinois Central, acquired his first knowledge of railroad work on the Mobile & Ohio R. R. He was in the employ of that road as brakeman for three years, with headquarters at Meridian, Mississippi. Going to McComb City in February 1896, he entered the service of the I. C. as brakeman on the Louisiana division of the road, and in November 1899 was promoted to conductor in the freight service, which position he now holds. He has been in a few small wrecks, and was once injured and un-

in that branch of the service three years, and in 1893 was examined and received his credentials as locomotive engineer. On January 21, 1894, he took charge of Engine No. 1338, in the freight service, and has since been employed on the Louisiana division in that capacity. He now has charge of a regular run on engine No. 717. He has never been injured, although in two accidents, in both of which his engine was overturned.

Mr. Munn was married to Miss Charlotte W. Waring, of Liberty, Miss., and they have one child, Charles Thomas, a fine boy. He is connected with Division No. 196, B. of L. E., of McComb City, and during his old printing days, to which he looks back with pleasure and satisfaction, was a member of the Typographical Union. Mr. Munn resides with his family in a pretty home in the western part of McComb City, and takes an active interest in the affairs of the town.



WO. WHITE, a well-known conductor in the freight service of the Yazoo & Mississippi Valley R. R. on the Vicksburg division, was born May 13, 1866, in Tate county, Mississippi. His parents, T. B. and Virginia (Jennings) White, are now residents of Memphis, Tennessee. Mr. White received his educational training in the public schools of Senatobia, Mississippi, and at Oxford in that state. At the age of seventeen he entered a general store at Senatobia as salesman, working there for about nine months, and acquiring a knowledge of mercantile life. Going to Memphis, he became connected with F. Ozane in the stove and mantle business, but after one year went to the dry goods firm of Hunter Bros., and was for six years in their employ. In 1891 he entered the service of the Kansas City, Memphis & Birmingham R. R. as fireman and engineer, between Memphis and Birmingham, and was in the employ of that company for three years. Returning to his for-

mer position with Hunter Bros., of Memphis, he remained there nine months and again entered railroad life as fireman on the Yazoo & Mississippi Valley R. R. He resigned after a short service, and for the next year was a stationary engineer in the employ of the Memphis Compress Company.

He then returned to the Y. & M. V. R. R. as flagman on the Vicksburg division, and after three years service as flagman was promoted to conductor, and is now in that branch of the service, giving eminent satisfaction. Mr. White was, on April 25, 1897, united to Miss Mamie Kerr, of Byhalia, Mississippi, a native of Tate county, born July 30, 1874, and a very estimable lady. He is a member of the O. R. C., and of the Odd Fellows. Mr. and Mrs. White are members of the Baptist church. In politics he votes with the Democratic party.



HARRY C. BENWELL, a rising young conductor in the Grenada district, Memphis division, of the Illinois Central, entered the service of the company in February 1895 as store-keeper at the Memphis round-house. He was employed there until May 12, 1896, when he became a flagman on a passenger train between Memphis and Canton, Mississippi. He soon afterward secured a position as brakeman in the freight service, and on May 12, 1899, was promoted to conductor on the same division, where he still remains. Mr. Benwell was born in Canton, Mississippi, November 25, 1875. His parents were Harry R. C. and Medora (Wood) Benwell, the latter living in Memphis. Mr. Benwell Sr. was chancery clerk of Madison county, Mississippi, and died of yellow fever in 1878. The early training of our subject was acquired in a private school in his native city. In 1892, he was appointed a page in the Mississippi state legislature and served through two sessions. In 1893 he entered the drug business, and remained in

that line until his connection with the I. C. in 1895. Mr. Benwell is a Catholic in faith, and a Democrat in politics. He is a young man of fine abilities, destined to make his mark in any line where he may decide to operate. He is one of the youngest conductors in the service of the Illinois Central road.



JOHN MULVIN, familiarly known as "Trilby," began his railroad career in 1877, on the Paducah & Memphis Railroad as a wiper under foreman G. M. Taylor. October 1, 1879, he began firing and occupied the left side of the engine three years when he was promoted, running through freight to Memphis. In 1888 he went to the Louisville, New Orleans & Texas, now the Yazoo & Mississippi Valley branch of the Illinois Central road. He remained there from 1888 to 1891, running in passenger and freight service all over the line. It was during his service on this line that Mr. Mulvin was injured in a rear end collision at Hollywood, running a special train. With no flag out, he struck the local, going at the rate of thirty miles an hour. The engine was demolished, the caboose and ten cars wrecked, and he was laid up one year with two broken ankles and numerous bruises.

In 1894 he went to the Chesapeake, Ohio & Southwestern Railroad and was given a freight run between Paducah and Louisville, and in 1895, when the division was divided, he was given a run between Paducah and Central City. Our subject's present engine is a new Brooks, No. 21, and his fireman is W. Evitts.

Our subject was born in Paducah, his father James Mulvin, who was at one time a fireman on the C. O. & S. W., died July, 1890. Our subject has a brother, James, who runs out of Memphis. Mr. John Mulvin married Molly Rock and has three children, John, James and Kate, at school. He resides in a comfortable home on Broadway, Paducah.

LEON FORD is a well-known engineer in the freight service of the Illinois Central on the Louisiana division. His connection with the I. C. dates from 1892, when he began as engine-wiper in the round-house at McComb City, under Master Mechanic William B. McKenna. He worked in this capacity for two years, when he received an appointment as fireman with engineer Charles J. Swett. Following the occupation of fireman for a period of three and one half years, he was examined for promotion to engineer, in which he was successful, and since then has held a regular run in the service between Canton, Mississippi, and New Orleans.

Mr. Ford was born in Sumter county, Alabama, on October 17, 1873, and is a son of Leon E. and Jennie (Eskridge) Ford, both deceased. Leon E. Ford, the father of our subject, was the inventor of the Ford-Whitworth car-coupler, and was for many years in the employ of the I. C. as a conductor. He also helped in the construction of the M. & O. R. R.

Mr. Ford, of this sketch, was married during the present year (1900) to Miss Ella Harrell, of Osyka, Mississippi. They reside at present, with Engineer and Mrs. Long, in the south-west part of McComb City. Socially Mr. Ford is connected with Division No. 196, B. of L. E. of which he was recently elected Guide.



BEN HERRING, the popular young cashier at the local freight office at Louisville, Kentucky, is a native of Paducah, having been born there in the year 1874. His father was Rowland Herring. Our subject was educated in the common schools until the age of sixteen, when he entered the office of the Paducah, Tennessee & Alabama Railroad where he worked sixteen months, and then he accepted a position as clerk in the master mechanic's office of the C. O. & S. W. at Paducah. He was then promoted to time keeper



THOMAS F. SHANNON.

and later appointed clerk at the Paducah freight office.

Mr. Herring was next transferred to Louisville as clerk in the freight office, and was soon promoted to cashier to succeed W. J. Rye. His promotions have been rapid, and he has great responsibility, as there are large sums of money to handle. His office force consists of two clerks. Mr. Herring is well up in Masonry, being a member of the Plain City Lodge No. 449, at Paducah, Kentucky. He resides at 1719 West Jefferson street.



THOMAS F. SHANNON, foreman in charge of the Illinois Central shops at Cherokee, Iowa, entered the service of the company at Dubuque, Iowa, in September 1868, as a locomotive fireman. At that time wood was used as fuel, and it was on one of the old wood burners, engine No. 160, in charge of Engineer Moses Arquetti, that he made his first trip between Dubuque and Charles City. He continued in this service for two years, when he was appointed engine dispatcher at Dubuque, and from the latter position was transferred to Ft. Dodge, Iowa. For a period of nine months he was in charge of two engine houses at the latter city, running switch engines and moving trains in the yards there. He was then promoted to engineer in the freight service, and worked in the yards at Waterloo and Dubuque for about one year, when he was transferred to the regular road service. His first trip in this branch of the service was made in the spring of 1872, on engine No. 51, passenger train No. 4, from Dubuque to Waterloo. He continued in the freight service until 1883, when by right of seniority he received a regular passenger run between Waterloo and Sioux City. Remaining in that branch of the service until May 1st, 1888, he was then promoted to the position of trainmaster at Ft. Dodge, where he served until May 1st, 1891, when at his own request he was transferred to Cherokee and took

charge of the Sioux Falls and Onawa districts as trainmaster, holding that position until September 1st, 1893, when the office was abolished. He was then assigned to his present position. During the seventeen years that Mr. Shannon served as engineer, he was remarkably successful, never having had a wreck or collision of any kind, nor so much as being off the track.

He was never dismissed or suspended, a record of which any railroad man might be justly proud. Always disposed to be conservative, he took an active part in the settlement of difficulties between the company and the engineers. He was elected assistant general chairman of the General Grievance Committee of the I. C. system at Centralia, in 1887, which position he occupied during the great strike on the Chicago, Burlington & Quincy road in 1888. Believing that the I. C. was in no way responsible for the trouble which prevailed, he used his efforts in breaking up the boycott against the latter road, and was eminently successful. Mr. Shannon has taken an active part in politics since 1876. He is a strong Republican, and has the faculty of making friends among the prominent men of his party. During the administration of Governor Larrabee he was appointed Special Aide-Camp, with the rank of Lieutenant Colonel. At the present time he is being urged by his friends to become a candidate for the legislature, but for business reasons he is obliged to decline. During the fall and winter of 1887 and 1888, Mr. Shannon organized what is known as the legislative board (an organization of railway employes) for the purpose of defeating the two-cent fare bill, and also for the purpose of taking issue with the legislature on other matters pertaining to the interests of railway employes. It was generally conceded that the defeat of the two-cent fare bill was due to the influence of this organization.

Mr. Shannon was born in Ireland on January 6, 1845, and with his parents emigrated to America in 1850, settling in Grant county, Wisconsin, from whence in 1856 they removed to Fayette county, Iowa. In 1871 he was married to Miss Annie E. Kirby, in Dubuque, and they

have three sons: Kirby E. and Herbert J., both in the employ of the Illinois Central, and George F., who is attending school. In 1863, during the Civil war, Mr. Shannon enlisted as a private in the Ninth Iowa Cavalry, under Col. M. M. Trumbull, and was honorably discharged at Davenport, Iowa, in February 1866. Socially he is connected with Division No. 226, B. of L. E., of Ft. Dodge, and is also a member of the Grand Army of the Republic at Waterloo, Iowa.



EDGAR F. STOVALL, freight agent at the Illinois Central's extensive depots at Louisville, Kentucky, was born in McNairy county, Tennessee December 18, 1865. His father, Dr. W. W. Stovall, a well known physician who practiced medicine in McNairy and the adjoining counties fifty years, died at the age of seventy-eight years. The mother lives with her daughter at Bethel Springs.

Our subject received his education in the country schools and worked on a farm up to the age of nineteen years when he became a clerk in his brother's store and studied telegraphy at odd times. In 1887, he entered the service of the Mobile & Ohio railroad as operator at Jackson, Tennessee, worked four months, when he was transferred to Cairo, Illinois, as operator. He worked here five months and then went to East St. Louis as copying operator in the despatcher's office. He left the despatcher's office to accept a position as agent's operator at E. St. Louis, worked eight months and was made revising clerk, occupied this position two years and a half and was then promoted to cashier. He retained this office a few months, when he was offered a position with the C. O. & S. W., at Memphis, Tennessee, acting as cashier, was afterward chief clerk and in January 1896, was appointed agent at Paducah, Kentucky. In August 1897, he was transferred to Owensboro, Kentucky, as agent, and in August 1898, he was

again transferred to Louisville as agent to succeed G. T. Fuller. Mr. Stovall's ability has been recognized as his rapid promotion will show.

A fair idea of Mr. Stovall's responsibility may be formed when considering his office force numbering twenty-three office clerks, eleven ware-house clerks and forty laborers. Mr. Stovall has entire charge of the three freight depots at Louisville, and his assistants are Mr. Klinger at Fourteenth and Kentucky streets, L. J. Fass, chief clerk, and Ben Herring, cashier, Mr. Gunther, assistant agent at First Street station. Mr. Stovall also has charge of the freight of the Louisville, Henderson & St. Louis, and Louisville, Evansville & St. Louis roads. Louisville's freight house was at one time an old tobacco warehouse remodelled. Now there is a new house at the corner of Twelfth and Rowan, probably the most modern in the country, being seven hundred feet long and having scales before each door. The receiving house across the track is probably one of the best in the city.

Mr. Stovall is a popular member of the Elks, belonging to Paducah Lodge No. 217, also of the Concatinated Order of Hoo Hoos. He resides at 1719 West Jefferson street, Louisville, Kentucky.



THOMAS A. LONG, a popular and highly esteemed engineer in the freight service on the Louisiana division of the I. C., entered the service of the company about ten years ago at McComb City, as a locomotive fireman, with Engineer Clark Bagley. He was for several years in this branch of the service, and on examination was found capable, and promoted to engineer, since which he has had a regular run in the freight service between Canton, Mississippi, and New Orleans.

Mr. Long was born at Kenner, Louisiana, October 1, 1868. His father, now deceased, was a merchant of that place. Judge Henry Jacob Long, a brother, who died in 1899, was a prominent citizen of Jefferson Parish, in the same

state, and was for many years assessor of the parish.

Mr. Long was united in marriage to Miss Mollie Ford, of McComb City, where they reside in a pretty home on Michigan avenue. In his social connections he affiliates with the K. of P., and Division No. 196, B. of L. E., of his home city.



HARRY W. BLADES, local freight and ticket agent at Henderson, Kentucky, was born in the state of Illinois. His ancestors are of Scotch descent, and on coming to this country settled in Virginia. The grandfather came to the Blue Grass region and later settled in Illinois. The father is a prominent citizen of McLeansboro, Illinois, having held all offices from mayor down. Our subject received his education in the common schools and college, and on completing his course went in the grocery business as clerk. At the age of eighteen he secured work on the L. & N. road as brakeman between Evansville and St. Louis. He learned telegraphy and was soon made extra operator, supplying stations all over the road. He quit telegraphing and began firing on the same road. Shortly after he went to the Ohio Valley road in the same capacity. He then worked a while at Morganfield as operator, and later at Princeton and Northville; then went to the Paducah shops and began his service there as operator, from which he was transferred to the superintendent's office. He was next appointed agent at Kuttawa, Kentucky, and afterwards left for Memphis where he served as baggage agent and assistant ticket agent.

In 1893 he was sent to Sturgis as freight and ticket agent, at which place he remained six full years, performing a large amount of work. August 19, 1899, he was appointed freight and ticket agent at Henderson to succeed G. H. Waltz. Mr. Blades is becoming very popular with the commercial public and is making a grand showing, as he has two rival roads to con-

tend with. Besides his duties at the station he acts as commercial agent around the city and does a great amount of soliciting. Through his accommodating ways he has built up a large increase. Mr. Blades has as his office force, chief clerk, E. B. Caldwell; ticket clerk and cashier, Walter Albritten; W. G. Hancock, day operator and bill clerk; George Hixon, night operator; W. G. Hammond, yard clerk; L. L. Long, check clerk, and Van Miller, messenger.

Henderson's principal shipments are tobacco, grain (three elevators), cotton goods, woolen goods, whiskey, furniture, and canned goods. Tobacco shipments often reach 15,000 hogsheads a year. Henderson has fourteen tobacco stemeries, two distilleries, brewery, cotton mill, woolen mill, furniture factory, and a canning factory. Mr. Blades married Miss Green, daughter of W. H. Green, ex-representative of Kuttawa, Ky., who now conducts a hotel. Our subject has one child, a boy of four years of age. Besides his duties as agent Mr. Blades acts as yard master, and is a man capable of a great amount of work.



B. F. WHEELER, an efficient and popular conductor on the Memphis division of the Illinois Central, in the Fulton district, is a native of Kentucky, and was born in Graves county, September 18, 1857. He is the son of Benjamin and Martha (Pegram) Wheeler, the former a millwright by trade, who died on April 25, 1899, and the latter resides in Martin, Tennessee. Mr. Wheeler acquired his education privately, and moved with his family in 1873 to Weakly county, Tennessee. At the age of eighteen he began working at the carpenter trade, and remained at that work three years. When twenty-one he entered the employ of the Mobile & Ohio R. R. as a brakeman between Okalona, Mississippi, and Columbia, Kentucky, where, after fourteen months service as brakeman, he was promoted to conductor in the freight department. He was in

that branch of the service four years when promoted to the passenger service, serving two years in the latter capacity. He then severed his connection with that road and spent two years in various pursuits. His next railroad work was on the Yazoo & Mississippi Valley R. R. as conductor in the freight service between Vicksburg and New Orleans, when after one year's service he went to Memphis to the Chesapeake, Ohio & South-Western R. R. (now the I. C.), in the freight service between Paducah and Memphis. After ten years' faithful work he was, on December 24, 1896, promoted to the passenger service, where he is at present employed, and is considered an efficient and capable official. Mr. Wheeler married Miss Grace Myers, of Covington, Tennessee, July 23, 1895, and they have one child, Martha C., born July 15, 1896. Socially Mr. Wheeler is a member of the Masonic fraternity, and of the O. R. C. He is an adherent of the Methodist church, and in politics is a staunch Democrat.



W. C. HAYNIE is an engineer in the freight service, on the Louisiana division of the I. C. He entered the service of the I. C. in 1887, as fireman under engineer C. L. Smith. Serving in the capacity of fireman for three years, he was then examined and promoted to engineer, being immediately placed in the freight service on a regular run between Canton, Mississippi, and New Orleans.

His first experience in railroad work, was acquired in the shops of the A. T. & S. F. R. R. at Galveston, Texas, where, after a short service, he obtained a position as fireman on the road, and two years later, was promoted to engineer. He remained with the Sante Fe until 1887, when he entered the employ of I. C. and has been with the latter road to the present time.

Mr. Haynie was born on March 15, 1863, in Washington county, Texas. His father, John

A. Haynie, now deceased, was an extensive cotton buyer, and well-known throughout the South.

The subject of this sketch, was married at Houston, Texas, to Miss Paralee Mount, of New Orleans, whose father, William S. Mount, was engaged in the banking business there. To this marriage, four sons were born, Kell and Homer are living, and at home, and William and Walter, are dead. Mr. Haynie has a commodious home on Minnesota avenue, one of the best residence portions of McComb City.



D. C. CAMERON, a freight conductor on the Memphis division of the Illinois Central, is a native of Onondaga county, New York, born September 25, 1851. He is the son of Alden and Margaret (Guillies) Cameron, of whom the latter survives, and is residing in Scranton, Pennsylvania. Alden Cameron, who died in 1898, was a graduate of the medical department of the Abbey College, of Boston, Massachusetts, but followed agricultural pursuits. The subject of this sketch attended the common schools of his native place, afterward taking a college course at the Monroe Collegiate Institute, working on his father's farm during vacations. In 1870 he began railroad life on the Syracuse & Northern R. R. as brakeman in the passenger service between Syracuse and Sandy Creek, in New York State, remaining in that position about eight months. He then went to Michigan and worked on the Michigan Central R. R. as fireman between Detroit and Jackson, occupying that position three months, when he became a brakeman on the same road between Michigan City and Pentwater. After spending a winter in the pineries of that state, he went to Meadville, Pennsylvania, and secured a position as brakeman on the Atlantic & Great Western (now the Erie Railroad), and from June 1873 to July 14, 1878, was in that branch of the service on that road, a

period of five years. He was then promoted to conductor and remained with the road until June 1881. From 1881 until November 25, 1885, he was a conductor in the service of the Louisville & Nashville R. R., and resigned to go to Colorado on account of ill health of his wife.

In that state he remained two years in the employ of the Denver & Rio Grande R. R., and then returned to New York, and from there went to Kentucky. A short period was spent with the Louisville & Nashville as brakeman, when he entered the service of the Chesapeake & Ohio R. R. (now the Illinois Central), and from that time has been with the latter road in his present capacity between Memphis and Paducah. On November 13, 1878, Mr. Cameron was united in marriage to Miss Eliza Nicholson, of Meadville, Pennsylvania, and they have one son, Robert A., an employe of the I. C. at Memphis. Mr. Cameron has also two stepsons, James L. and William Walters, both connected with the I. C. Mr. Cameron is a member of the Masonic fraternity. His family attends the Methodist church, and in politics he is a Democrat. He is noted as a careful and prudent employe, and has had a highly successful railroad career, having no accidents of any consequence, and losing no rolling stock under his care. Mrs. Cameron died February 5, 1886. He was married a second time, June 23, 1889, to Mrs. Nannie Walters, of Fayette Co., Tenn., who is the mother of the two stepsons above mentioned.



EDWARD DONOGHUE is the well-known supervisor of track and trains on the tenth section, Rantoul district, of the Illinois Central. He became identified with the I. C. in 1853 as a laborer on the Chicago division, working northward from Cairo, Ill. He remained on that division for several years, and on the acquisition of the Springfield division by the I. C. he came north to the latter place, remaining there until 1880,

when he went to Centralia as supervisor of tracks on the Chicago division. From Centralia he was transferred and in 1887 came to Rantoul, Ill., to take charge of the reconstruction of that division, changing the road from a narrow to a broad gauge. He has since remained at Rantoul and fills his present responsible position with satisfaction.

Mr. Donoghue was born near Dublin, Ireland, August 15, 1829, but came to America in March 1846, becoming a resident of Illinois in January 1847, which state he has ever since made his home.



BJ. JACOWAY, a popular conductor on the Memphis division of the Illinois Central, is a native of Dallas, Texas, his birth occurring August 3, 1861. His parents were John A. and Lucy A. (Holland) Jacoway, both deceased. Mr. Jacoway Sr. was a railroad contractor, and had charge of the reconstruction of the Selma, Rome & Dalton R. R. after the Civil war. Our subject was educated in the state university of Fayetteville, Arkansas, working on his father's farm during his vacations. After graduating he entered the office of the *Dardanelle Post*, at Dardanelle, Arkansas, where he served one year as a printer. He then studied civil engineering and was later engaged in the house and sign painting business. Compelled to abandon the latter work on account of his health, he entered the service of the Memphis & Charleston R. R., on March 10, 1877, as a news agent, between Memphis and Chattanooga. One year later he went to the Mississippi & Tennessee R. R. (now part of the I. C.) as a brakeman, and afterward was employed as a baggageman on that road. In 1881 he was promoted to conductor between Memphis and Grenada, and held that position ten years, or until 1891. In the latter year he went to the Newport News & Mississippi Valley R. R. as receiving clerk in the freight department of that road, serving there one year. He then

declined positions as conductor with the Memphis & Little Rock R. R., and Nashville & Chattanooga R. R. respectively, to enter the employ of the St. Louis, Iron Mountain & Southern R. R., but remained there only two weeks. In 1893 he went to the Chesapeake & Ohio road (now part of the I. C.) as conductor in the freight service, soon after being promoted to the passenger service, where he has since remained, having a regular run between Cairo, Illinois, and Memphis, Tennessee. Mr. Jacoway was, on May 14, 1890, united to Miss Mary H. Campbell, of Senatobia, Mississippi, but a native of Memphis. She was born at the latter city July 11th, 1871, and educated in Ward's Seminary at Nashville, and is a lady of fine attainments. They have a bright little daughter, Mamie E., born June 13, 1894. Mr. Jacoway is a Scottish Rite Mason, Knight of Pythias, and is connected with the O. R. C. and the Hoo Hoos. His family are active members of the Methodist Episcopal church. In politics he votes with the Democratic party.



JOSEPH H. MULHALL, a popular young freight conductor on the Louisville division of the Illinois Central, was born in Hardin county, Kentucky. His father, Thomas K. Mulhall, who was a farmer, still resides at Grayson Springs where John H. received his early education. Our subject began working in a tobacco house and later worked in a dry goods store. In 1887 he secured a place on the C. O. & S. W. Railroad in track service, and in 1888 commenced in train service, running out of Louisville, braking in the passenger service with Conductor Connors. He was later promoted to baggageman and worked at this five years when in June 1896 he was promoted to freight conductor, running between Louisville and Central City. Our subject has at present a preferred run between Louisville and Paducah on caboose 98,481. He has never suffered any serious mishaps, but in 1889 he fell from a car

and sprained his ankle, falling with such force as to bend a switch rod, and was laid up for three weeks. Mr. Mulhall is very well liked by his men, and is noted for telling very droll stories. He belongs to Monon Division No. 89, O. R. C. He resides at 1114 W. Broadway, Louisville, Kentucky.



THOMAS D. RUFFIN, a conductor in the passenger service on the Memphis division of the Illinois Central, in the Fulton district, was born at Jackson, Tennessee, April 16, 1863. His parents were Robert J. and Melissa (Williamson) Ruffin. Mr. Ruffin Sr. is a carpenter by trade, and resides in Jackson. His wife departed this life January 25, 1895. The immediate family of our subject included a brother, William R. Ruffin, an engineer in the service of the I. C. on the Mississippi division, and three sisters, Mrs. J. G. Carter, Mrs. E. B. Curtis, and Miss Mary D. Ruffin, all residing in Jackson, Tennessee. After attending the public schools of Jackson until thirteen years of age, Thomas D. Ruffin became an apprentice at the carpenter trade, under his father, and worked at that trade until December 24, 1880. He then secured a position with the Mobile & Ohio R. R. as brakeman, between Columbus, Kentucky, and Tupelo, Mississippi, where he worked about two years, and was then promoted to conductor in the freight service of the road. He remained with that company until December 1883, when he entered the service of the Illinois Central as conductor in the freight service on the Mississippi division, between Jackson, Tennessee, and Canton, Mississippi. On June 6, 1890, he resigned and went to the Chesapeake, Ohio & South-Western R. R. (now part of the I. C. system) as conductor in the freight department between Paducah, Kentucky, and Memphis, Tennessee. He was soon given an extra passenger run, and in 1892 was given a regular passenger run where he continues at the present time. On December 26, 1895, Miss

Minnie Markette, of Water Valley, Mississippi, became the wife of Mr. Ruffin. Of the social orders Mr. Ruffin is a thirty-second degree Mason, a Knight Templar, an Elk and a Mystic Shriner. He is Assistant Chief of Division No. 175, O. R. C., and was a charter member of No. 217, of Paducah. His family attends the Methodist Episcopal church, and politically he is a strong advocate of the principles of Democracy.

baggage handled per month is sixteen thousand. Besides taking charge of this force Mr. Jordan looks after the large amount of writing and office work which demands his attention. He is well liked by the traveling public, always having a courteous answer for the many questions asked. Mr. Jordan married Miss Emma Warrington, of Covington, Kentucky, and resides at 320 E. Jacob street, Louisville.



GEORGE JORDAN, the popular and accommodating baggage agent of the Union depot at Louisville, Kentucky, first saw the light of day at Cincinnati, Ohio, March 5, 1873. His father was George W. Jordan, who died when George was a small boy, leaving him in care of an aunt. The boy received his education in Cincinnati, but left school at fourteen years of age and entered a machine shop to learn the machinist trade. He worked a short time and then went to Nashville, Tennessee, and learned the trade of stone carving, working there at his trade five years, after which he went to Cincinnati and carved stone two years.

He then left the stone business to enter railroad service with the Illinois Central Railroad at Louisville in the baggage room. He then went into the Union depot at Louisville as checkman. Here through strict attention to his business, he won the esteem of his employers, and October 2, 1898, he was promoted to baggage agent to succeed Michael Carroll. The responsibility upon Mr. Jordan is great. Besides handling the extensive business of the Illinois Central, he looks after baggage of the six other roads running into the depot. They are B. & O. S. W., Louisville, Henderson & St. Louis, Big Four, Southern Railway, C. & O., Louisville, Evansville & St. Louis.

Mr. Jordan's large force consists of fourteen baggage porters, four mail porters and two checkmen. The average number of pieces of

ROBERT A. GODWIN, the accommodating city ticket agent for the Illinois Central at Memphis, Tennessee, was born in that city on April 11th, 1876. He is a son of John R. and Mary Francis (Mullins) Godwin, both well and favorably known residents of Memphis. Mr. Godwin Sr. was a cotton merchant. He was a member of the state legislature in 1893, and was also a representative to the national Democratic convention that nominated Cleveland. He held the responsible office of president of the Mercantile Bank for ten years, of which he was the original organizer. Mr. Godwin and his estimable wife are now living a retired life in Memphis.

Robert A. Godwin, the subject of this sketch, was educated in private schools in his native city until sixteen years of age, when he entered the University of Virginia. After applying himself for two years he was compelled, on account of poor health, to leave college. He spent a year on his father's farm recuperating, and then took a position on the *Commercial Appeal*, as a reporter, and worked there six months. He then went to the I. C. ticket office as assistant ticket agent in Memphis, occupying that position fourteen months, when he was promoted to city ticket agent, a position he now holds and is filling with the greatest satisfaction to all concerned. Mr. Godwin is a member of the Hoos, an organization of a social character. His family attends the Methodist Episcopal church. In politics he is a staunch Democrat.

JAMES C. GUNTHER, the agent at the First Street station, Louisville, Kentucky, was born in Louisville July 10, 1871. His father is Sebastian Gunther, who has been connected with the Louisville police department for thirty years, and is at present assistant chief of police. Our subject left school when but fourteen years of age, beginning as messenger boy in the C. O. & S. W. local freight office, remained there one year and four months, when he was made bill clerk, held various other clerkships, and was then made cashier at Twelfth and Rowan street office, which position he had three and a half years. October 15, 1895, he came to the First Street station as agent, and his station is one of importance as freight is transferred here to many other roads, among them the B. & O., S. W., Monon, Louisville, Evansville & St. Louis. Our subject's office force are Mr. August Goudex, bill clerk, L. C. Rose, platform clerk, J. S. Malburn, platform foreman, and M. Brann, clerk, besides six truckmen, one yard clerk, Joseph McHugh.

Mr. Gunther married Miss L. E. Liter, a popular Louisville lady. He belongs to the Blue Lodge and Chapter of the Masonic order, and the Red Men. He is very popular with the patrons of the road as well as with all his associates in the service.

SAMUEL M. REAMES, a conductor in the freight service on the Louisiana division of the Illinois Central, began life on his own account when only sixteen years of age. His first work was on the Yazoo & Mississippi Valley R. R. (now the I. C. R. R.) where he was employed as a brakeman between Vicksburg and New Orleans. When but nineteen years old he was promoted to conductor, and was in the freight service of that road until 1890. He then went to New Orleans and worked in the yards of the New Orleans & North Eastern Railroad until 1893. In the latter year, he was appointed yardmaster for the

Illinois Central, at McComb City, Mississippi, holding that position for eighteen months, and on Feb. 1, 1897, was promoted to conductor on the Louisiana division where he is at the present time. Mr. Reames was born at Baton Rouge, Louisiana, September 2, 1866, and is a son of William P. and Eliza Reames. Mr. Reames, Sr. now deceased, was a carpenter by trade, and a highly respected man. Robert S., a brother of our subject, is a conductor on the Illinois Central having a run out of Vicksburg. Samuel M. Reames married Miss Flora Packwood, a native of Louisiana, and with her occupies a nice home in the western part of McComb City. He is a valued and faithful employe of the company, possessing many excellencies of character, which command the esteem of his fellow-men.

ER. HARLAN, is an engineer in the freight service on the Louisiana division of the Illinois Central. His first experience at railroad work was acquired in 1884, on the St. Louis & San Francisco R. R., where he was employed at Springfield, Missouri, as a fireman. He was afterward transferred to the Texas division of that road, and it was while there that he was examined for, and received promotion to engineer. Leaving that road in 1893, he went to New Orleans, and in October of that year entered the service of the Illinois Central as an engineer on the New Orleans Terminal. In 1895 he was transferred to McComb City, Mississippi, and has since had charge of a run in the freight service on the Louisiana division of that road.

During the year 1898 he had charge of the pay car, and was injured in a small wreck on the Grenada division. He was also in a serious wreck on the Louisiana division in 1896.

Mr. Harlan was born in Kosciusko, Indiana, on October 2, 1864. His father, George W. Harlan, is a substantial farmer now residing in Oklahoma. The union of Mr. Harlan and Miss



D. J. CULTON.



D. A. MCKELLIP.

Rosa Brooks, of Pittsburg, Kansas, has been a very happy one, and they are the parents of two fine children, Marie and Robert. Of the social orders Mr. Harlan is connected with the Masonic fraternity, and with Division No. 196, B. of L. E. of McComb City, of which he is at the present time Chief. He resides in East McComb City, where he has a nice home.



DAVID J. CULTON is a well known engineer in the passenger service on the Sioux Falls division of the Illinois Central, and is one of the old and respected employes of the company. He entered the service of the I. C. in 1866, as an engine wiper in the round house at Dunleith, Ill., when that place was a great central point of the company. He was soon promoted to fireman and worked as such until 1876, when he was transferred to Dubuque, Iowa, and given charge of an engine on what was then known as the Iowa division of the I. C. In 1881 he removed to Waterloo, Iowa, and was given a regular run on the western division of the road. He came to Cherokee in 1887, when the Sioux Falls division was being built, and was in charge of the engine which laid all the rails on the new division. The completion of this line was made under more than ordinary difficulties, as the rails were laid in a terrific blizzard of wind, cold and snow, the thermometer registering twenty degrees below zero, still the men worked with a will, and at 11:20 P. M., December 19, 1887, the last spike was driven in the presence of the governor of the territory of Dakota, Mayor Norton, of Sioux Falls, Mr. E. T. Jeffery, Mr. Tucker, Mr. Dixon, and other officials of the company. He also ran the first train over that division, a mixed one, after which he was given a regular run in the passenger service of that branch of the road, which he still holds. Our subject is a native of northern Ireland, and was born in 1851. His

father, William Culton, now deceased, was also in the service of the I. C. on the section and in the round house, both at Dunleith, Ill., and Dubuque, and a brother, James Culton, residing at Bloomington, Ill., is now traveling freight agent for the company. Mr. Culton has been twice married. His first wife was Miss Esther Girard, who died, and later he was united to Mrs. Mary Hull. They have one child, Elva. Both he and his wife are prominent members of the Congregational church, of Cherokee. He is a member of Division No. 226, B. of L. E., at Ft. Dodge, and was a delegate from Division No. 114, of Waterloo, to the convention at Pittsburg, Pa. He is also connected with the Masonic order, Knights Templar, and A. O. U. W., of Cherokee, where he resides in a fine home on Elm street. Mr. Culton has never been in a wreck during his long career as a railroad man, and his rise in his chosen work marks him as a man of sterling worth and energy. Since writing the above Mr. Culton had the honor to make the first trip over the Ft. Dodge & Omaha R. R. This was made November 1, 1899, from Council Bluffs, leaving there at 7:45 A. M. on that date, arriving at Ft. Dodge at 6:20 P. M., with Vice-President Wallace's business car.



DAVID McKELLIP, one of the most prominent engineers on the west end of the Central, has had a railroad experience extending over more than forty years. He was born on his father's farm near Bradford, Vt., September 3, 1841. His father, Stephen McKellip, moved later to New Hampshire, where he passed his last days. Three of his other sons chose a railroad career. S. Horace, after learning the science of engineering on the Grand Trunk, then ran for a number of years on the lines of the Chicago, Milwaukee & St. Paul, later settled on the Pacific coast, and has for the last twenty years run an engine on

the narrow gauge road there, residing at Antioch, Cal. Daniel, deceased, was, during the latter years of his life, on one of the roads running out of San Francisco. Elbridge L. is master mechanic for the Southern Pacific at Carlin, Nev. David McKellip began his railroad career as fireman on the Chicago, Milwaukee & St. Paul line (then the Chicago & Prairie du Chien Railroad), in 1859, and in a short time was promoted and given an engine running between Milwaukee and Janesville. On the outbreak of the Civil war, he answered his country's call for volunteers and enlisted on August 3, 1862, in Company D, 24th Wisconsin Infantry, under Captain Philbrick and Col. Larabee. After passing through nearly three years of campaigning, during which he participated in sixteen hard fought battles, he was discharged at Nashville, Tenn., June 25, 1865, having been fortunate enough to escape wound or injury. On his return from the war he was given his old place and soon after promoted and assigned to a run on the Milwaukee-Janesville line. Resigning, he went to Waterloo, Iowa, and on August 26, 1871, was engaged on the line where he has since been engaged. For a number of years he was in the freight service, but the latter years he has had a passenger run between Fort Dodge and Sioux City on engine No. 1304. During the forty years of life on the rail, he has never been injured from accident.

Mr. McKellip was married in March 1866, at Waukesha, Wis., to Miss Eliza Rifford, to whom three children have been born: Mary B.; Arthur an engineer on the Southern Pacific road at Ogden, Utah; and Robert D., at home. On the organization of the B. of L. E., Mr. McKellip became a member in 1866, and at present is a member of Division No. 226, of Ft. Dodge. He is a member of the Royal Arcanum, and a charter member of the Ancient Order of United Workmen, of Ft. Dodge. He is enrolled as a member of Fort Donaldson Post No. 236, G. A. R., of Ft. Dodge. He is one of the veteran operatives on the west end, and one of the greatest favorites of the older line of railroad men. He has a pleasant home at 444 South Eighth street, Ft. Dodge.

VINCENT E. OGDEN, better known as "Colonel Ogden," yardmaster at Evansville, Indiana, was born in Jefferson county, Indiana, in 1847. At the age of thirteen years he entered the service of the J. M. & I. Railroad as train boy, served a few months, when he ran away and joined the army in 1862, in the 49th U. S. Infantry. He served in quartermaster's department and was in several engagements, served all through the war and received an honorable discharge. He then entered the service of the J. M. & I. Railroad where he remained fourteen years, then worked for the Short Line fourteen months and the Belt Line one year, the Air Line two years and finally served as conductor and yardmaster for the E. & T. H. seven years. In 1893 he began on the Ohio Valley Railroad as switchman and night yardmaster, remained here four years when he became day yardmaster.



A O. DAHL, one of the many citizens of foreign birth that have crossed the ocean to find a home in the states, was born in Sweden, October 9, 1871, and came with his parents to America two years later. The family first resided at Green Bay, Wisconsin, but later moved to Memphis where the father entered the lumbering business. After attending the Memphis schools he assisted his father several years and for three years was engaged in farming and then entered the employ of the Georgia Pacific Railroad, now a part of the Southern system, working in the bridge department eleven months. After five years running a saw mill for his father he went to Grenada, Mississippi, working in a planing mill two years before beginning work as night clerk in the freight office of the Illinois Central at that place. Remaining in the office some eleven months, he was employed coaling engines about three months, and then secured a place as brakeman running between Memphis and Grenada. After

attaining proficiency he was promoted to freight conductor on the same run and April 4, 1899, received a further advance to extra passenger conductor, and is in line for a regular run. On February 17, 1895, Mr. Dahl was married to Miss Annette McCormack, of Torrance, Mississippi. Their one child, Alvin K., was born January 6, 1896. Mr. Dahl is a member of the Memphis Division, No. 175, O. R. C. In religion he is of the Lutheran faith and a Democrat in politics. Although still a young man, Mr. Dahl has made rapid progress in the operation of railroads, especially when it is considered that he did not enter the service as a boy as most railroad men have done.



WILLIAM P. BONDS, the capable and energetic train dispatcher, for the Illinois Central at McComb City, Mississippi, has been connected with the company since 1874. He was in that year appointed telegraph operator, at Frenier station, Louisiana, where he worked for ten months, and afterward at various small stations on the I. C. in a similar capacity, until 1876. In the latter year he was appointed agent for the company at Bogue Chitto, Mississippi, remaining there until 1884. He then went to McComb City as assistant train dispatcher, and from there was sent to Yazoo City as the first station agent for the I. C. at that place. A service of eight months at Yazoo City was followed by a transfer to Vicksburg, where he acted as train dispatcher, thence in 1889 to McComb City, where he has since been employed as a dispatcher, under Chief W. L. Oakley.

Mr. Bonds was born near Liberty, Mississippi, on September 13, 1857, where his father P. B. Bonds, deceased, was an extensive farmer, and spent most of his life.

Miss Ella Wilson, of Summit, Miss., became the wife of Mr. Bonds, in 1880, and they are the parents of three children, viz; William, John,

and Eugenia. Mr. Bonds affiliates with the Masonic order, the Knights of Pythias, and the Knights of Honor. He and his wife are members of the Methodist Episcopal church, and take an active interest in church matters. He is at present a member of the board of stewards of the church in McComb City, where he has a beautiful home, and is a substantial and progressive citizen.



JT. DONOVAN, began his railroad career in 1877 as a clerk in the shops. He was afterward made time-keeper, at the same time doing station work. He was next transferred to the auditor's office of the Memphis, Paducah & Northern in 1880 and in 1884, was made commercial agent of the Chesapeake, Ohio & Southwestern at Paducah. When the Illinois Central took the road, the office was abolished and Mr. Donovan was made agent at Paducah and given charge of both freight and passenger departments.

Paducah is one of the most important stations on the Louisville division of the Illinois Central, being the terminus of the St. Louis, Memphis & Louisville divisions. It is the natural gate-way of the great undeveloped fertile valley of the Tennessee and Cumberland rivers. Year after year opens up new markets for her manufactures and trades. Paducah is the second city in business importance in the state of Kentucky, having a population of over twenty-one thousand, has fine business college, good schools and twenty-three churches, and does a larger volume of jobbing business than any city in the country in proportion to the population. It is distinctively a jobbing city, and its trade extends in an ever increasing circle. Over two hundred and fifty traveling men are sent out of the city, fifty being employed in lumber and tobacco trades. The annual shipment from Paducah amounts to 325,000,000 pounds.

Mr. Donovan has an office force of seventeen men, A. R. Meyers, chief clerk, W. G.

Street, cashier, J. C. Frazer, ticket clerk, and W. A. Flowers, baggage agent.

Our subject was born in Paducah. His father, John Donovan, was a drayman, and died in 1891. Our subject began work at the age of thirteen years as clerk in a candy store, next in a book store, and then worked in a real estate office from which he entered the railroad service.

Mr. Donovan married Miss Katie O'Brien, of Paducah, and has four children; Richard, Frank, John and Katherine at school. He is a member of Lodge No. 217, Benevolent and Protective Order of Elks, of Paducah; Knights of Columbus; Louisville Lodge, Catholic Knights of America; Catholic Mutual Benefit Association and the Concatinated Order of Hoo Hoos. He has a home on the corner of Sixth and Clark streets, where he enjoys the comforts of a happy home and the fruits of a successful career.



JOHAN H. KIBLER, a passenger conductor on the Grenada district, was born in Rockingham county, Virginia, November 10, 1859. His father, Joseph W. Kibler, was a mill-wright in Rockingham county and died in 1900, while the mother who was Miss Eliza A. Beard, died in 1872. John H. Kibler enjoyed good educational privileges having attended the schools of Rockingham county and the Shenandoah Seminary at Dayton, Virginia. For a few years he worked on a farm and then as a coach smith some three years before leaving his native state. Journeying to Shannon, Mississippi, he secured a clerkship, remaining two years before taking a similar position at Aberdeen, where he remained three years longer. In 1884 he secured a place with the Illinois Central and began his service as brakeman on a passenger train, running between Aberdeen and Lexington, Mississippi, under Conductor R. N. Colquhoun, former superintendent of the Mississippi Central road. December 5, 1884, he was transferred to the baggage department and a year later was returned to the former position where

he remained one year before being promoted and given a local freight run on the same division. On the transfer of Superintendent J. B. Kemp to the Memphis division, Mr. Kibler was transferred also, and given a freight run between Memphis and Grenada, Mississippi. After six years in the service here he was promoted to the passenger service where he has since been employed. On the 18th of October, 1893, Mr. Kibler was married to Miss Ora H. Carlton, a native of Sardis, Mississippi. Their only child, John H. Jr., was born January 17, 1896. Mr. Kibler is a member of the Modern Woodmen of America, the Masonic fraternity, and the O. R. C. He is a Democrat, and with his wife is a member of the Methodist church.



S. MILLER, a popular passenger conductor on the Louisville division of the Illinois Central Railroad, is a native of New York. His father was George W. Miller, one of the brightest of New York's lawyers, whose career was cut short by an early death at the age of thirty-eight years, leaving a young wife and our subject, who was then but a small boy.

After receiving a common school education Mr. Miller began to earn his own living and assisted his mother. He entered the service of the Chesapeake & Ohio Railroad company as water boy at the age of sixteen, worked one year at this when he took up train service as a freight brakeman, and at the age of eighteen was promoted. Running a train as conductor with great success for several years, he resigned to accept a position with the Cincinnati Southern as conductor, remaining here one year. He resigned again, and entered the service of the North-Western, served for one year and then entered the employ of the C. O. & S. W. in 1890 as a freight conductor, serving successfully as his record will show. In 1897 he was promoted to a regular passenger run.

Mr. Miller is very affable and is already one of the most popular men on the road. He runs on trains No. 221 and 231, and 201 south, and 204, 222 and 232 north, running between Louisville and Fulton, Kentucky. During his connection with the Illinois Central and C. O. & S. W., Mr. Miller's career has been free from accidents and he has a remarkably clean record. His only injury in railroad life was while with the North-Western road. He had a head end collision and was thrown out of the caboose, received a bad cut above the eye, narrowly escaping death and being laid up four months.

Mr. Miller married Miss Julia States, of Danville, Ky., a popular young lady. Mr. Miller is an active member of Monon Division No. 89, O. R. C., having been offered many offices which he declined. He resides at Hotel Victoria, corner Tenth and Broadway, Louisville, Kentucky.



JW. DODGE, chief clerk in the office of the division superintendent at Memphis, is a native of Grant county, Wisconsin, born July 29, 1856. He is a son of Jeremiah E. and Rachel M. (Ashley) Dodge, the latter a member of the Ashley family of Susquehanna county, Pennsylvania, who were originally from Vermont. Jeremiah E. Dodge was a native of New York state and one of the best known lawyers of Wisconsin. He was a Harvard student, taking up law as a special course, Chief Justice Storey occupying the chair of that department. He was appointed adjutant general of the territory prior to the admission of Wisconsin to statehood, and served in each branch of the legislature of the state several terms. Mr. Dodge, the subject of this sketch, was educated in the public schools of his native county and in the Lancaster Institute. In 1875 he was appointed engrossing clerk of the senate of Wisconsin, serving one term. In May he entered the service of the Lehigh Valley Railroad, and at his own request was started at

the foot of the ladder, that he might learn all the details of railway work. He served first as check clerk in the local freight office at Mauch Chunk, later as baggage master and night telegraph operator. In 1876 he was appointed ticket agent at Mauch Chunk, resigning the following spring to return to Wisconsin to settle his father's estate. In May of that year he re-entered the service of the Lehigh Valley road as clerk in the car record office, and the following year was appointed rate clerk of the general freight office, where he remained until he resigned to enter the service of the Illinois Central. May 1, 1880, Mr. Dodge entered upon his duties as clerk to division superintendent C. A. Beck, at Centralia, Ill., and about three months later was made chief clerk in the same office. Here he remained with Mr. Beck and his successor, Mr. T. J. Hudson, after the removal of the office to Cairo until 1883. When the Central took charge of the Chicago, St. Louis & New Orleans R. R., Mr. Dodge was selected by Mr. E. T. Jeffery, then general superintendent, to accompany him in taking stock of the road and witness the transfer. On the completion of that duty Mr. Dodge was appointed assistant agent at Cairo, remaining as assistant and acting as agent until July 1887, in the meanwhile acting part of the time as traveling freight agent. On the above date he was appointed chief clerk to Mr. Beck, and his successor Mr. A. W. Sullivan with whom he remained until failing health compelled him to resign April 1, 1890. For two months prior to this time he was assigned to the special service of investigating the transportation systems of various railroads, which carried him as far west as the Pacific coast. Returning to his desk it was soon found that he had returned to his labors too soon, and he was compelled to seek less confining work or a different climate. Being favorably impressed with the region of Puget Sound, he resigned and accepted a position as secretary of the Chamber of Commerce at Seattle, retaining that position four years, resigning to engage in lumbering. In January 1896 he returned to the

service of the Central as clerk in the office of Mr. Wm. Renshaw, superintendent of machinery, and later as chief clerk in the storeroom at Burnside shops. April 1, 1897, he was appointed chief clerk in the office of the superintendent at Memphis, where he has been employed since.

Mr. Dodge's marriage to Miss Mary E. McMullin, daughter of John and Catherine (Nagle) McMullin, occurred at Mauch Chunk, October 14, 1879. The children born to them are as follows: Marguerite, Mary E., Roccena, Elizabeth, Jeremiah E., John W. Jr., and Ruth.

The members of the family are communicants of the Protestant Episcopal church. Mr. Dodge is a Republican in politics, and has taken quite a prominent part in the active workings of the party. He was president of the Illinois Central Railroad Sound Money Club of Illinois, in 1896, and was the spokesman of the delegation of Railway Men's Sound Money Clubs during their visit to Canton, Ohio, during that campaign, delivering the address to Major McKinley. For proficiency and thoroughness in his chosen calling, few equal Mr. Dodge on the entire system. Beginning at the bottom of the ladder he has made himself familiar with every detail of clerical work, and has fitted himself for higher honors when the vacancy that is awaiting him shall occur.



PRESTON A. SIGHTS, second clerk in the office of the roadmaster at Memphis, has had a very short but very promising railroad career. Born and reared at Henderson, Kentucky, he graduated from the high school and immediately after took a commercial course in Lockyear's Business College, at Evansville, Ind., graduating in December 1897. Assisting his father, A. B. Sights, in his business, coal dealing, for a few months, he secured a position in the office of the assistant superintendent of the Louisville division of the Illinois Central road at Henderson, removing with the office in October to Evansville and remaining

in the service there until March 25, 1899. Securing a situation in the employ of a railroad contractor, he was there engaged until July 25, 1899, as bookkeeper, when he resigned to become yard clerk in the yards of the Illinois Central at Evansville. October 28 following, he was transferred to Memphis and made second clerk in the roadmaster's office, which position he is at present filling. Mr. Sights is a member of the Methodist church and of the social order Knights of the Maccabees.



WILLIAM GREEN HANCOCK, the chief operator at Henderson, Kentucky, began his railroad career at a very early age. Born at Greenville, Ky., October 21, 1868, he received his education in the Kentucky common schools, and while yet a youth learned the art of telegraphy. At the early age of sixteen years he entered the service of the Louisville & Nashville as night operator at Slaughters, Ky., and from there was sent to Casky, where he remained two years as operator and agent. He was stationed successively at Crofton, Slaughters and Nortonville, where he remained fourteen months as operator and relief agent. In 1890 he entered the service of the Chesapeake, Ohio & South-Western as operator at Covington, Tenn., and from there was transferred to Fulton, Ky., as night operator. From here he filled successively the offices at Paducah Junction, St. Charles, Kuttawa, Fredonia, Rives and Princeton, where he served as operator and bill clerk. In 1898 he was assigned to the office at Henderson as operator, bill clerk and assistant ticket agent. Being at the terminus of the Evansville district, the position is one requiring close application to business, and is one of no little responsibility. Mr. Hancock married Miss Ramage, and has one son living, M. Rice, and a son deceased, Costello, who died at the age of four years. Mr. Hancock is a member of the Tribe of Ben Hur, Court No. 3,

of Henderson, Ky. In all the positions in which he has been placed, Mr. Hancock has met the expectations of his employers and merited the promotions that from time to time he has received.



JOSEPH J. BORNSCHEIN was born in Louisville, Kentucky, January 17, 1866. His father, F. J. Bornschein, is now deceased, while his mother resides in Louisville with her daughter. Our subject was educated in the Louisville high school, afterward taking a thorough business course. He was with Pratt & Co. three years, as book-keeper, becoming an expert accountant and is very systematic in his work. He is also an inventor, having invented and patented a metal bicycle support, hat pin, and metal plating that is more durable than nickel plate.

Mr. Bornschein, commenced railroading in September 1886, on the Chesapeake, Ohio & Southwestern, firing freight and passenger, and in July 1889, he was promoted to a switch engine in the Paducah yards. July 23, 1890, he was given a road engine and ran on a through freight to Memphis. He has, at present, a preferred run between the same points, and drives a new Brooks engine, No. 28. Our subject has a remarkably good record, not having had any accidents or injuries. Mr. Bornschein married Miss LeBlanc, the daughter of Dr. J. W. LeBlanc, who was a very prominent physician. They have one child, Clifford Louis, at school. Our subject is a progressive, up-to-date man, a great reader and also a musician, his instrument being the mandolin. He is a member of Division No. 225, B. of L. E., and is at present Secretary and Treasurer of the Lodge, having held the office during the years, 1890, 1893, 1894, and 1899. He also belongs to the Knights of the Maccabees, Griffin Tent, No. 47, and Blue Lodge No. 449, Paducah, Chapter No. 30 and Commandery No. 11, A. F. & A. M. He has also taken the thirty-two degrees of the Consistory of the Scottish Rite Masonry.

AMBROSE E. MERCER, a popular Illinois Central freight engineer, began his railroad career in 1885 as a fireman on the C. O. & S. W., now the Louisville division of the Illinois Central, with Engineer N. Hudson, now of Memphis, Tenn. Our subject fired both freight and passenger engines until 1888, when he was promoted to engineer and given a McQueen engine, No. 79, running extra all over the Louisville division. Our subject at present has a preferred run between Paducah and Central City, on engine No. 252, with Fireman Jos. Stanfield. He has had several good firemen promoted from his engine, and he has a fine record as an engineer.

Mr. Mercer was born in Pennsylvania. His father is William Mercer, a practical miner, who came to the coal fields of Pennsylvania from England, opening up several important mines. In 1872 he opened up mines at Mercer, Ky. Afterward the Emporia mine was opened in 1878, he being the proprietor of both of these mining properties. He later came to Paducah and engaged in the coal business, being one of the leading coal dealers of the city for seven years. He is now retired and living with his son, a religious and highly respected citizen. Our subject worked in the coal mines in various capacities five years, and is considered an expert miner. He has a brother, Thomas Mercer, who is an old engineer running between Memphis and Cairo, being one of the oldest and best known men on the road.

Mr. Mercer married Miss Mary Campbell, and has four children, three boys and one girl, Harry and Robert William, at school, Katie Belle and Leland, who have not yet attained the school age. Our subject is a member of Division No. 225 B. of L. E., and Division No. 238, B. of L. F. He is also a member of the Plain City Lodge No. 449, A. F. & A. M. He built a fine residence in 1891 at 633 S. Thirteenth street, where he enjoys, when off duty, the comforts of a happy home. Mr. Mercer is a man of temperate habits, who has succeeded by his own efforts and character.

D SHEAHAN, roadmaster on the Memphis division of the Illinois Central, with headquarters at Memphis, Tennessee, was born at Moro, Ill., November 27, 1858. His parents, respected residents of Bath, Illinois, were Dennis and Esther (Walter) Sheahan. Mr. Sheahan Sr., who departed this life in 1881, was a native of Limerick county, Ireland, and had been in railroad service about thirty years as section foreman. He served in that capacity at Bath, Illinois, for the Chicago, Peoria & St. Louis R. R. (formerly the Peoria, Pekin & Jacksonville R. R.) for many years. Our subject attended the public schools of Bath, and worked, when a boy, on a farm. At the age of fourteen he began railroad life as a section hand under his father, on the Peoria, Pekin & Jacksonville Railroad and was with him eight years. He was then appointed section foreman at Hollis, Illinois, and was soon afterward sent to Peoria, Illinois, where he was placed in charge of a section, which embraced the Peoria yards. He held that position two years, and was then transferred to Havana, Illinois, in a similar position, remaining there five months. He then took charge of a surfacing gang, on the Peoria & Farmington R. R., and was two months later promoted to foreman of track-laying at Peoria. Serving there three months in that capacity, he was promoted to assistant roadmaster, where he was engaged for one year, when the road was extended to Keithsburg, Illinois, and the name changed to the Iowa Central. He was then appointed roadmaster, with headquarters at Monmouth, Illinois, and was there for three years, when division headquarters were changed to Keithsburg, Illinois, to which point he was transferred. The division was afterward extended to Oskaloosa, Iowa, and Mr. Sheahan had charge of 192 miles of track and the last four months with that company he was road and trainmaster. He remained with the Iowa Central until 1893, when he entered the service of the Illinois Central as supervisor of the second division, at Champaign, Illinois, where his jurisdiction extended over 116 miles. He held that

position two years, and was then transferred to the fifth division, with headquarters at Kankakee, Illinois, and remained there one year, when he was sent to Clinton, Illinois, as roadmaster of the Springfield division. He occupied that position seven months, when he resigned to go to the Elgin, Joliet & Eastern R. R. as roadmaster, with headquarters at Joliet, Illinois. He was with the latter road about one year, when he returned to the I. C. service, as supervisor of the seventh division, with headquarters at Murphysboro, Illinois, and remained there eighteen months. He was then promoted to his present position as roadmaster of the Memphis division, which embraces 265 miles of main line between Fulton, Kentucky, and Grenada, Mississippi.

On the 9th of June, 1881, Mr. Sheahan was married to Miss Mary T. Donahue, of Peoria, Illinois, where she was born, June 7, 1861. Both Mr. Sheahan and his estimable wife are devoted members of the Catholic church. He is connected with the Catholic Order of Foresters. In politics he is a Democrat. From a humble beginning, Mr. Sheahan has, by his untiring industry and energy, reached a position of prominence, carrying with it the complete confidence of the officials of the road, and the good will and esteem of the many employes under his jurisdiction.



F M. BRANNER, chief clerk in the office of the roadmaster at Memphis, although a young man, has made rapid progress in the service he has chosen to make his vocation in life. Born at Arcola, Ill., December 1, 1879, he was reared and educated at Jackson, Tenn., whither the family removed during his early childhood. His father, M. F. Branner, an extensive contractor during his active business career, died in 1892. The mother, whose maiden name was Rachel Becton, resides in Jackson, Tenn. Mr. Branner began his railroad career in the spring of 1895 as clerk in the office of the superintendent at



ARTHUR HARMS.

Jackson, remaining about eighteen months, when he was transferred to the trainmaster's office, serving there six months. Promoted to second clerk in the roadmaster's office, he served with such credit to himself that in February 1899 he was transferred to Memphis and made chief clerk to the roadmaster there, which position he is holding at the present time. Mr. Branner was reared in the Presbyterian faith and is independent in politics. Few young men with influential friends to help them make as rapid rise in any calling as has been made by the subject of this sketch. By his own merit he has won promotions in a short time that it has taken others years to win.



ARTHUR HARMS, a well-known engineer in the freight and passenger service on the Louisiana division of the Illinois Central, was born at New Orleans, January 4, 1858. Henry Harms, his father, was for a long time connected with the N. O. J. & G. N. R. R. in the bridge construction department of that road. When but a young lad of sixteen years, the subject of this sketch began his railroad career in the car department of the I. C. shops at McComb City, Miss., and on October 12, 1884, was given a position as fireman, on engine No. 318, with G. Nelson as engineer, and A. Butterworth as conductor. In 1886 he was promoted to engineer, being employed on a switch engine until 1888. He was then given a regular run in the freight service, and finally in the passenger service, where he is at present employed, in charge of engine No. 720, with John Rayford, who has been with him for six years, as fireman. Mr. Harms had a narrow escape from death on December 22, 1892, caused by a "lap order". While running at a speed of forty miles an hour, with a heavy train of freight, his engine collided with an extra freight on a curve near Gallman, demolishing both engines. Seeing the great danger which threatened him, Mr. Harms jumped as the en-

gines met, and received a painful injury in his knee, which for some time incapacitated him for duty. This wreck was considered the most disastrous that ever happened on the Louisiana division of the road.

On March 25, 1896, Mr. Harms was united in marriage to Miss Kate McNeal, a popular lady of Wesson, Miss. He has just completed and occupies one of the finest residences in McComb City, many of the features being of his own design. This elegant home which is appropriately furnished, is located in the most aristocratic section of the city, on a high eminence, surrounded by a grove of beautiful shade trees, and stands as a monument to the pluck and energy of a poor boy, who, to use his own language, began life with less than "two-bits." Mr. Harms holds membership in Division No. 196, B. of L. E. in which he has held various offices.



EUGENE B. CALDWELL, chief clerk in the offices at Henderson, Kentucky, holds an unusually responsible position for one of his age. Born at Austin, Tennessee, in 1875, after attending the common schools until 1891, he entered the employ of the Southern Railroad at Lawrenceburg, Kentucky, as messenger boy, making himself useful as clerk, and was soon promoted to bill clerk and later to chief clerk. From Lawrenceburg he was transferred to Paducah Junction as assistant agent, and from there to Hopkinsville as chief clerk, where he remained five months. He was then assigned to duty at Henderson as chief clerk, being held accountable for the work of the two assistants under his charge. It is unusual for one of his years to have attained so responsible a position. He is quick and accurate and thoroughly reliable, which accounts for his rapid rise. Mr. Caldwell was married to Miss Lula Aussenbaugh, of Hopkinsville. Their home is at present at Henderson.

AT. ERICKSON is a popular young conductor on the Louisiana division of the Illinois Central, in the freight department. Beginning in 1892 at Canton, as a fireman on the Mississippi division of the I. C. with Engineer Wilder, he was for two years in that branch of the service. He then went to the Louisiana division, and until 1899 was engaged as a brakeman, and in the latter year was promoted to conductor in the freight service, where he has since remained. He has been in a few small wrecks while on the road, the most serious being at Hazelhurst, Mississippi, in which several were injured. He, however, was fortunate in escaping.

Miss Leila C. Hemphill, of McComb City, became the wife of Mr. Erickson. She is a daughter of Mrs. Amelia Hemphill, the proprietress of a boarding house in that city, a very popular stopping place with the employes of the I. C. Mr. and Mrs. Erickson's marriage has been blessed by a bright little daughter, Maude, born April 14, 1894. Mr. Erickson is connected with Myrtle Lodge No. 36, Knights of Pythias, and is also a member of Division No. 264, B. of R. T. of McComb City. He has a comfortable home on Broadway and is a useful and progressive citizen of that city.



THEODORE MORENO JR., chief clerk in the local freight offices at Memphis, was born at Tougaloo, Georgia, December 16th, 1872, and educated in the schools of Gainesville, Georgia. While quite a lad he began for himself as cash-boy in a large store in Gainesville, and two years later was given a clerkship in the same establishment where he remained four years. In 1891 on coming to Memphis, he entered the service of the Louisville, New Orleans & Texas Railroad as clerk in the auditor's office, and a year later was transferred to the local freight office where he was employed at the time the road was absorbed by the Central in 1892. Under the new management he became report clerk in 1894, and was

successively promoted to rate revising clerk, night chief clerk, station accountant, and in August 1897 became cashier, and six months later chief clerk in the freight department, where he is at present employed. Theodore Moreno Sr. is a civil engineer, now retired, who served many years in the employ of the Atlanta & Charlotte Railroad. He married Miss Virginia Anderson, a native of Florida. They are members of the Episcopal church, in which their son was reared. Mr. Moreno is a Democrat in politics. He is accurate and quick at figures and his integrity is of the strictest kind, winning for him the confidence of his superiors in the service.



GEORGE B. McCOY, train dispatcher at Memphis, was born at West Point, Kentucky, April 23, 1856, and received his education at the famous Military Institute at Lexington. Having learned telegraphy, in 1876 he accepted a position with the Ohio River Telegraph company, and shortly after joined the force of the Pacific & Atlantic Telegraph company, both of Louisville. Having a taste for railroading, in 1877 he secured a position as sleepingcar conductor, running out of New Orleans until the following year, when the service was abandoned on account of the prevalence of the yellow fever. Being offered a position by G. M. Dugan, superintendent of telegraph, in the service of the Illinois Central, he accepted in December 1878, and filled the position of operator and chief clerk in East Cairo, Kentucky, two years. Transferred to the dispatcher's office at Jackson, Tennessee, he remained but a short time, then was assigned as dispatcher to accompany the construction force during the building of the Canton, Aberdeen & Nashville road, and remained at Aberdeen as dispatcher until 1888. When the Illinois Central bought the Mississippi & Tennessee Railroad and created the Memphis division, he was transferred to Memphis and made one of the dispatchers there, which position he has since filled to

the satisfaction of his employers. Mr. McCoy is a son of Bernard McCoy, deceased, formerly a merchant at West Point. The mother, Ann E. Withers in maidenhood, survives him.

The marriage of Mr. McCoy occurred January 3, 1889, at Aberdeen, Mississippi, the home of the bride, Miss Madie E. Montgomery, a native of that place, born October 18th, 1878. Their only child, Harry Bernard, was born at Memphis, November 25, 1893. The family belong to the Methodist church, south, and Mr. McCoy to the Royal Arcanum. In politics he has been a lifelong Democrat.



ROBERT S. ALFORD, an energetic and popular employe of the Illinois Central, is a conductor in the freight service on the Louisiana division of the road. At the age of ten years he was employed as messenger and errand boy at the depot in Johnstons, Miss., where he remained for five years. Being a thrifty lad, he accumulated sufficient funds during those five years to give him a college course of three years at Holmesville, Mississippi, where he acquired a good practical education. At the age of twenty-one he went to McComb City and again entered the service of the I. C. as a brakeman on the Louisiana division, in which branch of the service he was employed until October 1890. He was then promoted to conductor, and has since had a regular run between McComb City and Canton. In a serious wreck, a head end collision which occurred on March 8th, 1891, at Martinsville, Mississippi, he was injured, and for nine months incapacitated for work.

Mr. Alford was born on a farm near Johnstons, Mississippi, where his father, Leandor R. Alford, still resides on the old homestead. In the paternal family there were three sons beside the subject of this sketch, Barney and Harvey, who are at home, and Monroe, a teacher in the public schools near his home. Mr. Alford belongs to the Knights of Maccabees, Knights of Pyth-

ias, and O. R. C. of McComb City, where he makes his home with Conductor Erickson.



AJ. LAWRENCE, a prominent and highly popular conductor, in the passenger service of the Yazoo & Mississippi Valley R. R., with headquarters at Memphis, Tenn. was born in Hartford, Ky., on June 12, 1865, and is a son of H. J. and Elizabeth (Coates) Lawrence, both deceased. The educational training of our subject was acquired in the public schools of his native place, and at South Carrollton College, in Calhoun county, Ky. At the age of eighteen, he began railroad life, as a student of telegraphy at Caneyville, Ky., on the Chesapeake, Ohio & South Western R. R. (now the Illinois Central) and was soon afterward given the position of night operator at that point, where he remained eighteen months. He was then sent to Trimble, Tenn., as agent and operator, remaining there about the same length of time, and was then transferred to Obion, Tenn., holding a similar position there for three years. Desiring a change of climate, he resigned and went to Texas, and was appointed agent and operator for the San Antonio & Aransas Pass R. R. at Driscoll, in that state, and after four months service was transferred to Corpus Christi as bill clerk in the local freight office, occupying that position eight months. He next went to Memphis, Tenn., and entered the road service of the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as a brakeman between Memphis and Vicksburg, and after a service of one year was, on December 18, 1891, promoted to conductor in the freight service on the same run. He held the latter position until September 7, 1897, when he was discharged for failing to clear passenger trains according to the rules and regulations then existing. He then entered the service of the Missouri, Kansas & Texas R. R. as a brakeman, between Houston and Hillsboro, Texas, remaining there four months. While switching in the yards at Taylor, Texas, he lost two fingers

of his right hand, which caused him to remain in the hospital for three months. Upon recovery he resumed his work as brakeman, being promoted to conductor on September 1, 1898, and working three months. He was then reinstated in his former position and rights on the Yazoo & Mississippi Valley R. R., and was in the freight service until February 8, 1899, when he was promoted to the passenger service and given a regular run on the Vicksburg division, between Memphis and Vicksburg, where he is now serving successfully, and one of the most popular conductors on that division. Mr. Lawrence is a member of Vicksburg Division, No. 231, O. R. C. His family attend the Christian church, and politically he is a strong Democrat.

was thirty feet high and Mr. Fraley rolled thirty feet, but escaped death and was out of service only a few days with his injuries. Thirty-six cars were wrecked and both engines demolished.

Our subject was born in Virginia, a son of Mr. Boone Fraley, farmer, now dead, as is the mother who passed away in early life. Our subject has had to earn his own living since his childhood, and he is a self-made man.

Mr. Fraley married Miss Rindenbrugh, and has five children: Mary, Orville, William R., Freddie and Jeanette. He is an active member of Division No. 225, B. of L. E., having joined the Order in 1887. His genial nature has made him a host of warm friends from one end of the line to the other.



ANDREW J. FRALEY, freight engineer, a trusty employe of the Illinois Central, began his railroad career in 1876 on the Eastern Kentucky Railroad as fireman, working a short time. He then went on the Lexington division of the Chesapeake & Ohio Railroad where he fired five years, four years of this time being in passenger service. He next worked on the Cincinnati Southern road and the Cincinnati, Hamilton & Dayton line some six months and an equal period on the Alabama Great Southern Railroad.

Coming to Paducah he fired one year between Paducah and Louisville when he was promoted to engineer and took charge of engine No. 50. From 1887 to August 7, 1890, he was in this employ and then resigned, returning to the service of the Chesapeake & Ohio, remaining until February 1893, when he came back to Paducah and has been running since in the freight service with a seat in the cab of a Brooks engine, No. 22, with Thomas Mullen firing.

Our subject has a good record, having received no severe injury. He had a very close call July 13, 1898; while moving at the rate of thirty miles struck an extra freight train at Garrison Creek trestle and he jumped. The trestle

WJ. SHEA, the efficient foreman of the blacksmith shops of the Illinois Central at McComb City, Mississippi, began work in the shops at the age of fifteen years. After serving an apprenticeship, he remained in the shops until 1889, when he went to Vicksburg, Mississippi, and was employed in the Louisville, New Orleans & Texas Railroad blacksmith shops at that place for about fifteen months. Returning to the shops at McComb City, he was for seven years in charge of what is known as the "first fire," when he was promoted to foreman of the shops, and has held that position ever since. He now has charge of thirty-two men, and his department is kept very busy. His long incumbency as foreman, and the capable manner in which he handles his force, show him to be a man of marked ability.

Mr. Shea was born at Binghamton, New York, on March 30th, 1867, and is the son of John Shea, who was a section foreman in the service of the I. C. for twenty years, and who died at Canton, Mississippi, while in the employ of that road. Mr. Shea married Miss Cecelia Daigle, of Natchez, Mississippi, and resides with his estimable wife in a fine home in the western part of McComb City.

FREDERICK R. WHEELER, city passenger and ticket agent of the Illinois Central at Evansville, Indiana, was born at Union Springs, New York, a son of B. D. Wheeler, a tanner by trade. Our subject received his education in the New York public schools until seventeen years of age, when he went to Seymour, Indiana, and was employed in a general store. His first railroading was in Vincennes, Indiana, on the Ohio & Mississippi Railroad in the local freight office as clerk, and then went into the mechanical department as clerk in the master mechanic's office, after which he went into the ticket office at the union depot in Vincennes, where he remained six years as ticket agent. He was then made traveling freight and passenger agent under G. J. Grammer, who is now with the Lake Shore road. Later he became general baggage agent of the Mackey system. When the roads were separated he went with the Ohio Valley Railroad as chief clerk in the general freight and passenger office, and when the road was absorbed by the Illinois Central he was made city passenger and ticket agent with headquarters at 200 Main street, Evansville, Indiana. Mr. Wheeler married a daughter of Henry Grady, of Tiffin, Ohio, and has three children: Charles S., Florence E., and Frederick R. Jr. Our subject belongs to the National Union, a railroad insurance order. He is a pleasant and accommodating agent, and holds a very responsible position.



WL. WRAY, a conductor in the freight department of the Yazoo & Mississippi Valley R. R. on the Vicksburg division, was born in Popes, Miss., September 23, 1874, and is the son of Elijah S. and Sallie A. (Collins) Wray, both deceased. After attending the schools of his native place until fourteen years of age, Mr. Wray began life as a clerk in a grocery store at Huntington, Miss., and one year later (1889) went to the Yazoo & Mississippi Valley R. R.

as a newsboy, where he was employed four years and ran on the entire system between New Orleans and Memphis. He then worked in the same capacity on the Chesapeake & Ohio R. R., and the Kansas City, Memphis & Birmingham R. R. successively, remaining in constant service until twenty-one years old. He then became a flagman on the Y. & M. V. R. R., between Memphis and Vicksburg where he served six months, being then transferred in a like capacity to the local freight between Memphis and Clarksdale. He was then promoted to brakeman in the freight service between Coahoma and Rolling Fork, Miss., and later was transferred in a similar position to a through freight between Memphis and Vicksburg. He retained the latter position until March 23, 1898, when his services were rewarded by promotion to conductor on a through freight on the same run, where he is now serving with eminent satisfaction.

Mr. Wray is a member of the Baptist church and is a strong Democrat politically.



WD. COBURN, chief clerk in the trainmaster's office at Memphis, was born in Winchester, Virginia, March 23rd, 1867, and attended both public and private schools of his native place. His father, William F. Cobourn, was an employe of the Illinois Central, and lost his life by accident on duty as a lineman between Bradford and Greenfield, Tennessee, November 17, 1885. The mother, Lucy E. Cobourn, *nee* Drake, resides at Fulton, Kentucky.

At the age of twenty-two Mr. Cobourn became a clerk in a dry goods store at Fulton, where he remained about two years, when he secured a position as clerk with the Mobile & Ohio road at Rives, Tennessee. About three years after his entrance into the service of that road, the financial depression caused the reduction of the force, and for a time he was idle, but on the revival of business he was reinstated and assigned to duty at Cairo where he remained

about one year, and was then transferred to Union City, Tennessee. About a year later he was transferred to the offices at St. Louis, where he remained but a short time before being returned to the office at Cairo. In 1896 he resigned and accepted a place in the office of the Illinois Central at Fulton, Kentucky, and November 17, 1897, he was transferred to Memphis, to the trainmaster's office, and made chief clerk, which position he still holds. Mr. Coubourn is a member of the Protestant Episcopal church, and affiliates with the Knights of Pythias. Politically he is a Democrat.



WILLIAM GARDNER, an engineer in the freight service of the Illinois Central, on the Louisiana division, has been connected with the road since 1894. Beginning as a carpenter with a "bridge gang", he remained at that work only a few months, when he decided to return to school. In 1895 he went to McComb City, Mississippi, and entered the road service of the I. C. as fireman on the Louisiana division, with Engineer Charles Gilmore. After a faithful service of four years and eight months in that branch of the service, he was examined for promotion to engineer, in which he was highly successful, and was given charge of engine No. 1135 on the Manifest run on the south end of the Louisiana division. He was there only a short time when he took charge of a regular run in the freight department. He has never been in a wreck during his service on the road.

Mr. Gardner was born at Summit, Miss., March 28, 1873. His father, William S. Gardner, was a farmer of Liberty, Miss. Both parents of our subject died in the prime of life. A sister, Alma Lee Gardner, became the wife of Charles N. McKnight, who is also an employe of the I. C.

Mr. Gardner was for three years a student at the A. and M. College of Mississippi, and while there was a member of the Lee Guards,

a military organization. He was married to Miss Almata H. Hemphill, of Byram, Miss. A lovely little daughter, Eugenia Belle, has blessed their union. Socially Mr. Gardner is a member of the Modern Woodmen of America, Protective Knights of America, and B. of L. F. He is a charter member of Ensign Lodge No. 411, acting as a member of the Grievance Committee, and is at present a delegate to the convention of the Brotherhood of Locomotive Firemen, to be held at Des Moines, Iowa, during the present year (1900). He resides in a pretty home in the western part of McComb City, and is a highly respected citizen of that community.



WILLIAM R. WILKINSON is of old Virginia stock. His father, William Wilkinson, was killed in the civil war and his mother is since deceased. Our subject's brother, P. B. Wilkinson, is a passenger conductor running out of Jackson, having been conductor since 1874. He has another brother, J. J. Wilkinson, who is a successful business man at Morristown.

Our subject began his railroad service as a brakeman on the main line of the Illinois Central and was promoted to conductor in 1878, having served less than one year in the former position. Mr. Wilkinson ran between Water Valley and Jackson, Miss., up to 1883, after which time he went to the narrow gauge road. He worked there five or six years and in 1891 came back to the main line and remained there up to 1895 when he came to Paducah as conductor. Our subject's present run is a preferred one out of Paducah on caboose 98491. He has a remarkably clean record, not having had any accidents or injuries. He is also a thorough business man and one who is well-liked.

Mr. Wilkinson married Miss Tebbets. He is a member of Division No. 290, O. R. C. and is at present Senior Conductor of the Lodge. He is also a prominent Mason, being a member of the Paducah Lodge No. 127.

ALLEN J. JORGENSON, was born in Florence, Indiana. His father, N. Jorgenson, was an insurance man, who engaged in that business in Henderson. Our subject, the trusty and successful dispatcher, commenced railroad service at Henderson as operator, served several years and was next made agent. Afterwards he was "trick" dispatcher at Earlington, Ky., for eight years, and then came to Paducah in the same capacity, serving ten years when he was made agent and afterward chief dispatcher. He has two train dispatchers, W. L. Bennett and J. B. Alvey, also two operators, R. Foster and W. O. Rodgers, in the office under his charge.

Mr. Jorgenson married a daughter of Dr. G. Davis, and has one child, Susie, a young miss at school. Our subject is a Mason, belonging to Plain City Lodge No. 449. His home is at Paducah.



ROBERT DAWES, a good natured freight conductor on the Louisville division of the Illinois Central, is a native of Stanford, Kentucky. His father, A. Dawes, was a liveryman in Kentucky, but afterwards moved to Missouri. Our subject learned telegraphing and in 1879 entered the service of the Missouri Pacific as operator, but in 1880 he went to New Mexico as a telegraph operator on the Santa Fe. Soon after he came back to the Missouri Pacific as conductor and dispatcher, and from 1884 to 1887 he worked on the construction through western Kansas and Colorado. After the completion of the road he secured a place on the Denver & Rio Grande, at Pueblo. His next position was at Clarendon, Texas, where he spent one year as dispatcher. During the next four years he was in the employ of the Santa Fe as conductor. After this he left the road and engaged in the restaurant business for six months. In 1894 he came to the C. O. & S. W., working at Paducah two years as conductor. His present run is a preferred

one between Paducah and Louisville. He has never been injured, but he has had varied experiences. He is considered a thorough railroad man.

In 1884 Mr. Dawes married a lady of West Virginia, and they have six children: Ethel, Lillian, Bernie, Robert, Morgan and Palmer. He resides at Louisville.



JOHN A. SCOTT, division passenger agent for the Illinois Central at Memphis, Tenn., was born in that city on November 1st, 1865. He was educated in the public schools of his native city, and also took a business course at the Robertson Business College there. Mr. Scott began his railroad career at Memphis in September 1880, as clerk in the office of J. T. Harahan, superintendent of the Louisville & Nashville R. R., and was, in 1882, assigned to the city ticket office of that road, as assistant ticket agent. In 1884 he was promoted to city passenger agent, and in 1888 succeeded to the city ticket agency for the Louisville & Nashville, Illinois Central, and Little Rock & Memphis roads. In 1891 he was made district passenger agent for the Louisville & Nashville, with headquarters at Memphis, and resigned in September 1893 to accept the position of general agent of the passenger department, at Memphis, for the Kansas City, Fort Scott & Memphis R. R., and the Kansas City, Memphis & Birmingham R. R. He left the service of those roads to take his present position with the Illinois Central. Mr. Scott's jurisdiction covers the Yazoo & Mississippi Valley R. R., and all branches between Memphis, Tenn., and Baton Rouge, La.; and the Illinois Central from Paducah, Ky., to Cairo, Ill., and to Grenada, Miss., including also the main line of the I. C. between Fulton and Grenada, and reporting to the assistant general passenger agent at Louisville, Ky.

He is an official of splendid executive ability, courteous and obliging in all his relations with the public, and ever vigilant and ambitious

to guard the interests of the I. C. road and promote its prosperity, and is justly popular with all with whom he is brought in contact.



FRANK WINTERS, a young freight engineer on the Louisville division of the Illinois Central, began September 1888, firing with Engineer Haywood between Paducah and Memphis. He was promoted to engineer in 1895, having run a switch engine one year. Our subject ran both north and south out of Paducah, when he was given his present run on the north end between Paducah and Central City. He has a fine Brooks engine of the newest type, and has a good record.

Mr. Winters was born in Ripley, Ohio. His father, a cigar manufacturer, died when our subject was quite small. Of the leading social orders Mr. Winters is a prominent member. In the Masonic bodies he affiliates with Blue Lodge No. 449, the Chapter No. 30, and the Commandery No. 11, while the Odd Fellows and the Red Men claim his allegiance. He is also a member of Division No. 225, B. of L. E., of Paducah. Although one of the younger engineers he has attained a proficiency and interest in his work that will advance him as fast as there are openings at the top for progressive young men.



WILLIAM SPEAR FORSYTHE, a passenger conductor on the Louisville division of the Illinois Central, is a native of New Concord, Ohio, having been born there in December 1859. His father was J. V. Forsythe, a tanner by trade, who died in 1881. He moved to Kansas and our subject was educated there. He left school when he was fourteen years of age, working at various occupations until at the age of eighteen, when he entered the train service of the Missouri Pa-

cific as brakeman, and was promoted to conductor on that road. In 1891 he came to the C. O. & S. W. and was given a freight train, and ran an extra passenger between Central City and Paducah. Our subject's present run is a through passenger between Louisville and Fulton. He has a fine record.

Our subject married Miss Brady, of Osawatomie, Kansas, and has two daughters, Helen and Ethel. Mr. Forsythe is a member of Monon Division No. 89, O. R. C., of Louisville; also belongs to Lodge No. 184, K. of P., and the I. O. O. F., both of Osawatomie, Kansas. Our subject resides at Louisville.



GRANT O. LORD, is a popular conductor in the freight service of the Illinois Central Railroad on the Louisiana division. He was born in Berks county, Pa., on September 19th, 1869, and is the son of John R. and Mary L. Lord, both natives of Pennsylvania.

John R. Lord was for a time employed on the Middle division of the Pennsylvania Railroad as a clerk, and later as a conductor. He was also connected with the Philadelphia & Reading road, but in 1881 went to Nebraska where he engaged in merchandising and stock buying. He remained at that business until removing to Hammond, Miss., where he is now living retired.

Grant O. Lord entered the service of the Illinois Central at Hammond, Miss., in 1888, as a brakeman on the Louisiana division of the road, and in 1890 was promoted to conductor in the freight service. He occupied the latter position until 1893, when he resigned to engage in the saw-mill business at Hammond, La., but remained at that work only one year. Returning to the service of the I. C. he resumed his former position, and has since had a regular run in the freight service on the Louisiana division. During his career with the road, he has been in two wrecks, the most serious of which was between



JAMES M. HOSKINS.

Gallman and Crystal Springs, Miss., in 1892, and another at South Port. In the latter a large amount of stock was killed. He was fortunate in escaping injury, especially in the first wreck, which was a head end collision.

Mr. Lord was married to Miss Enos, of Summit, Miss., and they have a bright daughter, Margaret F.

He affiliates with the Masonic order, and is also a member of Division No. 367, O. R. C. at McComb City, where he resides in a comfortable home.



JAMES M. HOSKINS, a prominent engineer in the freight service on the Louisiana division of the Illinois Central, was born in Brookhaven, Miss., in November 1857. His father and grandfather were extensive railroad contractors and lumbermen. In 1879 the father built, under contract, twenty-five miles of the Yazoo & Mississippi Valley R. R., from Vicksburg to Big Black River. He also built the road from Holly Springs to Memphis. In 1880 he constructed the Hoskins branch, and sold it to the Illinois Central in 1891. The Gulf & Ship Island R. R. and the Brookhaven branch were built under their supervision. Mr. Hoskins Sr. organized the Hoskins Battery, during the Civil war, and served during the entire war, from 1861 to 1865. They were noted for bravery, and always found in the thickest of the fight. He died in Jackson, Miss., during the yellow fever epidemic in 1898, his wife dying in 1890. Three of his sons, brothers of our subject, attained military distinction during the Spanish-American war. Samuel W. was lieutenant of Company H, First Miss. Vol.; G. C., a West Point man, was major of the Second Miss., and W., a lieutenant in the Third Miss. Regt. Another, Jones H., was a private in Co. H, First Miss. The maternal grandfather of our subject, Mr Whitworth, was a very wealthy man, a Methodist preacher, and donated a female college named after him, in Brookhaven, Miss., to the Methodist conference.

The subject of this sketch began life as a bookkeeper for his father in the lumber business, who had all the penitentiary labor of the state, besides many others, his crew sometimes reaching 1,500 men. It was his duty also to look after the machinery, etc., and in 1891, when he entered the service of the Illinois Central, his experience at engineering was such that it was not necessary for him to spend any time as fireman. He has since been in the regular employ of the I. C. company, and has at present a run between McComb City and Canton, on engine No. 723. He has graduated several firemen from his engine, among them L. Jenkins, W Graves and Leon Ford, all successful engineers. Mr. Hoskins had one very serious head end collision, in which Engineer Quinn, of the other engine, and a very popular man, lost his life, and our subject had a close call. The accident happened on a curve, and many theories were advanced as to the cause, but Mr. Hoskins and his crew were exonerated. Miss Maggie Towns, of Brookhaven, Miss., became the wife of Mr. Hoskins, and they have three children living: James, a bright boy, at college in Bay St. Louis, Miss.; Sherwood Towns, aged seven; and Milton La Hargue, aged five. Jacob W. died when a small child. Mr. Hoskins built a fine residence in 1896, constructed from his own designs; it is finished in hard wood, and has all modern conveniences. Mr. Hoskins has been connected with the B. of L. E. since 1891, having served as chairman of the Grievance board, and was also a delegate to the Legislative board. He vigorously opposed the Cox bill at the last state session. He is a member of the Masonic Lodge, No. 241, the Knights of Honor and the Knights of Pythias, of Brookhaven, and of Elks Lodge No. 268, of McComb City.

Mr. Hoskins is devoted to manly sports. He has a fine driving horse, and a promising colt by Tug Wilkes. He also has some fine dogs and is very fond of hunting, making frequent trips during the season with Dr. Doepp, I. C. surgeon, of Chicago, and A. L. Barker, a lumberman of Wisconsin. He is an expert shot, and has taken several prizes at tournaments. In a state drill

at Jackson, he tied for first honors. He is a member of the Brookhaven Gun Club, and is now one of the twenty charter members organizing the McComb City Sportsman's Club, which will be incorporated for the purpose of protecting game and fish, and enjoying the pleasures thereof. Mr. Hoskins is closely identified with the interests of McComb City, where he is an influential and respected citizen.



JACOB W. BOONE, a prominent young employe of the Illinois Central, is a conductor in the freight service of the road on the Louisiana division. In early life Mr. Boone learned the trade of a printer, and still retains membership in the Typographical Union. Deciding to embark in railroad life, he entered the service of the Kansas City, Watkins & Gulf R. R. at Lake Charles, La., as a fireman, serving thirteen months. He then went to McComb City in 1891, and at once became identified with the I. C., working first as fireman and later as brakeman on the Louisiana division, until 1897. In the latter year he received a well merited promotion to conductor, and has since held that position. He has been fortunate in escaping injury during his service, and has never been in a wreck.

Brookhaven, Miss., is the birthplace of our subject, and the date of his birth is August 3rd, 1871. He is the third son of Rev. Robert J. and Tomaesia A. (Stanard) Boone, both of whom reside at Summit, Miss., where Mr. Boone Sr. has charge of a congregation of the Baptist church.

Mr. and Mrs. Boone Sr. were the parents of four sons, viz: Henry, formerly a conductor on the I. C. but now with the Kansas City, Fort Scott & Memphis road; Jacob W., our subject; Charles, who although only a young man of eighteen years, has reached a degree of prominence not easily attained at his age. Educated

in the public schools of Brookhaven, Miss., Charles soon won his way into the State University, and from there went to the Military Academy at Annapolis, Md. At the outbreak of the Spanish-American war he enlisted in the United States Navy, serving through the war and received special mention for bravery at the battle of Santiago. Having enlisted without the consent of his parents, their first knowledge of his action being gleaned from the newspaper accounts of his bravery, they requested and obtained his discharge from the government, upon which he enlisted on a British vessel and went to England. Showing his honorable discharge from the United States authorities, he was at once given a position in the English navy, and is now quartermaster on an English ship, on the African waters. The fourth son is Oscar, who resides with his parents. Rev. and Mrs. Boone believed in education, and gave their sons all the advantages their circumstances would permit. Jacob W. Boone, our subject, belongs to the Masonic order, and is a member of the Blue Lodge No. 241, of Brookhaven, Miss. He is also a member of Lodge No. 204, I. O. O. F. Of the railroad social organizations he claims membership with Division No. 367, O. R. C., Division No. 264, B. R. T. of McComb City. Being a young man of pleasing manners, and an employe noted for carefulness and steady habits, Mr. Boone has a bright future before him.



REGINALD DUVALL, probably the youngest man running an engine on the Memphis division, was born in Lyon county, Ky. His father, F. M. Duvall, died in 1888, leaving our subject to support his mother and two sisters and a brother. He educated his two sisters who are now married and living at New York and New Orleans, respectively. He was himself a great student and has a fine collection of standard books which he thoroughly studied.

Mr. Duvall commenced his railroading in 1888 as caller, which place he retained one year, then worked as fireman for F. Humphrey on a freight run out of Paducah up to 1893, when he went on a passenger engine on which he fired twenty months and was then, at the age of twenty, set up to engineer. His first run as engineer was to the St. Charles coal mines, and he ran on the north end three years. His present run is a through freight between Paducah and Memphis on a McQueen engine No. 370. He has run every style of engine, and has had several narrow escapes from injury. At one time while firing on the train known as the "cannon ball" they struck cross ties on the track and were ditched. August 3, 1895, he had a peculiar experience; while coming into the yard he had his engine turned completely over through an old colored woman who was wandering around the yard and in some way stepped on the switch and turned it; fortunately no one was injured.

Our subject is a member of Division No. 225, B. of L. E., at Paducah, also belongs to Division No. 238, B. of L. F. He owns a home at 1234 Jefferson street.



CARL F. SWANSON, a popular engineer on the Louisville division, began his railroad career in 1878 as a bridge carpenter, at which he worked until June 1879, when he was taken sick. September 15, following he was re-employed watching an engine at Covington and in 1882 went to Memphis as "hostler" in the round-house remaining in that position until 1884, when he began firing on engine No. 54. In 1887 he was promoted to engineer, first running a switch engine at Memphis five years. He next ran a freight engine between Paducah and Memphis until assigned his present run, a preferred run between Paducah and Central City. Our subject is one of the most faithful men in the service, having never missed a call, always on time and never suspended and is considered one of the

most thorough engineers on the road. He is a son of Andrews Swanson and was born in Sweden, coming to America in 1877. Our subject has a brother who is foreman in the Illinois car shops at Paducah, a man of many years' experience in railroad construction.

Mr. Swanson married Miss R. Stokes of Memphis. He is a member of Division No. 225, B. of L. E., and a charter member of the B. of L. F. having held all the offices in the latter order. He is also a member of the Masonic fraternity affiliating with Plain City Lodge No. 449, and of Ingleside Lodge, I. O. O. F.

Our subject has made several fast runs for which he has received special mention. One in particular was in 1894, taking a theatre party forty-five miles in fifty-five minutes. He is held in high esteem by his superiors and his colleagues.



EA. DRISCOLL, chief clerk in the roadmaster's office at Louisville, was born in 1866 at Jeffersonville, Ind. He received his education in the public and the parochial schools of that city, and afterward took a course in the Bryant & Stratton business college. His father, David Driscoll, was for a long time connected with the Pennsylvania system, having charge of the store department at Jeffersonville.

Our subject entered the service of the Pennsylvania company in Superintendent E. W. McKenna's office and worked for that company thirteen years, under five different superintendents, in local freight, transportation and road departments. In March 1896, he began working for the C. O. & S. W. as chief clerk to General Superintendent F. D. Thompson, and in August 1896 as accountant in Superintendent W. J. Harahan's office, serving in this capacity two years when he was made superintendent's chief clerk. Here he continued for six months and was afterwards transferred to chief clerk in roadmaster's office to succeed C. B. Wintersmith, who is

now at Memphis. Our subject has a very responsible position, as the roadmaster's department often reaches three thousand men, including section men and carpenters. Besides this he has to look after a large number of rails, ties, lumber (rough and dressed), gravel, fence, wire, posts, brick and tank materials, also attends to the general detail of engineer's actions, besides the immense amount of correspondence in regard to labor and materials. Mr. Driscoll's position is a bonded one as he often pays a large number of men in busy season, and in addition prepares leases. He has a stenographer and several assistants. Mr. Driscoll belongs to the Elks Lodge, No. 362, being instrumental in securing the charter of the Lodge. He resides with his parents at Jeffersonville, Indiana.



GEORGE C. DEAN, a popular engineer on the Memphis division of the Illinois Central began his railroad career in 1879 as a brakeman on the East Broad Top Railroad. He served as brakeman and fireman up to 1887 when he entered the service of the C. B. & Q., working one year in the Chicago yards, after which he entered the employ of the Illinois Central at Memphis, beginning as engine cooler. At that time the engineers and men were a tough lot and our subject soon got to the top of the list being temperate and industrious. September 3, 1889 Mr. Dean came to Paducah and was given an engine on a gravel run, and various other runs, up to the time of his promotion to his present preferred run between Paducah and Memphis. Our subject's present engine is No. 33, a Rogers of the newest type, and his fireman is J. G. Sands.

Our subject has a remarkably good record, having had no serious accidents to damage property to the extent of fifty dollars and has had no serious injury to himself.

Mr. Dean was born in Clarion county, Penn., but his father now resides at Newburn, Tenn., whither he removed a number of years

ago. He has had the misfortune to have two brothers killed in the service. Edward, a fireman, a bright young man while firing for Engineer Pat Grogan, in going into Wingo struck an open switch and was crushed between the baggage car and tender, being instantly killed. Mr. Dean's mother received two thousand dollars from the railroad company. Engineer Grogan was severely injured about the head and limbs. Our subject's brother Harry was killed while braking, falling between the cars. He was a bright young man and a favorite with all his colleagues.

Mr. Dean married Miss Rhea and has one child, Mabel, a bright miss at school. He is a member of Division No. 225, B. of L. E., of Paducah, having served as an official of the order, also a member of Blue Lodge No. 449, A. F. & A. M. and the Knights of Golden Cross of Paducah.

Our subject has made several fast runs and received special mention for the same from the officials. His record is a creditable one of which he may take a pardonable pride.



EDWARD W. CRUTCHFIELD, one of the younger engineers of the Central's army of operatives, is a native of old Kentucky, having first seen the light of day in the town of Wingo. His father, J. R. Crutchfield, is one of the leading farmers of the county in which he resides. At the early age of sixteen our subject started out for himself securing a place as fireman on the Chesapeake, Ohio & Southwestern in 1892. After six years service on the left side of the cab, the last fifteen months in the passenger service, he was examined and set up in the operating department being assigned to a freight run between Paducah and Memphis. Like many railroad men that ride at the front end of a train our subject has had many narrow escapes, the most notable one, perhaps, occurring April 30, 1897, while he was

firing in the passenger service, in which the engine was ditched but all aboard escaped. Mr. Crutchfield's marriage at Paducah, to Miss Lucy Saunders has been brightened by the arrival of one child Kathalen, by name. Their pleasant home is at No. 1249 Tremble street, Paducah.



J. J. TRACEY, engineer on the Amboy division of the Illinois Central Railroad, was born in Wapella, Ill., January 3, 1864. He entered the employ of the Illinois Central Railroad at the age of fifteen as section man, and afterward served as engine wiper in round house and shops for two years, then went on the road as extra fireman. In 1889 he was promoted to engineer and was given a run from Clinton to Centralia, where he served until April 24, 1898, at which time he was transferred to his present run on a freight from Clinton to East St. Louis. During the ten years service Mr. Tracey has made a remarkably clean record, and stands high in the regard of his employers. In 1888, Mr. Tracey was united in marriage with Miss Tilly Oberst, to whom have been born four children: two daughters, Ella May and Sarah are living; one son and one daughter, are deceased. Mr. Tracey is a member of the B. of L. E. No. 315.



E. O. DANA, master mechanic on Freeport and Amboy divisions of the Illinois Central Railroad, entered the service of the I. C. R. R. as fireman on the Chicago division in 1860, and was promoted to engineer in 1864, serving in that position on the Chicago division until 1888, and incidentally filled the position of round-house foreman and general foreman at the Weldon shops. At that time, 1888, he was transferred to the Freeport division and ran a locomotive in the con-

struction service one year, and was then given the first service as passenger conductor on the new Freeport division where he ran one month, when he was promoted to master mechanic at Freeport. His territory has been extended until he now is master mechanic over the Freeport and Amboy districts, having under his charge four hundred sixty-four miles of track.

Mr. Dana was born in Cobleskill, New York, in 1841. He was married in 1865 to Miss Sarah E. Holland, and has three children: Esther G. is supervisor of drawing in the public schools of Freeport; Edgar W. was chief clerk in his father's office, but is now general foreman in the shops at Council Bluffs; Bert E. is store-keeper for his father at office. Mr. Dana is alderman of the second ward of Freeport, and is a member of the Masonic fraternity.



W. A. DAVIS, freight conductor of the Evansville district of the Illinois Central road, is a man of much railroad experience, and comes of a railroad family. He is a native of Madison, New Hampshire, but at the age of three years his parents removed to Boston. His father, Augustus Davis, who died at the age of thirty-one, was at one time conductor on the Boston & Maine road and resided at Reading, Mass. Our subject had other relatives who were engaged in the railroad business, his uncle, John Stone, at one time was an old engineer on the Boston & Maine and ran the old engine so well known in the past around Boston, called "Mystic." At the age of fourteen years our subject began his railroad career as water boy on a passenger train, and later served in various capacities. Later he worked in the Chicago & Alton yards at Chicago, from which he was appointed general yardmaster of the Chicago & North-Western. In 1890 he commenced service for the Illinois Central as freight conductor. He served until 1898, when he came to the Evans-

ville district of the Illinois Central as freight conductor, where he is now employed. Mr. Davis is an experienced railroad man. He married Miss K. W. Stowe, of Chicago, and resides on Second street, Henderson, Ky. He is a member of Division No. 381 O. R. C., of Howell, Indiana.



JESSE D. WILLIAMS, ex-passenger conductor, Amboy division, Illinois Central Railroad. The father of our subject, G. W. Williams, a farmer, died in February 1863, while in the service of the 116th Ill. Vol. Inf. The mother, Rhoda J. (Hughey) died October 30, 1894, from la grippe, aged sixty-one years, six months. Our subject was born in Macon county, Ill., January 9, 1852. His education was received in the schools of Macon and Marion counties. In 1867 he entered the service of the I. C. R. R. at Centralia, as brakeman on a passenger train between Centralia and Amboy. He served as brakeman, baggageman and freight brakeman for four years, then became a freight conductor in December 1871, and retained that position for twenty-two years. He was then promoted to passenger conductor, and remained in that position until August 1899, when he left the employ of the company and removed to a farm near Patoka, Ill., where he is engaged in farming.

On the 9th of January, 1876, Mr. Williams was married to Miss Elizabeth Ashton, of Centralia, daughter of James Ashton, a farmer, now deceased. Mrs. Williams was born January 14, 1849. Her union with Mr. Williams has been blessed with four children: Jesse D. Jr., born December 10, 1879, is driving delivery wagon for Walton Nephews, of Freeport; Lula J., born April 23, 1883, is in the high school of Freeport; Bessie May, born September 8, 1889; Pearl D., born June 22, 1890. The family attends the First Methodist Episcopal church as members. Mr. Williams is a member of the K. of P., O. of R. C., and is also a Knight Templar. In politics he is a Republican.

JERRY W. HOLLAND is a conductor on the Amboy division of the Illinois Central. He entered the service of the company in 1893, as brakeman on the Clinton district of the Amboy division, his first run being with Conductor John Clarke. The efficiency of our subject was rewarded by promotion on August 7, 1899, on which date he was made a conductor. The parents of our subject were Allen and Elizabeth Holland, who were both natives of Kentucky, but both are now deceased. J. W. Holland was born in Fayette county, Ill., April 18, 1867, and was married in 1893 to Miss Laura Cruse, who is a daughter of Job and Arminta Cruse, natives of Illinois. Mr. and Mrs. Holland are the parents of two children, a son and a daughter, viz: Bruce Tyler and Nellie Marie.



FRED H. HARWOOD, assistant general freight agent at Evansville, Ind., was born in Chicago, January 15, 1863, and is a son of Theron D. Harwood, a prominent manufacturer. The subject of this sketch was educated in the public schools of Chicago, and at the age of fourteen entered the mercantile business in which he was engaged ten years. He commenced railroading in August 1887, on the Chicago, Kansas & Nebraska railroad, working on the construction of the road to Denver with Resident Engineer Dubois. In April 1888, he entered the service of the Illinois Central, in Chicago, in the local freight office, filling various positions until 1890 when he was promoted to rate clerk in the general offices in Chicago. In June 1893, he was made contracting freight agent in Chicago; and held this position nine months when he became traveling freight agent, with his headquarters at Pittsburg, Penn. He was afterwards made commercial agent and June 1, 1896, was transferred to Cincinnati, Ohio. December 20, 1899, he was promoted to assistant general freight agent, at Evansville, to succeed J. S. Weitzell who was transferred to

Omaha, Neb., with territory extending over the Evansville district of the Louisville division.

Mr. Harwood married a daughter of J. T. and Theresa Herring, of Topeka, Kansas, and makes his home in Evansville. He is a young, bright, hustling railroad man as his rapid promotions indicate.



GEORGE A. LINCOLN, freight engineer on the Louisville division, began his railroad career in 1869 with the New York, New Haven & Hartford road, where he learned the machinist's trade, working three years, after which he began firing. After a short time here he was offered a fine position as fireman, which he accepted, on the Peoria division of the Indiana, Bloomington & Western Railroad, in which service he was promoted to engineer in 1874, remaining with that road up to 1879. He then tried to quit railroading, running a stationary engine in Montana six months, but returned to railroading in the service of the Big Four, then the Chicago, St. Louis & Indianapolis Railroad, remaining one year. After this he came to the Chesapeake, Ohio & South-Western as engineer in 1890, running between Paducah and Memphis. During our subject's thirty years' experience he has never received even a scratch, and has been successful in his railroad career. He is of old Connecticut stock. His father, Albert Lincoln, a banker, died in 1887. Our subject's people settled in the United States about the time of the landing of the Mayflower, his grandfather being a Revolutionary veteran. As a family they have all enjoyed superior educational advantages, and most of the kin are professional men.

Mr. Lincoln married Miss Batey Fowler and has two children, Albert G., who holds a fine position with the *St. Louis Post-Dispatch*, being superintendent of circulation. He has the credit of making a wonderful increase in the circulation of that paper, having doubled the pa-

tronage. The daughter, Miss Edna, is a highly accomplished young lady.

Mr. Lincoln is a member of Division No. 225, B. of L. E., and was a charter member of the Firemen's organization fifteen years. Mr. Lincoln is one of the prosperous citizens of the little city in which he resides, and he helped improve it by acquiring a nice home on Broadway.



J. W. DIETRICK, local freight agent at Omaha, Nebraska, for the Illinois Central Railroad company, was born in Cedarville, Stephenson county, Illinois, May 20, 1861. His father, William S. Dietrick, was a native of Monroe Co., Pa., and was born in 1826. He was a farmer through life and died September 22, 1897. The father's great-grandfather came from Germany; he was a Protestant. The mother of our subject, Sarah E. (Ohl) Dietrick, was a native of Clinton Co., Pa., and is now living in Raymond, Iowa. There are four children, namely: J. W., our subject; Charles H., station agent for the I. C. R. R. at Carbon, Iowa, is married and has two children; Frank B., bookkeeper in First National bank, at Waterloo, Iowa, a former employe of the I. C. R. R., married; Cleora B., single, resides at home.

J. W. Dietrick was educated in the common schools of Raymond, Iowa. He clerked in a store and assisted his father on the farm until nearly seventeen years of age, when on Jan. 1, 1878, he entered a telegraph office and learned telegraphy. June 15, 1880, he became station agent at Epworth, Iowa, for the I. C. R. R., remained there until March 1881; then went to Alden, Iowa, as station agent until June 1881, thence to Storm Lake, Iowa, as clerk and operator; Jan. 1882 was sent to Earlville, Iowa, as agent, until Nov. 1883; then employed as operator and relief agent until April 1884; until Sept. 1884, was agent at Winthrop, Iowa; then served as operator in train dispatcher's office at Water-

loo, Iowa, until Dec. 1884; then appointed agent at Independence, Iowa, and in Oct. 1887, was transferred to Ft. Dodge, Iowa, as agent; in Sept. 1888, returned to Waterloo as agent, where he remained until April 2, 1894; was then sent to Dubuque as local freight agent, and on March 15, 1898, was appointed train master at Freeport, Ill., and on Dec. 15, 1899, appointed local freight agent at Omaha, Neb.

Dec. 10, 1885, Mr. Dietrick was united in marriage with Miss Minnie, daughter of Dr. M. A. Chamberlain, of Winthrop, Iowa. She was born April 23, 1865, at Dakota, Minn., and was educated at Northfield, Minn. She died Sept. 6, 1896, at Glendora, Cal., and was buried at Independence, Iowa, Sept. 12, 1896. She left two children, Eloise May, born August 28, 1890, and Marion Elizabeth, born May 8, 1893. Oct. 26, 1898, Mr. Dietrick was married to Miss Lavina E. Jackson, daughter of Ralph E. Jackson, of Dubuque, Iowa. She was born Oct. 30, 1871. They have one son, Ralph Jackson born Aug. 18, 1899. Socially Mr. Dietrick ranks high in the Masonic fraternity, being a member of Mosaic Lodge No. 125, of Dubuque, Ia.; Dubuque Chapter No. 3, Dubuque, Ia.; Siloam Commandery No. 3, of Dubuque, Ia.; Elkoahir Temple, Mystic Shrine, Cedar Rapids, Ia., and is also a member of the Protective Order of Elks, Dubuque Lodge No. 267, Dubuque, Ia. In politics he votes the Democratic ticket. His family attends the Congregational church.

LEWIS RICHTER is the night foreman of the Illinois Central at the Champaign round-house. He entered the service of the company March 13th, 1876, as messenger at the telegraph office at Champaign. In 1878, at the age of seventeen, Mr. Richter apprenticed himself in the machine shops, and after working there thirteen months commenced his work as locomotive fireman, serving in that capacity until April 1894. Though well qualified for promotion to engineer he was

prevented from taking such a position on account of defective eye-sight. His present situation was tendered him on May 1, 1895, in which he is giving perfect satisfaction.

Our subject is a resident, and has spent most of his life in his native city, Champaign, where he was born October 4, 1861. He was married October 23, 1887, to Miss Mary Hazenbrook, who was born in Champaign December 9, 1862. They have one child, a promising son, Frank. He is a member of Centralia Lodge No. 37, B. of L. F., of which he was a charter member.

FRANK RICHTER is a conductor in the freight service, Champaign district, of the Illinois Central. He entered the service of the Illinois Central as brakeman in 1889, making his first trip with Harry Levernway as conductor, on the local. He was promoted to conductor December 27, 1895. William Richter, the father of our subject, was a faithful employe of the Illinois Central for over twenty-five years, holding the responsible position of foreman in the car department. Mr. Richter Sr. retired in 1894.

Our subject was born at Champaign, Ill., in 1868, and continues to reside there, owning a substantial home. Socially he is connected with O. R. C. No. 112, of Centralia. April 29, 1890, Mr. Richter married Miss Emma O'Briant, of Centralia. They have two sons, Ole and Bertie, both attending school.

WILLIAM A. CONWELL is one of the best known men in the service of the Illinois Central, having begun as messenger boy at the age of nine years at Clinton, Illinois. In 1891, at the age of twenty-two years, he took a position as brakeman on the Clinton district of the Amboy division, filling the position with satisfaction, and in August 1898 received a well merited



EPHRAIM McILWAIN.

promotion to conductor. He is now in the freight service of the Illinois Central, running between Clinton and Centralia.

Our subject was born at Cedar Rapids, Ia., September 27, 1869, and on February 4, 1891, was united in marriage to Miss Mary A. Dunham, of Waynesville, Ill. A promising son, Monte D., is the offspring of the union. Mr. Conwell is a member of B. of R. T., State Center Lodge No. 41, and is also an honorary member of the Clinton fire department.



EPHRAIM McILWAIN is a native of Washington county, Alabama, having been born fifty miles north of Mobile.

He commenced railroading on the M. & O. Railroad at Whistler, Ala., in 1859, as a car repairer, serving as such for some time and then enlisted in the Confederate army, and served eighteen months under General Lee, the greater part of the time as orderly to General Lee. During his service he was at the first and second battle of Manasses, Leesburg, Malvern Hill, Seven Pines, and around Richmond. He left them at Leesburg, Va., when they crossed into Maryland, being honorably discharged, as he was under age. He then returned to the M. & O., as a fireman between Whistler and Mobile, but at the end of seven months re-enlisted at Mobile in the marine service and was sent to Charleston, S. C., and afterward stationed seven miles below Richmond as a member of the marine corps under Captain Lee, brother of Gen. Robert E. Lee. He continued in that service and was captured at Sailor's Creek, Va., seven days prior to Lee's surrender, and was taken to Washington, D. C., landing there the day after Lincoln's assassination, and was put in the old capitol prison. Then he was sent to the Elmira, N. Y., prison, and remained there four months, when he was discharged and sent home. He came to Jackson, Tenn., and began in the shops of the M. & O. as carpenter and continued one

year, then worked on construction of bridges between Humboldt and Jackson, and was in that department about seven months. He was then brakeman on the M. & O. six months and was then promoted to baggage and ran baggage cars one year, again promoted to freight conductor and began running freight between Jackson, Tenn., and Columbus, Ky. He continued as freight and extra passenger conductor twelve years, was then brakeman on passenger train on the old Mississippi Central, now the Illinois Central, one year. He then went to the New Orleans & North-Eastern railroad as foreman of grading between Meridian, Miss., and New Orleans, and continued there about five months, then made foreman of construction train three months, and then to the Mississippi Valley road near Vicksburg as section foreman for about a month, next into the extra repair gang for the same road a month, and was then appointed general foreman of raising the track near Vicksburg. He was next on construction train from Clarksdale, Miss., to New Orleans, and so continued one year and then came to the Illinois Central at Jackson, Tenn., and began running freight in December 1885, serving in that position on the Jackson district four years. At the end of that time he was promoted to the passenger service and has continued in the same to the present time, having a run between Jackson, Tenn., and Canton and Grenada, Miss.

Mr. McIlwain's first marriage united him with Miss Cozart, sister of James Cozart, traveling engineer of the M. & O. Railroad. She died in September 1885. To this union was born eight children, five of whom died in infancy and childhood. Those living are Harry E., a resident of Memphis, Tenn., where he is a boiler maker and inspector of engines in the shops of the Southern railroad; he is married and has three children. Willie Belle married John F. Price, foreman in the I. C. shops at Water Valley, Miss., they have one daughter. Arthur C., now in the north.

In February 1887, our subject was united in marriage with Miss Douglas, of Water Valley, Miss., and unto them have been born three

children, viz: Nettie Eva, born December 5, 1887, died March 2, 1892. Those living are Shirley Wiggins, born June 2, 1893, and Eugene Franklin, born January 16, 1896. Our subject is the owner of fine property at the corner of Grand and Highland avenues, in Jackson, Tenn. In a railroad career covering more than forty-one years, fifteen of which have been spent with the I. C., Mr. McIlwain has been very successful, never having been seriously injured. He is a member of Jackson Division No. 149, O. R. C., of Jackson, Tenn.

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JR. HUTCHISON, conductor at Waterloo, Iowa, began work for the Illinois Central company in 1886, as a brakeman on the Lyle branch. After working there one year, he was transferred to the main line as an extra and worked on all parts of the Iowa division for a short time, and was then promoted to the office of conductor, making his first run in this capacity between Waterloo and Dubuque. Subsequently he ran east and west out of Waterloo, but was soon afterward given a regular run on the Lyle branch to which he is still devoting his time with the exception of an occasional extra trip on a passenger train.

Mr. Hutchison was born in Boston, Mass., a son of J. R. and Ellen Jane Hutchison, who moved to Boston from England. Our subject came to Iowa, upon leaving the parental roof, and located first in Dubuque and worked for a while for the Illinois Central company at that time. He then went to Minneapolis and worked in the yards of the Chicago, Milwaukee & St. Paul Railroad for a short time, from there went to Austin, and from thence to southern Minnesota and spent a year in the employ of the Chicago, Milwaukee & St. Paul Railroad in that part of the state. Mr. Hutchison next had a run between Austin and Minneapolis, but was soon promoted to conductor on the same line and was thus engaged six years. Subsequently he con-

ducted a passenger train between Mason City and Austin, then from Mason City to Sanborn, and when he left this run, he severed his connection with the Chicago, Milwaukee & St. Paul company and secured a position with the Chicago & Northwestern company as a brakeman at Eagle Grove. Soon after, he secured a position with the Burlington, Cedar Rapids & Northern Railroad, and after spending about two months on this line, he came to Waterloo and has since found employment with the Illinois Central company. Mr. Hutchison was married at Independence, Iowa, to Miss Anna L. King, a native of Syracuse, N. Y., and their wedded life has been blessed by the presence of a family of three children whose names in the order of their birth are Harry S., Richard L. and Madeline Z. Socially our subject affiliates with Lodge No. 67, O. R. C. and Howland Lodge No. 274, A. O. U. W., both of Waterloo. He is a thorough railroad man, is careful and systematic about his work and throughout his career has never received the slightest injury from a railroad accident.

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ROBERT TAYLOR, engineer on the Illinois Central Railroad, Amboy division, entered the service of the Illinois Central railroad at Waterloo, Iowa, on the Iowa division, in the fall of 1885 as a fireman, and made his first run under Engineer McNeil. In 1887 he was transferred to Clinton and fired for Jim Miller, who is still on the road, until November 1888, when he was promoted to the right side and is running in the Clinton district of the Amboy division. Mr. Taylor is a native of Toronto, Canada, where he was born in July 1858. He was married to Miss Louise Kohl, of Centralia, in 1898, and has one son. Mr. Taylor is socially connected with the B. of L. E., Clinton Division No. 315, and the I. O. O. F., Wapaukonica Lodge No. 38, of Toledo, Ohio.

HW. DIETRECH entered the service of the Illinois Central as an apprentice blacksmith in Centralia, serving in that capacity nineteen months, after which he worked in the car department, thence to the water department at Centralia. From the latter place he was transferred to Chicago as assistant foreman in 1894, serving with fidelity for three years. He then came to Clinton, February 27, 1898, as water foreman of the Amboy division, which position he still holds. Mr. Dietrech is a native of Centralia, Illinois, having been born there on November 17, 1872. Socially he is connected with Deer Park Camp, No. 41, M. W. A., of LaSalle, Illinois.



WILLIAM W. EARNIST, conductor on the Illinois Central Railroad, Amboy division, was born in Greene, Butler county, Iowa, April 5, 1874. He is the son of Abram S. and Maggie L. (Northfoss) Earnist, both living. The father, who is also a conductor on the Amboy division of the I. C. R. R., resides in Freeport.

William W. Earnist was educated in the schools of Iowa, Minnesota, and Nebraska. He learned the printing trade in Brainerd, Minn., and received fifty cents a week as wages. He worked at his trade in South Dakota for one year, then went to Greene, Iowa, where he served for three months as foreman in a printing office. In July, 1894, he went to Amboy and entered the service of the I. C. R. R. in the shops at that place, but after a short time was given the position of night caller which he retained for three months. In the autumn of 1894 he came to Freeport, where, after clerking for the winter in a meat market, in February of the following year he re-entered the service of the I. C. R. R. this time as a brakeman, making his first run February 9th. He served in that position until August 31, 1898, when he was promoted to conductor, which position he now occupies.

July 17, 1897, Mr. Earnist was united in marriage with Miss Lena S. Halen of Freeport. She was born in Auburn, N. Y., Oct. 28, 1869, and came with her parents to Freeport in 1873. Mr. Earnist is a Republican in politics, and socially is a member of the B. of R. T.



AJ. MCKILLOP, one of the most trusted and honorable engineers in the service of the Illinois Central, is a native of St. Thomas, Canada. His first experience in railroading was on the Canada Southern division of the Michigan Central at St. Thomas, as fireman on the road in the freight service in 1884. He continued in this position for four years and three months, when he was promoted to engineer in the road service where he remained until Oct. 16, 1892, when he severed his connection with the Michigan Central, came to Chicago, and accepted a position on the Illinois Central. His first engine was No. 1373, which was in the switch service. His next engine was No. 114. It was at this time that the switchmen were having their troubles, and our subject had many very unpleasant experiences which tried his courage, but they soon found that he was there to run his engine according to orders, regardless of their threats, and after several attempts to make him give in to their demands they left him severely alone. He continued in the yard service about two weeks and was then given engine No. 857, with which he made several trips on the road, pulling through freight. During the summer of '93 he was in the suburban service, beginning May 1 and running until Nov. 15, when he was given No. 332 in regular freight service and continued until Nov. 4, 1894, and then took engine No. 301 which he had for some time. It was at this juncture that the big A. W. R. strike began, the men going out June 26, 1894, including conductors, brakemen, and firemen, also a great many engineers who were in sympathy. The history of this strike is well known.

No one man figured therein more prominently than did our subject. Taking the first train from the Randolph St. yards through the terminal was an experience he will never forget. Many times his life was threatened. On his engine rode Mr. W. R. Head, together with other officials on the train. His crew was a green one, and that he did get through was due entirely to his own perseverance and undaunted courage. At Kensington, rocks were fired at him. After the trouble was settled he ran No. 301, with exception of five months, until Oct. '98, when he took No. 318 and ran her until May 19, 1899. On that date, owing to the drunken condition of another engineer, he had a head end collision with train No. 62, he being on train No. 83, which was a very bad accident. Subject was not even suspended.

In March 1895, Mr. McKillop married Carrie Ely of Champaign, by whom he has one child, Jennie. He is a member of the B. of L. E. No. 10, of Chicago, and also belongs to B. of L. F. Charity Lodge at St. Thomas. He is a man of considerable means and owns fine property in Champaign. Mr. McKillop received the first certificate for air brakes issued to a freight engineer.

W E. REDUS, a conductor in the freight service of the Illinois Central, entered the employment of the company in 1888 as a fireman, serving in that capacity for about seven months. He was then appointed switchman, holding that position for a term of eighteen months or more, after which he was offered a position as brakeman on the Central district of the St. Louis division, which he accepted. His faithful services were appreciated by the company, and recognized by his promotion to conductor on August 29, 1897, which position he fills with credit to himself and with satisfaction to the company. Mr. Redus is identified with Division No. 112 O. R. C. with headquarters at Centralia, his native

city. He was born in the latter place May 3, 1870. For so young a man he has made great progress, and a bright prospect seems to be in store for him.

A S. OWEN, engineer on the Amboy division, Illinois Central Railroad, has spent his entire service in the employ of the I. C. R. R., which he entered as a fireman on the Amboy division, Clinton district, January 24, 1887, remaining in that position until September 17, 1891, when his services were rewarded by promotion to engineer, in which capacity he is now running on the Clinton district, Amboy division.

Mr. Owen was born in McLean county, Illinois, November 6, 1862. He was married November 9, 1892, to Miss Sophie Touve, and has one daughter, Bertha Virginia. Mr. Owen is a member of the B. of L. E., Clinton Division No. 315, and also of DeWitt Lodge A. F. & A. M. No. 84, Goodbrake Chapter No. 59, and Eminent Commandery No. 66, all of Clinton.

C HARLES B. CRAIG, conductor on the Illinois Central, Freeport division, was born in West Point township, Stephenson county, Illinois, March 28, 1873, and is the son of Roswell and Lucinda (Harrington) Craig, the father a farmer living in West Point township.

Charles B. Craig received his education in the schools of his native town, working on the farm in summer and attending school in winter. His first business position was that of night clerk in a hotel at Sioux City, Iowa, which he filled for five years. He entered the service of the Sioux City & Northern R. R. in 1889, as engine wiper, and at the end of three months he became a locomotive fireman on the same road, remaining in that position eighteen months. He then

came to Freeport and accepted a position as brakeman on the I. C. R. R. in which capacity he remained until October 12, 1898, when he was promoted to conductor and is now serving in that capacity. Mr. Craig is a member of the Presbyterian church, and is a young man of good habits and sterling qualities. He is a member of the I. O. O. F. and the B. of R. T. His political views are democratic.

 TTO R. McCLELLAND who is at present the oldest man on the list outside of a preferred run, entered the service of the Illinois Central as a brakeman on the local in 1889, under Conductor B. C. Michaels. He was promoted to conductor in 1895, and is now in the freight service between Clinton and Centralia.

Mr. McClelland was born near the city of Centralia, Illinois, on August 16, 1869, and is a member of Weldon Spring Lodge No. 400, O. R. C. of Clinton, and K. P. No. 26, of that city.

ETER A. MUHR, conductor, Illinois Central Railroad, Freeport division, was born in Freeport, Illinois, February 3, 1864, and is a son of Matthias Hubert and Regina (Wimmer) Muhr. The father was a blacksmith, and died in 1889, the mother is still living. One son, William G. Muhr, is employed by the I. C. R. R. Co., as a switchman in the Freeport yards.

Peter Muhr received his education in the public schools of Freeport, and also in the Sister's school of the same city. At the age of thirteen he began doing farm work, in which calling he remained for three years. He was employed in a glucose factory for a time, and then learned the moulder's trade with Mr. Frank Taggart of Freeport. In 1890 he began railroading with the I. C. R. R., as a brakeman on the Freeport

division, and continued in that position until promoted to conductor in September 1895, where he is now serving. June 30, 1898, Mr. Muhr was married to Miss Maggie Deimer, of Ackley, Iowa. She is a native of Freeport, and was born April 1, 1875. She was educated in the schools of Ackley. They have one son, Roy Peter B. Muhr, born April 10, 1899. Mr. Muhr has been in several railroad accidents and has suffered from fractured limbs, but notwithstanding this, is a man of splendid physique and fine constitution. He is a member of the Catholic church. He belongs to the O. R. C., and is independent in politics.

AMES C. MARTIN, foreman painter at the Illinois Central shops at Paducah, Kentucky, began to learn the painter's trade, October 1, 1861, at the age of fourteen years. February 24, 1872, he entered the employ of Mr. LeGros in the L. & N. shops at Louisville. He next went to sign and house painting on his own account. In 1880 he entered the employ of the Paducah & Elizabethtown Railroad as foreman of paint department at Elizabethtown, Ky., and in September 1884 came to Paducah to take charge of paint department of the Newport News & Mississippi Valley Railroad, which was absorbed by the I. C. in 1896. Mr. Martin's crew often numbers from twenty-eight to thirty men, all first class coach and engine painters.

Our subject was born in Louisville, Ky., November 7, 1847. His father, W. S. Martin, died when James was a small lad. That Mr. Martin was thrown upon his own resources his record will show. Our subject is self-educated and a self-made man, highly respected by all who know him. Mr. Martin was married to Mary E. Shepard, and has two children, W. F., cashier in the freight department at Paducah, and R. S., holding a responsible position as bookkeeper of a large wholesale grocery house.

The family resides in a fine house which was built by Mr. Martin on Harrison street, Paducah.

Our subject has been a member of Ingleside Lodge No. 195, I. O. O. F., of Paducah, for thirty years, and has filled all the official chairs. He also belongs to Friendship Lodge A. O. U. W., and is a member of the master car painters' association, having attended their national convention for ten years. Mr. Martin is a very progressive and energetic craftsman, and keeps abreast of the times in all that pertains to the trade of which he is a worthy representative. His long term of service with his present employers bespeaks the estimate they place on his services.



EDWARD LAWLESS, general foreman of the Illinois Central machine shops at Freeport, Ill., is a native of that city, his birth having occurred April 20, 1868. His father, Thomas Lawless, who was a native of Ireland, died in Freeport January 22, 1895, while the mother, whose maiden name was Rose Carey, is still a resident of that city. Of their five children the following is the record: Julia, deceased; Edward, the subject of this sketch; John, a barber of Freeport; Mary, wife of Winfield Allen; Thomas F., a journalist on the staff of the *Freeport Daily Democrat*.

Edward Lawless received his education in St. Mary's parochial school in Freeport, and at the age of fourteen began work in the shops of the Freeport Machine Company, remaining with them until June 25, 1890. At that time he entered the shops of the Illinois Central at Freeport, and in May, less than two years after, was advanced to the assistant foremanship of the shops, and June 1, 1899, became the chief in charge of the shops as foreman. His ability as a machinist as well as his executive ability and skill in managing men under him, recommended him for preferment. Mr. Lawless was married November 28, 1893, to Miss Nellie Brennan, of Freeport. She was born June 24, 1869. They

are the parents of two children, Edward, born November 26, 1894, and Mary, born June 9, 1898, and died July 22, 1898. Mr. Lawless is a member of the Catholic church, St. Mary's congregation, and in politics is a lifelong Democrat. He is well liked by those under his authority, and stands well in the city where he makes his home.



FRANK WARD, conductor on Freeport division, Illinois Central Railroad, was born in Galena, Illinois, November 1, 1867. His father, Patrick Ward, is a policeman in Galena. Both parents are living. They have three sons: John, a brakeman on the I. C. R. R.; Thomas, an operator on the C. & N. W. R. R., and Frank. Our subject was educated in the public schools of his native town. At the age of twenty-one he entered the service of the I. C. R. R., Freeport division, as brakeman, and filled the position up to October 1895, when he was promoted to conductor. He is a worthy young man of steady, sober and industrious habits, and stands high in the regard of his associates. He is a member of the O. R. T. In his religious views he is a Catholic, and politically a Democrat.



ED. HEGLER is a native of Jackson county, Illinois. He entered service on what was termed the Cairo Short Line March 2, 1886, as a bridge workman and continued two years. Then he began as freight brakeman for Conductor Joe White, later on through freight with W. A. Dale between DuQuoin and East St. Louis, and so continued until March 1890, when he was promoted and ran extra until October, when, on account of his mother's illness he was off the road fifteen months, and on his return took charge of yard engine at Pinckneyville, Ill., from July 17 to

Dec. 4, and then went back to braking. Feb. 19, 1892, he got a regular run between Pinckneyville and Brooklyn. February 1898 he got local between Carbondale and Brooklyn and has the same now. Mr. Hegler married Miss Julia House, and to them have been born four children, Bessie, deceased, Fred, Edna and Bert.

WA. DEVENY is a conductor in the passenger service of the Illinois Central, his run being on the St. Louis division. He entered the service in 1878 on the Springfield division as brakeman. Coming to Centralia in 1881, and accepting a similar position, he was promoted in the spring of 1882 to conductor. A record of ten years at this branch of the service, together with a faithful record, won for him in 1892 his present position. Mr. Deveny is an Indianian by birth. Socially he is connected with Division No. 112, O. R. C., of Centralia.

JR. LAWRENCE, engineer on the Havana line, Illinois Central Railroad, entered railroad service with the Wabash R. R., where he was employed about six months. He entered the service of the I. C. R. R. Sept. 9, '87, as fireman on the Springfield division, but in a short time was transferred at his own request to the Havana line. His first run was made with Charles Foot, it being Mr. Foot's first run as engineer. Mr. Lawrence was promoted to engineer January 22, 1891, and has since run on the Havana line, with the exception of a short time during which he operated a switch engine in Clinton yard on the Springfield division, and now has charge of an accommodation freight, engine No. 896.

Mr. Lawrence was born in Havana, Ill., August 19, 1862, a son of Jacob and Priscilla (Lane) Lawrence. He was united in marriage

January 5, 1888, with Miss Jennie Belle, daughter of Francis and Caroline (Beidleman) Belle, and has four daughters: Myrtle, Bessie, Grace and Mazie. Mr. Lawrence is a member of the B. of L. E., Clinton Division No. 315. The father of Mrs. Lawrence is now stationary engineer at Metal Wheel Works, Havana, Ill.

GEORGE S. ROUGHT, conductor on the St. Louis division of the Illinois Central Railroad, is one of its well-known employes, having entered the service February 22, 1888, as brakeman on a suburban passenger train in Chicago. Serving for a time as extra passenger brakeman and baggageman, he resigned and went to Centralia, securing a situation as brakeman in the freight service in September 1892. His services were recognized by promotion to conductor October 1, 1899.

Mr. Rought comes of sturdy English stock, having been born in Hull, England, in 1868. He was united in marriage on October 24, 1894, to a daughter of Conrad Bills, who was for many years in the employ of the I. C. as a painter. Mr. Bills was one of the best known citizens of Centralia, being one of the earliest settlers, and serving his city for a number of terms as alderman. His death, which occurred May 22, 1891, was deeply regretted by his fellow citizens. Socially the subject of this sketch is connected with E. T. Jeffery Lodge No. 412, B. of R. T., of Centralia.

FJ. DICKE, a young freight engineer on the Memphis division of the Illinois Central, began his railroad career at the age of nineteen in the shops at Paducah, working one year and eight months, and then served as fireman until 1893, when he was promoted to engineer and assigned to engine No. 566 in the freight service, running

between Paducah and Memphis. Our subject has a fine record, not having had any accidents or injuries.

Mr. Dicke was born in Paducah, and his father was F. J. Dicke, a respected citizen of Paducah, who died in 1881. Our subject began to earn his own living when quite young, which has developed him into a sober and industrious man. He is a successful horseman and takes great pride in several good roadsters which he owns. He also has an interest in the grocery firm of Dicke Brothers, one of the largest grocery houses in Paducah. He is a member of Plain City Lodge No. 238, A. F. & A. M., and Lodge No. 217, Benevolent and Patriotic Order of Elks. Of the railway orders he belongs to the B. of L. F., and Division No. 225, B. of L. E., of Paducah.

JOHNSON, engineer on the Illinois Central, Amboy division, was born in London, England, February 19, 1858. He is the son of John and Mary (Lynch) Johnson. The latter is now living in Bloomington, Ill. The father, a sailor, came to the United States in 1871, and located in Bloomington, Ill., where he died in 1887. They were the parents of three children: Our subject; William, a carpenter, resides in Bloomington; Mary, married to Edward Colton, who is now deceased, resides in Bloomington. John Johnson was educated in the public schools of London, coming to this country with his parents in 1871. At the age of fifteen he began driving a team for the Cox Milling Co., of Bloomington, and remained in their employ two years. In April 1877 he entered the service of the C. & A. R. R. as fireman, and remained in that position until 1889, when he was promoted to engineer. He remained in the service of the C. & A. company until the spring of 1896, then entered the service of the I. C. R. R. as engineer, which position he still holds and is running on the Amboy division. In 1883 he married Miss Bridget Dixon,

of Bloomington. She died in 1889, leaving three children: John, born in 1884; Charles, born in 1886; Stella, born in 1888. All are attending school. Mr. Johnson is a Catholic. Socially he is a member of the B. of L. E., and politically he is a Democrat.

JAMES H. CRAIG, former conductor on the Illinois Central Railroad, is the son of Roswell and Lucinda (Harrington) Craig, and was born December 3, 1866, on his father's farm in West Point township, where his youth was spent, assisting on the farm in summer, and attending school in winter. October 14, 1885, he entered the service of the I. C. R. R. at Amboy, Ill., as a brakeman, and remained in that position for three years. He then resigned and went to Sioux City, Iowa where he served the C. M. & St. P. R. R. as brakeman two years, and as conductor one year. Being offered a position as conductor on the Sioux City Rapid Transit Ry., he accepted, and remained with the company until October 1891. In November of that year he returned to Freeport and re-entered the service of the I. C. R. R. in December, as a brakeman, and remained in that position until 1894, when he went to the C. & N. W. R. R. at Eagle Grove, Iowa, as brakeman. After eighteen months service with that road, he resigned and turned his attention to farming for one year. He then went to Dubuque, and on the 25th of October, 1898, was given employment by the C. & G. N. R. R., and remained in that position until July 29, 1899, when he received injuries in a derailing switch wire which caused him to resign his position. Mr. Craig was united in marriage, February 13, 1893, with Miss Minnie Armagost, by whom he has three children: Iva May, born November 25, 1893; J. Harold, born November 22, 1895; Russell R., born April 3, 1899. Mr. Craig is a member of the Presbyterian church. Socially he is connected with the A. O. U. W. In politics he affiliates with the Democratic party.



ALBERT A. SHARP.

ALBERT A. SHARP, superintendent of the Vicksburg division of the Yazoo & Mississippi Valley R. R., with headquarters at Memphis, Tenn., was born near Atlanta, Georgia, February 14, 1844. He is a son of William and Mary Hackett Sharp, the latter living in Atlanta, at the age of seventy-five years, while the former, a contractor by occupation, was killed in the army at Olustee, Fla., in 1863. Mr. Sharp was educated in the public schools of Atlanta, and at the age of sixteen enlisted in the Seventh regiment, Georgia Volunteers, Confederate army, serving there during the entire war, and being wounded three times. He was made a lieutenant in 1863, and was wounded and captured at the battle of Knoxville, and compelled to use crutches for thirteen months. He was also wounded at the first battle of Bull Run and at the battle of Antietam. He was captured and released on parole, and eleven weeks afterward was exchanged. Thirty days later he again enlisted, and was detailed on a division battalion of sharpshooters. Before the battle of Knoxville he had been drill-master of the sharpshooters, for two years, and holds a medal for proficiency in that branch of the service.

In February 1866, Mr. Sharp entered the service of the Western & Atlantic R. R. (now part of the N. C. & St. L.) as a brakeman, between Atlanta, Ga., and Chattanooga, Tenn. He worked with that company as brakeman and baggagemaster until October 1868, when he accepted a position as conductor in the freight service of the Edgefield & Kentucky and Evansville, Henderson & Nashville R. R., between Hopkinsville, Ky., and Nashville, Tenn., that road being then under the management of John B. Brownlow and General Boyle, of Kentucky. He was resigned and accepted service on the Louisville & Nashville R. R. as conductor in the freight service, at Bowling Green, Ky., but was obliged to relinquish the position and go to Florida on account of throat trouble. On learning of the opening of the Macon & Brunswick R. R., he applied to George H. Hazelhurst, president of the road, and was appointed a conductor

in the passenger service of that road. In 1871 he was promoted to master of transportation, with headquarters at Macon, and in 1872 was again obliged to go to Florida for his previous ailment. In 1873 he returned to the service of the same road, accepting his former run as conductor, and serving through the yellow fever epidemic of 1876. His health being broken down, he was sent by the management of the road to Chicago, as solicitor, where he remained two years. He was recalled to Macon, Ga., and promoted to the position of general freight and passenger agent, which he held until the road was built from Macon to Rome, Ga., and purchased by the East Tennessee, Virginia & Georgia system. Mr. Ogden then became general freight and passenger agent of the entire road, and our subject was made master of transportation in the same division of which he had been general freight and passenger agent. He was connected with that road for thirteen years without losing a day. In October 1882, he was offered the position of superintendent of construction on the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.) and after its completion took charge of the transportation of the entire road between Memphis and New Orleans, and with the exception of eight months has had continuous charge of that department on one or the other divisions of the road.

On June 14th, 1870, Mr. Sharp was united in marriage to Miss Annie Holtzclaw, of Ackworth, Ga., a native of Alabama, born Nov. 2, 1847. Mr. and Mrs. Sharp have a family of four children: Annie, born May 2, 1879, well educated and residing at home; Mary Lou, born October 8, 1880, who received a college course of four years, also at home; Earl Hackett, born August 23, 1885, attending the high school at Rock Hill, S. C., and John Boyd, born November 7, 1892, who is being educated privately at home. Mr. Sharp is a Mason, Knight Templar, Knight of Pythias, an Odd Fellow and an Elk. He and his family are members of the Baptist church, of which they are liberal supporters, and active workers. In politics he votes with the national Republican party. As an officer of the

Illinois Central, and as a citizen of Memphis, Mr. Sharp merits the highest praise of his fellow citizens.



WILLIAM H. ASHLEY JR., is a native of Carbondale, Illinois. He began in 1897 for the C. & E. I as a brakeman between St. Elmo, Illinois and Marion, Illinois, on local freight and continued three months, and then went in the yards at Marion as switchman for eight months. He then became brakeman on the Merchandise Express between St. Elmo and Rossville, Illinois. In August 1898, he came to the Illinois Central as brakeman between Carbondale and Johnston City on local freight for Alonzo Temple. In August 1899, he was promoted to conductor and is running the Johnston City local. Mr. Ashley married Miss Emma Gill, of Marion, Illinois. His father, William Ashley, came to Carbondale in 1867 as station agent, and held the position twenty-seven years, then resigned, refusing a position as traveling freight agent, and he is now interested in banking in that city.



LEE W. ALBRIGHT, Chief Train Dispatcher of the Illinois Central Railroad at Freeport, was born in Canton, Ill., March 4, 1864. His father, J. B. E. Albright, a physician, was born in Berks Co., Pa., Aug. 7, 1820, and came to Illinois in 1849 settling in Canton, where he died Sept. 13, 1886. The mother, whose maiden name was Catharine Cline, was born in Rockingham Co., Va., Dec. 29, 1827. She is now living in Freeport. The family consisted of five children—Emma G. died at ten years of age; R. Belle, living in Freeport; Lewis P. died at the age of four years; Carrie V. died at the age of thirteen; and L. W., our subject.

Mr. Albright was educated in the public schools of Forreston, Ill., and at the age of seventeen he learned telegraphy at Forreston. In

1881 he secured the position of night operator at Lee, on the C. B. & Q. R. R. where he remained a few months then went to Forreston as night operator on the I. C. R. R. In 1887 he was made train dispatcher at Amboy, Ill., but after two months, was assigned to Freeport. After one year he was sent to Rockford in the same capacity and in 1891 was returned to Freeport where he has remained to the present date.

April 28, 1891 Mr. Albright was married to Miss Rose Frances Zapf, daughter of Edward and Elizabeth Zapf, of Freeport. Mrs. Albright was born Sept. 9, 1867 and was educated in the Freeport schools. They have three children: Donald Z., born Feb. 22, 1895; Kenneth C., born April 26, 1896; Alfred Lee born July 23, 1899. Mr. and Mrs. Albright attend the Presbyterian church. Mr. Albright is a member of the Masons, Excelsior Lodge, Chapter and Commandery No. 7, of Freeport, and belongs to the Modern Woodmen of America. In politics he is a Democrat.



P. JAMES LONERGAN, former supervisor of the Illinois Central, Twelfth section, Sixth division, is a native of Ireland, and was born in Waterford, October 15, 1861. John Lonergan, his father, emigrated to America in 1865, and located in Eldena, Lee county, Illinois, where he was section man on the I. C. R. R. He died in 1884 at the age of 84 years. The mother, Mary (Tamel) Lonergan, is living in Freeport. Their sons, John and George, are section foreman on the I. C. R. R., the former at Polo, Ill., the latter at Rockford.

P. James Lonergan attended the public schools of Eldena, also the Sister's school at Dixon, Ill. At the age of fifteen he began work for the I. C. R. R. at Dixon, barking posts, which he did for a few months, then in 1877, began working on the section and remained there about two and one-half years. He then worked for the C. & N. W. R. R. at Clinton, Iowa, as a

stonemason until the fall of 1882, when he went to Buffalo, N. Y., and was track walker in the Buffalo yards of the L. S. & M. S. R. R. until March 1883. In April of that year he was appointed section foreman on the I. C. R. R. at Woosung, Ill., where he remained until December 1884, when he was transferred to the Freeport yards, in which position he remained until August 1886, being at that time transferred to the C. M. & N. R. R. as track layer and foreman of construction. In the fall of 1887 he was appointed supervisor of the twelfth section, sixth division, with headquarters at Freeport. In 1900 Mr. Lonergan resigned his position, and now owns a grocery store in Freeport.

October 4, 1893, Mr. Lonergan was married to Miss Emma Coyle, daughter of Bernard Coyle, of Freeport, an old employe of the I. C. R. R. She was born in 1869. They have one child, James Leo, born January 11, 1895. Mr. Lonergan and wife are members of the Catholic church. Mr. Lonergan is independent in his political opinions.

J G. TAYLOR, passenger engineer on the Amboy division of the Illinois Central Railroad, began his experience in railroad work in the shops of the Northern R. R. of Canada. He entered the service of the I. C. R. R., September 1, 1865, as a fireman on the Cairo district, and was promoted to engineer September 1, 1867, running an engine on the Cairo district one year, then ran a freight engine on what is now the Clinton district, from Centralia to Clinton, until 1884, when he was transferred to passenger engineer and now runs engine No. 1301 on the Clinton district, Amboy division. Mr. Taylor's service has been noticeable for his carefulness and freedom from accidents. He has never had a collision, either front or rear. Mr. Taylor was born in Brockville, Ontario, Canada, in December 1842. In 1871, he was married to Miss Cordwell, by whom he has had two children. His son George served for a time as machinist in the Clinton shops, had fired an

engine, and while serving as brakeman was killed in an accident at the Wabash crossing, near Springfield, in April 1898. The second son, Joe, resides with his parents. Mr. Taylor owns a pleasant home on E. Main St., Clinton, where he resides. He has been a member of the B. of L. E. since 1868, and is also a member of Clinton Lodge, No. 25, K. of P.

H G. HAWKS, conductor on Illinois Central Railroad, Amboy division, has spent his entire life in the railroad service, and has been peculiarly fortunate in his career. He is the son of George W. and Roxana B. (Wood) Hawks. The father served in the war of the Rebellion as a private in Co. E, 113 Ill. Vol. Inf., was color bearer, and was discharged on account of wounds in February 1863. He was a minister of the M. E. Church, Rock River conference and died October 30, 1890. The mother died January 5, 1888.

H. G. Hawks received a common school education in the schools of Palatine, Cook county, Ill., attended school in winter and working on the farm summers. January 14, 1878, he entered the service of the Racine & Southwestern R. R. Co., as a brakeman and remained in the employ of that company one year. He then went to the C. & N. W. R. R. as a brakeman, and after four years in that capacity was promoted to conductor in 1881. He left the C. & N. W. in 1883, and was in the employ of the C. B. & N. R. R., as conductor, for two years. He then served the St. Paul, Minneapolis & Manitoba R. R. four years as conductor, after which, in 1889, he entered the service of the I. C. R. R. and is now running on the Amboy division.

On the 27th of March, 1879, Mr. Hawks was married to Miss Ada B. Parker, of Kingston, Ill. who was born in Shelbyville, Indiana, August 4, 1857. Mrs. Hawks is the mother of two daughters: Myrtle, born in Kingston, January 3, 1881, will graduate from the Freeport high

school in 1900; Lulu, born in Chicago, October 7, 1884, is in the Freeport high school. The family attends the First M. E. church. Mr. Hawks is a member of the Masonic fraternity, the Foresters, and the O. of R. C. He is independent in his political views.



J P. GOSSETT is a conductor on the Springfield division of the Illinois Central, from Champaign to Clinton, and Champaign to Decatur, Havana line. He entered the service of the Illinois Central as brakeman on the Champaign district in 1868, serving in that capacity for two years. He then entered the employ of the Indiana, Bloomington & Western Railroad as brakeman and was soon promoted to conductor. When the latter line was acquired by the Illinois Central he retained his position.

Mr. Gossett was born in Highland county, Ohio, his parents, Levi and Isabell (Shield) Gossett, being natives of the same county. The father was a potter by trade. Both the parents were members of the M. E. church. They passed away the same year, the father dying in February 1894, in Sedgwick, Kansas, and the mother died the following June in Longview, Texas.

J. P. Gossett was married in 1874 to Miss M. L. Carnahan, of Blanchester, Ohio, whose parents, John and Margaret (Crosson) Carnahan, were natives of the same state, where the father was a merchant. The mother died when Mrs. Gossett was only five years of age, but her father survived until 1885. They were both members of the Universalist church, with which denomination Mrs. Gossett is also identified. To Mr. and Mrs. Gossett have been born two daughters, namely, Cora E., now the wife of Earl Sabin, of Champaign, and Pearl, at home. Our subject is a member of Division No. 1, O. R. C., of Chicago, but became identified with the order at Peoria, Illinois, in 1871, when in the employ of the Indiana, Bloomington & Western Railroad.

MICHAEL DONOVAN is supervisor of track, third section, second division of the Illinois Central, and it may be said of him, that he grew up with the company, as he never worked at any other occupation, nor with any other railroad company. He is a son of John Donovan, who was for thirty-five years a faithful employe of the I. C., a considerable portion of the time as section foreman.

Michael Donovan was born in a house on the I. C. right of way, south of Effingham in 1864, and entered the service of the company as a workman under his father in 1878. He was made foreman of a fence gang in 1881, and has served as foreman of fence, section, or extra gang ever since. He was for six years permanently at Watson, Ill., as section foreman, and for four more years held the same position during the winter months, taking charge of an extra gang of men during the summer. On October 1, 1899, he received the well-merited promotion to supervisor of track.

Mr. Donovan is one of the substantial citizens of Effingham, Illinois, and is unmarried.



T B. WALKER, agent of the Central at Patoka, Ill., is a native of Jackson, Ohio, born February 25, 1860. Two years later his parents moved to a farm near Patoka where Mr. Walker was reared, attending the common schools until the age of twenty. His father, Joseph Walker, was born on Grant's birthday, 1822, near Pittsburg, and learned the carpenter's and wheelwright's trades. During the Mexican war he worked on the wagons that were to transport the munitions of war, and again during the Civil war he was similarly employed. He married Miss Josephine Miles, a native of Webster county, Ohio. Her father had been a furnace man in Virginia.

At the age of twenty Mr. Walker began the study of telegraphy and the routine of station work at Vernon under the instruction of A. G. Lowe. In February 1881, he was appointed

agent at Vernon station and remained there until transferred to Patoka, June 12, 1886, under the superintendency of Mr. J. C. Jacobs, holding that assignment to the present time. Mr. Walker was first married to Miss Nora Jackson, April 8, 1885, and of this marriage three children were born: Frank, Ross and Ruth. Mrs. Walker died May 30, 1893, when Mr. Walker's mother came to keep house for him and hold the little family together. His second marriage was to Miss May Taylor, of Newton, Ill., occurring August 9, 1899. She is a lady of fine education, having presided as principal of the Newton schools for several years. The family resides in Patoka, where by good management Mr. Walker has accumulated a comfortable competency, owning a farm one mile from Patoka. He is a member of the Masonic fraternity, holding membership with the Blue lodge at Patoka and the Chapter at Centralia. The family attends the Methodist church.

ED. PALMER, engineer on the Illinois Central Railroad, was born at Jackson, Mich., November 25, 1853. He is the son of D. R. Palmer, a blacksmith by trade, who lived in Jackson, Mich., where he died in 1896. The mother, Abigail (Wilmouth) Palmer, lives with subject. The only daughter, Ada, was the wife of George O. Dickinson, and lived in Jackson, Mich., at the time of her death in 1895.

E. D. Palmer was educated in the public schools of Jackson, Mich. In 1874 he entered the service of the Michigan Central R. R. as a fireman, and continued in that position for three years and six months, when he was promoted to engineer, running a freight engine between Jackson and Saginaw, where he remained one year, then ran on the Detroit, Milwaukee & Grand Haven for two years, after which he entered the service of the Illinois Central and located in Chicago, running on the Chicago division a short time when he was transferred to the Centralia division and ran between Centralia

and Cairo. He came to Freeport in 1887, since which time he has been running on a passenger engine.

On the 11th of February, 1876, Mr. Palmer was united in marriage with Miss Hattie Albina Sanford, of Jackson, Mich. Her father, O. N. Sanford, a painter, died in 1871. Her mother, Ann (Carter), died in 1883. Mrs. Palmer was born Dec. 2, 1857, and was educated in the public schools of Jackson, Mich. Her union with our subject has been blessed with five children: Frederick A., born March 14, 1878, a machinist in the employ of the I. C. R. R., is single and living at home; E. S., born May 30, 1881, is attending the grammar school in Freeport; D. R., born July 30, 1885, is a student in the Freeport high school; James J., born Jan. 15, 1887, attending school, and Gladys M., born March 10, 1891. The family attends the English Lutheran church of Freeport. Mr. Palmer is a Mason, a member of the I. O. of M. A., and also of the B. of L. E. He is a Republican in politics.

CHARLES McFERNON, conductor on the Amboy division of the Illinois Central Railroad, was born at Tonica, Ill., March 31, 1871. His father, George A. McFerson, is an undertaker residing in Tonica, Ill. His mother, whose maiden name was Maria Underhill, died in 1880. Charles McFerson attended the public schools of Tonica, after which he served an apprenticeship with his father in the undertaking business. He then opened an establishment in Ambia, Ind., where he followed the business of an undertaker for about three months, then sold out, came back to Illinois, and accepted a position as brakeman on the Amboy division of the I. C. R. R., where he remained until the time of his promotion to conductor, which occurred in 1898. He removed to Freeport in September 1899. Mr. McFerson was united in marriage, June 23, 1895, with Miss Sophie Westmeyer, of Tonica. She was born in Peru, Ill., January 16, 1874, but removed to

Tonica where she received her education in the public schools of that place. Mr. and Mrs. McFerson are members of the M. E. church. Mr. McFerson belongs to the Order of Foresters and the B. of R. T. He is a Republican in politics.



AN. WAKEFIELD is one of the well known conductors in the freight service of the Illinois Central, his run being in the Centralia district on the St. Louis division. He first entered the service of the I. C. in 1888, working in the shops at Du Quoin, Ill., where he served four years. In 1892 he began his work as brakeman in the central district, and his efficiency was rewarded by promotion to conductor on December 25, 1896. He was married December 23, 1892, at DuQuoin, Ill., to Miss Ada Weeks, daughter of William and Elizabeth Weeks. Mr. and Mrs. Wakefield have one daughter, Irene. Mr. Wakefield was born in Macon county, Tenn., July 11, 1869. He is a member of Division No. 112 O. R. C., of Centralia.



THOMAS N. CRAIG, conductor on the Amboy division, Illinois Central Railroad, was born at Waddams Grove, Ill., September 6, 1869. He is the son of Roswell Craig, a farmer, and Lucinda (Harrington) Craig, both of whom are living.

Our subject, during his boyhood, worked on the farm in summer and attended school in West Point township in winter. When seventeen years of age he went to Sioux City, Iowa, and was employed as a hotel clerk for five years, then went to Chicago and worked in the Demming Hotel for three months. He then came to Freeport, and on April 9, 1893, entered the service of the I. C. R. R. as a brakeman. August 22, 1894, he resigned his position on the road and went to Bridgewater, S. Dak., where he remained one year engaged in farming. The next year was

spent in farming at Oakland, Tenn., after which he went to Two Harbors, Minn., and secured a position as brakeman on the Duluth & Iron Range R. R., where he remained seven months, then returned to Freeport and re-entered the service of the I. C. R. R. as brakeman, continuing in that position until August 26, 1899, when he was promoted to conductor, in which capacity he is now employed on the Amboy division.

On the 22nd day of June, 1897, Mr. Craig was married to Miss May Armagost, of Waddams Grove. She was born June 2, 1876. They have one child, Ima, born March 3, 1899. Mr. Craig and his estimable wife are members of the First Presbyterian church of Freeport. Mr. Craig is socially connected with the B. of R. T., I. O. O. F., and the Knights of Pythias. In politics he is a Democrat.



AL. HOOPER is one of the representative conductors on the Centralia district of the Illinois Central, having entered the service of that road in 1884 as brakeman on the local from Centralia to Cairo, with Conductor Charles Protz. He was for five years in the freight and passenger service of the company as brakeman and baggageman, and in 1889 received promotion to conductor. He has had his present run since 1893.

The subject of this sketch is a native of Richview, Ill., having been born there March 22, 1865, to the union of A. C. and Eliza (Maxey) Hooper, natives of Tennessee and Illinois respectively. The father is deceased, but the mother is still living. Mr. Hooper was married September 29, 1891, to Miss Gertrude Stebbins, a daughter of Rev. George and Sarah (Buttrick) Stebbins. Mr. and Mrs. Hooper have one son living, Allen Lorrene, who is attending school. Socially our subject is a member of Division No. 112, O. R. C., of Centralia. He is an energetic and progressive citizen of Centralia, and owns a substantial home on Hamn Boulevard.

W V. HOPKINS, conductor on the Illinois Central Railroad, Amboy division, is a native of Illinois, and was born in Morris, July 8, 1877. His parents, Michael and Ellen (Burke) Hopkins, are living in LaSalle, Ill. One son, James, is a train man in the service of the I. C. R. R., at LaSalle. W. V. Hopkins was educated in St. Patrick's school of LaSalle. He began working as a brick-maker and learned the business in all its branches, and remained at the business five years. In October 1897, he entered the service of the I. C. R. R. as a freight brakeman on the Amboy division, and remained in that position until August 12, 1899, when he was promoted to the position of conductor, which he now occupies. Mr. Hopkins is a Catholic. He is a Democrat in politics, and is connected socially with the B. of R. T. He is a young man of energy, and bids fair to rise in his chosen calling.

C HARLES REED, conductor on the Illinois Central railroad, Amboy division, was born October 17, 1876, at Amboy, Ill. Fred Reed, his father, was formerly a conductor on the I. C. R. R., and now resides in Chicago. His mother, Annie (Ash) Reed, is also living. One son, George, is a stenographer in the office of Mr. Keepers, general freight agent at Chicago.

Our subject, Charles Reed, was educated in the public schools of his native town, and at the age of sixteen he began driving an oil wagon at Amboy, and remained in that position three years. In 1895 he entered the service of the I. C. R. R. as a brakeman, and was promoted October 1, 1898, to the position of conductor, and is now running in the freight service. On the 28th day of March, 1898, Mr. Reed was united in marriage with Miss Flora Jeffrey, of Freeport. She was born in Manhattan, Kan., November 15, 1875, and her education was acquired in the public schools of Galena, Ill. By

this union Mrs. Reed is the mother of one child, Frank G., born February 28, 1899. The family attends the Second Presbyterian church of Freeport. Mr. Reed is a member of the B. of R. T. His political views are democratic.

G EORGE GRANGER ranks as one of the oldest men in the service of the Illinois Central, having begun work on the road as a fireman on the Champaign division in September 1858. He was promoted to engineer in 1861 and for many years served in the freight service, entering the regular passenger service in 1884, in charge of engine No. 965, and is still identified with that branch of the service.

Mr. Granger was born in Williamson, Wayne county, New York, November 5, 1837, and is a son of George and Mary Granger, natives of England, who removed to Michigan from New York state when our subject was very young. He attended the schools of his locality until sixteen years of age, and remained on the farm until he was twenty-one, assisting his mother, his father having died when he was but seven years old. He left home coming direct to Champaign, where he arrived June 20, 1858, and engaged with the Illinois Central the following September.

On May 26, 1870, Mr. Granger was united in marriage to Mrs. Sarah C. (Ball) Rowe, who was born July 29, 1844, in Ithaca, New York, and is a daughter of Charles E. and Harriet H. Ball. To our subject and wife were born two sons: Guy D. and George E. Socially he is a member of Centralia Lodge No. 24, B. of L. E., having been initiated before the lodge was divided into sections. In politics he is a stalwart Republican. Mrs. Granger is a member of the Congregational church. Industrious and careful, Mr. Granger is counted as one of the substantial citizens of Champaign, and owns a fine residence in that city.

JAMES H. PURSLEY, engineer on the Clinton division, is a native of the Prairie State, his birth occurring at Sublette, in Lee county, December 19, 1858. He was early thrown upon his own resources and at the age of twelve went to the country to work on a farm. Here he remained three years, attending school when he could, employing his evenings studying, by which he secured as good an education as boys that had better advantages in school. At the age of fifteen he was apprenticed to Mr. Edward Lewis to learn the wagon-maker's trade, but finding the dust and confinement detrimental to his health, he was forced to discontinue and seek employment again in the country. In 1880 he secured a position as brakeman on the Illinois Central, and eighteen months later was given a place on an engine firing, under the jurisdiction of J. B. Edams, then master mechanic. When duly qualified he was examined and transferred to the right side of an engine, and has been continually engaged in that capacity ever since, having made a good record for efficiency and carefulness that holds him well in the estimation of the officials of the road.

Mr. Pursley is a son of John and Sophia (Frink) Pursley, natives of Binghampton, Mass., who emigrated to Illinois when it was a comparatively new country. Of their four sons and two daughters, all living in Kansas, except our subject, and are engaged in farming, whither the mother went to make her home after the death of her husband. She is now deceased.

Our subject was married in Amboy, July 4, 1879, to Miss Alice Petticrew, daughter of David and Margaret (Roof) Petticrew, natives of Indiana and Ohio, respectively. The father is deceased, but the mother is still living. Mr. and Mrs. Pursley are the parents of two daughters, Carrie and Ethel, graduates of the Amboy public schools.

Mr. Pursley's residence was at Amboy until the redistricting of the road in 1888, when he moved with his family to Clinton, his present home. He was a member of the Amboy Lodge No. 35, B. of L. F., and on his promotion be-

came a member of Amboy Division No. 72, B. of L. E. Mr. Pursley is a man who has made his own way since boyhood, and what he is and what he has are the result of his own efforts.



MB. WILLARD is an engineer in the passenger service, Centralia district, of the St. Louis division, of the Illinois Central. Beginning as a fireman on the Central District in 1876 he was promoted, in 1880, to engineer in the freight service. During his term as fireman he worked on the main line, from Centralia to Clinton for two years. After serving in the passenger service as extra engineer during 1891 and 1892, he was given charge of a regular passenger engine in 1893.

Our subject is a native of Indiana, but came to the city of Salem, Ill., at an early age. On April 4, 1879, he was united in marriage to Miss M. Louise Allen, at Centralia, Ill. and to them have been born five children, viz: Frederick W., James M., Richard A., Brooks and Charles T. He is a member of B. of L. E., No. 24 of Centralia, Ill., also prominent in A. F. & A. M. circles. Mr. Willard has a most estimable family and a commodious home in that city.



GEORGE E. WAUGH, conductor on the Freeport division of the Illinois Central Railroad, entered the service of the road on the Amboy division as freight brakeman, January 29, 1880, making his first run with D. Zeek as conductor. He was changed to passenger brakeman and baggage-master, and in 1886 was promoted to conductor on the Amboy division. In 1889 he was transferred to Freeport division and located in Chicago, where he handled trains for the races at Washington Park and Hawthorne for four years, and also had charge of the Hawthorne



GEORGE M. BECKER.

freight yards. In 1894 he came to Freeport as conductor on the Freeport division, and in 1896 took his present run on No. 93 and No. 94, local, to Dubuque.

Mr. Waugh was born in Washington, Tazewell county, Ill., in 1859, and is the son of J. C. and Susan (Zaners) Waugh, of Wichita, Kansas. In 1892 he married Emma Morris, by whom he has two children, Bernice and Buda. Mr. Waugh is Chief Conductor of the O. of R. C., No. 235, of Freeport, and is a member of Rinaldo Lodge No. 98, K. of P., of Freeport.

GEORGE M. BECKER, roadmaster of the fifteenth division of the Illinois Central, entered the service of the company as a laborer on the section at Kenner, Louisiana, at the age of seventeen. From a laborer he was promoted to section foreman, after four years work in the former capacity. As a section foreman he was employed six years on the road, and resigned to accept a similar position with the Louisville, New Orleans & Texas R. R. He was with the latter road when it was absorbed by the Illinois Central, and was then appointed supervisor of tracks on the Wilson district, which position he held two years. He was then transferred to Baton Rouge, La., as supervisor of tracks on the New Orleans district, remaining on that district four years. In June 1897, he was sent to Jackson, Miss., as supervisor of tracks and trains of the Natchez district, and in August 1900 was promoted to his present position. Mr. Becker is a native of Kenner, Louisiana, where he was born on July 29th, 1857, and is the son of George and Francis (Armbruster) Becker, both natives of Germany, who emigrated to America and settled in the South. Mr. Becker Sr. is one of the oldest living employes of the Illinois Central, having been connected with the road for over thirty-five years as section foreman, and is now living retired at Kenner. In the parental family there were four sons, all of whom became

railroad men. They are George, our subject; Henry, section foreman on the I. C. near Kenner, La., Joseph, supervisor of tracks on the Wilson district, of the I. C., and William A., supervisor of tracks for the I. C. between Memphis and Dyersburg, Tenn.

George M. Becker, our subject, married Miss Catherine Schneckberger, and three children have been born to them, viz: William A., Walter, and Lena. He resides in Vicksburg, Miss., and is a valued citizen. Having risen from the ranks to his present responsible position, indicates him as an employe of sterling worth and an efficient railroad man.

JOHAN J. SHAUGHNESSY, who is an engineer on the Illinois Central, was born in Amboy, Illinois, April 27, 1869. His father, P. H. Shaughnessy, is a native of Limerick, Ireland, and came to this country when a boy, locating in Montreal, Canada, where he engaged in farming in that vicinity for a few years, then came to the United States at the age of twenty-five and located in Freeport, where he engaged in teaming for a number of years. He was employed by the I. C. R. R. for about thirty-five years as foreman in coal shed, watchman, etc. He now resides in Amboy, Ill. His wife, Nora (Matthews) Shaughnessy, also a native of Limerick, came to Freeport when young. She is the mother of seven children: Mary is married to John Flanagan, and resides on a farm six miles south of Dixon, Ill., and has three children; Anna, wife of Thomas Monahan, died in 1897, leaving two children; John J., subject; William, a railroad conductor; Elizabeth died at the age of twenty-two; Daniel is a boiler maker in the I. C. shops in Chicago; and Frank in school.

John J. Shaughnessy was educated in the public schools of Amboy. In 1887 he entered the freight office of the Illinois Central at Amboy as a clerk, where he remained four years, then began firing on a freight engine on the Amboy

division. After four years in this position he was promoted to the position of engineer in August 1895, and now runs from Freeport to Clinton, Ill. He has never lost time on account of sickness or accident. Mr. Shaughnessy is a member of the Catholic church. In politics he is a Democrat. Socially he is connected with the B. of L. E.



J. McDONALD, conductor, Amboy division, Illinois Central Railroad, was born in Johnstown, Pa., April 4, 1873. His father, John J., a sailor, and his mother, Margaret (Balentine), both died when our subject was quite young. He received his education in the parochial school of the Catholic church in LaSalle, Ill., and began working in the glass works at Ottawa, when a boy, remaining there about eighteen months. He then worked for Zimmerman Brothers at the Opera House in LaSalle for three years, then spent about two years in the parochial house at LaSalle, after which he entered the service of the I. C. R. R. at Freeport in 1895, as a brakeman, and remained in that position until August 3, 1898, when he was promoted to his present position of conductor. Mr. McDonald is a member of the Catholic church. Socially he belongs to the B. of R. T. and the O. of R. C. He is independent in his political views.



JAMES H. LEWIS is the well-known conductor on the "local" in the Centralia district of the Illinois Central, with which road he became identified in 1881 as brakeman, being promoted to conductor in the freight service in 1888. He was appointed to his present run in 1897, previous to which he was on the fast "Manifest" freight for three years.

Mr. Lewis is a native of Allentown, Penn., where he was born February 7, 1861, but came

west to St. Clair county, Illinois, at the age of seven years, and since 1875 has been a resident of Centralia. The parents of our subject were Thomas F. and Eliza J. (Deiter) Lewis, natives of Pennsylvania, the former of whom is deceased, while the latter is now making her home in Irvington, Ill. On October 13, 1883, James H. Lewis was united in marriage with Miss Belle R. Fouts, who is a daughter of David and Elizabeth (Gudgel) Fouts, of Indiana. To our subject and wife have been born four children, three daughters and one son, viz: Prue C., Mollie F., Hazel, and Benjamin Harrison. The family resides in a commodious home on the Boulevard. Socially Mr. Lewis is connected with "E. T. J." Lodge No. 412, B. of R. T., of Centralia.



SAAC GOODWIN, conductor on the Amboy division of the Illinois Central Railroad, was born in LaSalle county, Ill., December 19, 1856. His father, Godfrey Goodwin, is a farmer living at Tonica, LaSalle county, Ill. His mother, prior to her marriage, was Miss Julia A. Acker. Isaac Goodwin attended school at Tonica and worked on his father's farm until sixteen years of age. At that age he entered the service of the Chicago & Paducah Railroad as a brakeman, and remained in the service of the company two years. He then entered the shops of the Plano Manufacturing Co., at Plano, Ill., where he remained two and one-half years, after which he returned to railroading and was brakeman on the C. B. & Q. about two years. After three years of farm life, Mr. Goodwin entered the service of the I. C. R. R. as a brakeman, holding the position until 1896, when he was appointed conductor and remains in that capacity to the present time. On November 20, 1895, Mr. Goodwin was united in marriage with Miss Mary Allen, of Freeport. She was born March 31, 1873, at Amboy, where she graduated from the high school in 1889. She taught school in Lee county for five years. Of this union three chil-

dren have been born: Mary, born September 23, 1896; Allen, born October 15, 1897; Godfrey, born February 20, 1899. Mr. Goodwin is a Democrat in politics, and a member of the B. of R. T.

AUSTIN HALL, engineer on Amboy division, Illinois Central Railroad, entered the service of the Illinois Central railroad as a fireman on the Springfield division, in 1884, was promoted to engineer in 1892 and commenced running on the extra list in the Clinton district. He is now in the freight service on the Amboy division, Clinton district, and stands first in line of promotion to passenger engineer. Mr. Hall has been remarkably successful in his career as engineer, owing to the careful handling of his lever and strict attention to orders.

Mr. Hall was born in DeWitt county, Illinois, June 19, 1858, and was married October 2, 1876, to Miss Lyda Langford, to whom have been born two sons and one daughter, Lawrence H., Albert and Ollie. Mr. Hall is a member of the B. of L. E., Clinton Division No. 315.

MICHAEL CURRAN, conductor on the Amboy division, Illinois Central Railroad, was born in LaSalle, Illinois, April 22, 1870 and is the son of David and Ellen (Carroll) Curran, both living in LaSalle. His father has been an employe of the I. C. R. R. for many years, and his four sons are all railroad employes.

Michael Curran received his education in the public schools of LaSalle. At the age of seventeen he began his active career as a mail carrier to business firms, also acting as messenger, which occupation he followed for three years. May 27, 1890 he entered the service of the I. C. R. R. as a freight brakeman on the Amboy division where he remained until November

19, 1890. On the 18th of December of that same year he began switching in the LaSalle yards, but after a short time returned to braking on the Amboy division. October 15, 1895 he was promoted to freight conductor where he served for two years, was yardmaster at LaSalle for three months, then returned to the position of freight conductor which he still retains. Mr. Curran is a member of the Catholic church. Socially he is connected with the O. of R. C. In his political views he is a Democrat,

ZT. GHENT, engineer at Carbondale, Ill., began his railroad career on the Shawneetown & Carbondale Railroad as a fireman between Carbondale and Marion. In 1880, he crossed the cab and for two years had charge of the levers. In 1885, he began working for the Illinois Central company at Carbondale, and for two years was a fireman on a freight engine between Centralia and Mounds, and then served on a passenger engine on the same division two months. His first engine was No. 234, with "Bill" Platt, engineer, and the next was No. 188, on which he served under "Hank" McMullen. In the fall of 1887, Mr. Ghent was promoted to a seat on the right side of the engine, and since that date has at different times been employed on nearly all of the Illinois Central lines in the southern part of Illinois. He began as an engineer on a switch engine in the Centralia yards and then for a time had charge of an engine between Centralia and Cairo. At different times he has been stationed at Pinckneyville and ran both ways out of that city, but since February 1898, he has been stationed at Carbondale and held a position at the head of a train between that city and Brooklyn.

Mr. Ghent was born in Chatham county, Tenn., not far from the city of Nashville. He was married December 4, 1887, at Cairo, Ill., to Mrs. Lou L. Mahaffey, nee Owen, of Carbondale, Ill., and they have become the parents of

two children, Harry and Bulah. By her first marriage Mrs. Ghent has one daughter, Edyth Mahaffey. Mr. Ghent is one of those fortunate ones who always seem to escape unharmed from whatever calamity may overtake them. He has experienced three head end collisions, two in 1886 and one on June 5, 1891, but has never been injured while at work on the railroad. Socially Mr. Ghent affiliates with Division No. 512 B. of L. E. of East St. Louis. Mrs. Ghent is a member of the Eastern Star Lodge at Pinckneyville, Ill.

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DANIEL F. CLANCY, brakeman on the Amboy division of the Illinois Central Railroad, was born in Lena, Ill., January 17, 1878. He is the son of Martin and Catherine (Sweeney) Clancy, who now make their home in Freeport. The father is a former employe of the I. C. R. R. They have reared a family of nine children all of whom are living. Hannah, married Daniel Marker and resides in Freeport; James, a painter by occupation, lives in Pearl City; John, a butcher, resides in Freeport; Thomas is a physician residing in Nora, Ill., Mary, wife of Daniel McNeil, resides in Belvidere, Ill., Martin resides in Freeport and is blacksmith; William makes his home in Freeport and is a fireman on the I. C. R. R.; Daniel F., subject of this sketch; Nora resides in Evansville, Ind., the wife of Louis Schlauch.

Daniel F. Clancy was educated in St. Mary's parochial school at Freeport. In 1893 he accepted a position as call boy for the I. C. R. R. at Freeport where he remained two years, was then employed in numbering cars in the Freeport yard six months, after which he became switch tender for about five months, and was switchman six months, being then promoted to assistant yardmaster. In February 1899 he began braking on freight trains on the Amboy division in which position he still remains.

Mr. Clancy was born and reared in the Catholic faith in which he is now a communicant, and which has instilled in him a strong sense of

duty. He is a member of the Order of Foresters, and is democratic in his political views. Mr. Clancy was married to Miss E. I. Sadler, stepdaughter of Wm. Rieger, Nov. 21, 1899.

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WILLIAM L. MAINE, engineer on the Illinois Central Railroad, is a native of the Empire State, and was born in Broome county, November 22, 1839. He is the son of Perry J. and Olive (Miller) Maine. The former, a miller by trade, died January 4, 1900, at Amboy at the advanced age of eighty-five years and two months; the latter died in 1896, aged seventy-four years.

When our subject was six years of age the family moved to Connecticut, and later when he was fourteen came west, locating at Amboy, Ill. Here he completed his education, commenced in the district schools of Connecticut. At the age of eighteen, he arranged with his father to be allowed his time, and went into the coal and delivery business in Amboy, which he followed for two years. About this time he became interested in the mining business in the Great West, and in 1859 started for Pike's Peak, but went as far as Kansas and then returned to Amboy, bought back his old business and continued in it for three years. In 1863 he entered the service of the I. C. R. R. as a fireman on the Amboy division. At the end of ten months he was given an engine in the Amboy yards, where he remained twenty months and was then given a regular run as an engineer on the Amboy division, January 1, 1866. From this time until 1871, he ran a freight engine and was then given a passenger run. During his long service of thirty-six years Mr. Maine has never caused an injury to a passenger or employe, a record few can parallel.

Mr. Maine was united in marriage, June 12, 1860, to Miss Harriet A. Santee a native of the state of Pennsylvania. At the time of their marriage Mrs. Maine resided in Missouri, and Mr. Maine drove 450 miles in going after and returning home with his wife. Mrs. Maine was born

March 3, 1843. By her union with Mr. Maine, she is the mother of four living children: Cornelius W. is a farmer living near Amboy; May Belle is the wife of Gilbert Finch and resides in Amboy; Anna E. married W. S. Jenkins and resides in Cleburne, Texas; Florence V. is still at home with her parents. Mr. Maine, with his family, attends the Adventist church. He is a member of the Masonic fraternity, and also of the B. of L. E. Mr. Maine is prominent in railroad circles, having been President of the Freeport R. R. Sound Money League in 1896, and is also President of the R. R. Employes and Telegraph Operator's League. While in Amboy he was alderman for eleven years. Mr. Maine is a man of remarkable health and vigorous constitution, having required the doctor's services but once during his entire life. He is a Republican in politics.



W O. EAGLESON, engineer at Carbondale, Ill., began his railroad career at the age of sixteen years, at East St. Louis, where he served as an apprentice for a year and a half in the shops of the Cairo Short Line, beginning in 1879. He then went to Springfield, Ohio, to the shops of the Ohio Southern Railroad, finished his trade in 1882, and then secured a position as fireman on the Ohio Southern Railroad in the passenger and freight service between Springfield and Jackson. In the spring of 1884 he was given a seat on the right side of the engine, and his first run in the capacity of engineer was between Bainbridge and Springfield, and in October 1888, he began work for the Northern Pacific Railroad between Mandan, N. Dak., and Glendive, Montana, and retained that position until the spring of 1894. Mr. Eagleson's next position was with the Bluff line at St. Louis, Mo., and the next between St. Elmo and Marion, Ill., of the Chicago & Eastern Illinois. At the last named place he was one of the oldest employes on the line, helped build the road, and

stood at the head of one of its passenger trains for two years. Severing his connection with that company in 1897, Mr. Eagleson entered the employ of the C. & T. Railroad, now a part of the Illinois Central system, and located at Murphysboro, Ill., and in July of the following year, moved to Carbondale to accept his present position. His run is on the Johnson City branch, is eighteen miles in length, and his engine draws the local freight and coal train.

Mr. Eagleson was born in Chillicothe, O. He was married at Washington Court House, of that state, to Miss Nettie Howland, a native of the same place, and two children, Ruth and Helen, have been born to them. Socially our subject affiliates with Division No. 512, B. of L. E., East St. Louis; the Masonic fraternity, Dickinson Lodge No. 32, of Dickinson, N. Dak., and also Columbian Chapter No. 11, R. A. M. Mr. Eagleson is a man of marked ability, and in whatever line of work or business enterprise he has ventured, he has met with success. His railroad career has been free from serious accidents, and from his earnings has built for himself and his family a very comfortable home in Carbondale.



J AMES DARDIS is an engineer in the freight service in the Centralia district, St. Louis division, of the Illinois Central. He entered the service of the I. C. as fireman on the St. Louis division in 1891, serving first as fireman on a switch engine at DuQuoin, Ill., and later in the same capacity from Centralia to Mounds. Strict attention to duty was rewarded January 25, 1896, by his promotion to engineer.

Mr. Dardis was born in Troy, New York, and his first experience in railroading was acquired on the Fitchburg Railroad. Leaving the employ of the latter company in 1891, he came west and at once entered the service of the I. C. where he is considered a careful and painstaking employe. He is connected with B. of L. E. No. 24, of Centralia, in which city he re-

sides with his estimable family. His wife, prior to her marriage, was Miss Minnie Burns. They have three daughters, Pauline L., Zera M. and Freda M.



J B. ANDRUSS, conductor on the Amboy division, Illinois Central Railroad, has been in the service for a number of years. His grand-parents emigrated to Illinois from Massachusetts at an early day. Jay L. Andruss, his father, was a farmer through life, and died in 1864. His mother, Ellen (Adams) Andruss, is also deceased. The family consisted of four children: Lee, a salesman living in Wheaton, Ill.; William, who will be mentioned more at length elsewhere in this sketch; Robert, station agent at Plainfield for the E. J. & E.; and our subject.

J. B. Andruss was born in Amboy, Ill., August 16, 1863. His education was acquired in the public schools of Binghamton. When quite young he worked on a farm for about two years, then drove a delivery wagon at Amboy for another year. November 25, 1882, he entered the service of the I. C. R. R. as freight brakeman, running between Amboy and Dubuque, in which position he remained for eighteen months. At this time he received an injury to his hand and was made passenger brakeman, also serving at times as baggage master. In December 1885, he was promoted to freight conductor, which position he retained until 1887, when he severed his connection with the I. C. R. R., and entered the service of the C. & N. W. R. R. at Belle Plaine, Iowa, as freight brakeman and switchman, remaining there about three months when he was re-instated in the I. C. R. R. and promoted to extra passenger conductor in 1896, and in 1899 was made passenger conductor, running on the Amboy division. On the 1st of January, 1884, he married Miss Alice Binnes, of Amboy. She died in November 1894. October 8, 1896, he was married to Miss Carrie Benham, of Elgin. Mrs. Andruss was born September 7, 1867. She was educated in the

public schools of Elgin, also taking a course in bookkeeping, and was bookkeeper in the service of a large publishing company for many years. Mr. Andruss is the father of one child, Maud E., born April 13, 1885, who is attending the public schools of Freeport. Mr. Andruss, with his estimable wife, is a member of the First Presbyterian church. He is a member of the O. R. C. and likewise belongs to the Masonic fraternity. In his political views he is a Democrat.

William Andruss, brother of our subject, was born May 3, 1859. He was educated in the public schools of Binghamton, Ill. His early life was spent on a farm, and at the age of twenty-one he entered the service of the I. C. R. R. as freight brakeman on the Amboy division where he remained two years, and was then sent to Waterloo, Iowa, in the same capacity. He was promoted to conductor in 1883, and remained in the service of the company until June 1898, when he entered the service of the C. G. W. R. R.

In 1877 he was united in marriage with Miss C. Shew, of Amboy, by whom he has two children, Jay and Charles.



A T. CUNNINGHAM is one of the old and well-known engineers in the freight service on the St. Louis division of the Illinois Central. He entered the service of the I. C. in 1869 as a fireman, working on both the Centralia and Wapella districts. In 1873 he was promoted to engineer, serving three years. Deciding to embark in business, he asked for and obtained a leave of absence, and during his first five years in business often ran as an "extra." In 1887 he again became an extra, and three years after disposed of his business and resumed the occupation of a regular engineer, thus proving that there is an irresistible charm in railroad work. Mr. Cunningham was born in Marion county, Illinois. He is a member of B. of L. E. No. 24, and is

president of the Railroad branch of the Y. M. C. A. at Centralia. Our subject became a member of the Baptist church in 1876 and was superintendent of the sabbath school for nine years in succession.



CHARLES BURGESS is a well-known conductor in the employ of the Illinois Central. He began as brakeman on July 16, 1884, and received his promotion to conductor July 16, 1889. He is at present in the freight service of the Illinois Central, having charge of a preferred run from Champaign to Centralia.

Our subject is a native of Mattoon, Ill. He is one of the substantial citizens of Champaign, and owns a fine home on the corner of Neil and Green streets in that city. Socially Mr. Burgess is connected with Division No. 112, O. R. C., of Centralia, Illinois.



H. W. ROWLEY, ticket agent for the Illinois Central Railroad at Freeport, Ill., may truly be called a "railroad man," having been born at the station where his father resided at that time, 'midst the rumble of wheels and the scream of whistles, in the town of Loda, Ill., November 14, 1864, and his whole life has been spent in railroad work. His father, O. F. Rowley, who was station agent at Loda for twenty-five years, died in 1874; his wife, whose maiden name was Phoebe L. Wood, is still living in Freeport. Of their family of five children, two only are living: Belle, wife of C. E. Harwood, whose home is in Chicago, and our subject, second and fourth in order of birth respectively. Those deceased are Orlando; Elipha, married to E. L. Valentine, died in 1897; and Frank, who died in 1892.

H. W. Rowley was educated in the public schools of Loda, and at the age of seventeen began work for the I. C. R. R. as a student of

telegraphy, and familiarized himself with railroad station work. After six months in the apprenticeship he became ticket clerk for the I. C. R. R. at Grand Crossing remaining there six months, and was then made assistant ticket agent at the Twenty-second Street station where he remained four years. The next five years were spent at Thirty-ninth Street as agent. In 1891 he was given his present position of ticket agent at Freeport. September 14, 1887, Mr. Rowley was united in marriage with Miss Susie E. Wandell, of Battle Creek, Mich. She was born January 21, 1864. By this union Mrs. Rowley is the mother of two children, Leon E., born August 24, 1888, and Irma May, born December 27, 1892. The family are regular attendants of the First Presbyterian church. Mr. Rowley is a member of the Knights of Pythias Subordinate and Endowment, and the M. W. A. In his political views he is a Republican.



SAM HANSON, engineer at Carbondale, Ill., began his railroad career as a wiper and helper in the round house at Pinckneyville, Ill. September 21, 1891, he secured a position as fireman at that place, running between there and East St. Louis and also south to Paducah, firing for five years under Engineer George Adams. His first regular engine was No. 19, and later he used Nos. 23 and 341. September 9, 1898, Mr. Hanson was set up to engineer, working first in the Brooklyn yards on a switch engine from September 11 of that year until February of the following year, and then went to Pinckneyville where he had a run between that place and East St. Louis, and also south to Brooklyn. April 9, 1899, he came to Carbondale and for a time ran extra out of that city, but now has charge of the night switch engine.

Mr. Hanson was born in Rockwood, Ill. In 1862 he was married at Tamaroa, Ill., to Miss Nettie Vaughn, of that place, and they have become the parents of a family of four children,

whose names in the order of their birth are as follows: Eva, Worth, Ruby and Sam. Socially Mr. Hanson affiliates with Division No. 217, B. of L. E., of Pinckneyville. He has never received an injury since he has been on the road, has made a marked success as an engineer, and is very popular among his fellow workmen.



WILLIAM L. BEALS, conductor on the Illinois Central Railroad, Amboy division, is a native of the state of Maine, and was born at Leeds, July 31, 1833. He is the son of George and Elmira J. (Luce) Beals. His father, who spent his life in tilling the soil, was born March 27, 1804, and died November 16, 1883. The mother was born October 12, 1809, and died November 4, 1860. Our subject is the oldest and the last survivor of the family of four children. Those deceased are: Amos, born May 6, 1835, a fireman of the I. C. R. R., was killed by the explosion of engine No. 51, at Pana, Ill., November 4, 1864; Emily, born March 8, 1840, died July 27, 1842; Roscoe L., born July 5, 1847, died February 16, 1852.

William L. Beals received his early education in the schools of Leeds, where his boyhood was spent in assisting his father on the farm. In 1853, at the age of twenty, he entered the service of the A. R. R. as a watchman, serving six months. In 1854, May 1st, he came west, and at Bloomington, Ill., entered the service of the I. C. R. R. as a brakeman under George C. Newton, conductor, remaining in that position about two years, then served as baggageman for seven years. At this time he left the railroad and engaged in business in Warren, Ill., for two years, and was also American Express messenger for several months. He then returned to the I. C. R. R. and held the position of freight conductor for twelve years, after which time he was appointed passenger conductor on the Amboy division where he is serving at the present time. In 1863, while in the service, he met with

a serious accident, and was taken up and carried nine miles, supposed to be dead. On the 31st of March, 1862, he was married to Miss Elvira M. Wheeler, also a native of Leeds. She is the daughter of Abram Wheeler, a farmer, who was born May 27, 1800, and died February 12, 1869. Her mother, who was Mahala Mitchell, was born January 23, 1809, and died April 19, 1899. Mrs. Beals was born January 26, 1835. Her union with Mr. Beals has been blest with one son, Mirtal S., born July 4, 1871. He was educated in the public schools of Freeport and the business college at Dixon. For seven years he has been stenographer in the office of traffic manager of the I. C. R. R. in Chicago. Mr. Beals is the last of the forty charter members who organized the Conductors' Brotherhood, Amboy Division No. 1. In Masonic circles he has taken the thirty-second degree, and is a member of Blue Lodge No. 278, of Warren, and is also a member of the O. R. C. of Freeport. In politics he is a Republican. The family attend the First Presbyterian church.



JAMES P. DOOLEY, passenger conductor on the Amboy division, was born in Amboy, Ill., February 26, 1868. His father, James Dooley, formerly in the employ of the Illinois Central at Amboy, is now living at Dixon. The mother, Katherine (Cramer) Dooley, is deceased. They were the parents of four children, as follows: James P.; John H., mail carrier in San Francisco, was formerly sergeant in the First Regiment, regular infantry, and saw service in Cuba, taking part in the battle of San Juan Hill. He served eight years in the First and Seventeenth regiments, and took part in the Indian trouble at Pine Ridge. The two remaining members of the family are Nellie and Katie, who are still under the parental roof. James P. Dooley was educated in the public schools of Amboy, and in that city learned the tinning trade, where he worked at it for some three and a half years. July 21, 1887, he entered



WM. F. FLUCK.



D. S. WEIGEL.

the service of the I. C. R. R. as a freight brakeman, running on the Amboy division until the 21st of November, 1891, when he was promoted to freight conductor. This he held until August 27, 1899, when he was made a regular passenger conductor on the same division. Mr. Dooley is a Catholic by faith, and a Democrat in politics. He has for some years been a member of the O. R. C.



WILLIAM F. FLUCK is an engineer on the Champaign district of the Illinois Central, and comes of railroad stock. His father, Martin Fluck, was an engineer on the Chicago division for several years at the time of the war, serving also as night foreman at Champaign for a term of ten years. He retired on account of ill-health in 1897, and died in 1898. Our subject entered the service of the I. C. in 1879 as a fireman on the Champaign division. He was promoted to engineer in 1886, and worked in the freight service until August 1899, when he was promoted to the passenger service. During his term in the freight service, he was for four years on the local. Mr. Fluck was born at Champaign, Ill., October 2, 1860, and was a resident of Chicago at the time of the big fire in 1871, but is again a citizen of his native city. On April 28, 1886, Mr. Fluck was married to Miss Jennie Miller, who was born February 8, 1865, in Taylorsville, Indiana, and is the daughter of Joseph B. and Mary J. (DeShay) Miller. To Mr. and Mrs. Fluck have been born two daughters, Nina Mae, born March 17, 1889, who is now attending school and studying music, in both of which she is very proficient, and Jessie Orilla, who died at the age of three years, one month and nine days. Mr. Fluck has one brother and five sisters living, viz: Martin J., chief clerk in the master mechanic's office of the Big Four, in Urbana; Augusta, stenographer in the same office; Amelia, who is the wife of Frank H. Moore, an engineer on the Illinois Central;

Emma, Dara and Rosa, at home. The mother of this family departed this life May 27, 1899, the father having preceded her to his final home February 12, 1898. Mr. Fluck is a member of Division No. 24, B. of L. E.



DS. WEIGEL is a conductor in the freight service in the Champaign district of the Illinois Central. He entered the service of the company as a switchman in the Champaign yards in 1889, and on May 28, 1891, was made brakeman on the Champaign district. Strict attention to duty soon won promotion, and on November 12, 1892, he was made a conductor, at present having a local run from Champaign to Centralia. Mr. Weigel was born at Danville, Ill., December 6, 1868, and there received his education, coming to Champaign in 1888. June 10, 1891, he was married to Miss Emma Lange, of Champaign. They have one son, Harold. Our subject is a member of the O. R. C., of Centralia, and B. of R. T., of Champaign.



CORNELIUS J. SULLIVAN, mechanic in the Illinois Central shops at Freeport, was born in Clinton, Ill., May 27, 1874. His father, F. Sullivan, a former employe of the I. C. R. R., died January 27, 1896. His mother, Catherine Sullivan, is now living at Clinton. They have reared a family of nine children, namely: John, a business man in Chicago; Daniel, living in Memphis, Tenn., is timber inspector for the I. C. R. R. Co.; Edward, a former employe of the I. C. R. R., lives in Clinton; Mortimer is engaged in business in Chicago; Floy, living in Clinton, is a boiler maker for the I. C. R. R.; Mary, living in Clinton; Cornelius; Margaret, a dressmaker in Clinton; Honora, also living in Clinton. Cornelius J. Sullivan attended the Clinton schools until

the age of nineteen, when he entered the shops of the I. C. R. R. at Clinton, where he served an apprenticeship of three years. In 1894 he was assigned to service in the Burnside shops in Chicago, as a boiler maker, and remained there until October 9, 1898. On the 9th of December, the same year, he began work in the shops at Freeport, where he still remains. In his religious belief Mr. Sullivan is a Catholic, and politically he is a Democrat. He is a young man of sterling qualities, and is energetic to a marked degree.



THOMAS A. KYLE, engineer on the Illinois Central Railroad, Freeport division, was born February 15th, 1849.

His father, John Kyle, was a shipbuilder and sailor, and navigated between England and the United States. He died at an early age. His wife, Georgina (Boland) Kyle, is still living in England.

Our subject was educated in the schools of England. He began life as a sailor, sailing between Liverpool and the United States, also making trips to the West Indies and South America. At the age of seventeen he emigrated to the United States, remained in New York City for about a year, then came west and located in Whiteside county, Ill., where he worked on a farm for three years. At this time he went to Aurora and entered the service of the C. B. & Q. R. R. as fireman, and at the end of three years and six months, in 1873, was promoted to engineer, in which capacity he remained until February, 1888. He then left the employ of the C. B. & Q. R. R. and in September of that year entered the service of the I. C. R. R., and came to Freeport and worked until January 1889, when he abandoned railroading for a year, during which time he was engaged in the dray and express business in Aurora. Then entering the service of the B. & O. R. R. as engineer, he remained with them one year and seven months, then took leave of absence and came back to his old position with the I. C. R. R., which he still

retains. Mr. Kyle was married on the 22nd of December, 1870, to Miss Mary B. Elliott, of Kewanee, Ill. Mrs. Kyle was born March 7, 1853. As a result of this union they have four children: Walter E., born March 8, 1871, is an engineer in the service of the I. C. R. R., and resides with his parents; Ralph H., born Sept. 8, 1874, is a fireman on a passenger train on the I. C. R. R.; Grace, born November 30, 1879, was educated in the schools of Aurora, and is a graduate of the Harlowe Business College of Freeport; Gertrude, born October 9, 1882, attended the public schools of Aurora. Mr. Kyle is liberal in his religious views. Socially he is a Royal Arch Mason, and belongs to the B. of L. E., and O. of E. S. He is a Republican in politics.



ROBERT PETRIE, engineer, Illinois Central Railroad, Freeport division, is a native of Herkimer, N. Y., where he was born January 15, 1853. His father, Julius E. Petrie, who was an employe of the C. B. & Q. R. R., died July 4, 1872. His mother, formerly Mary Keating, died in 1877. Our subject was the oldest of four children, having one brother and two sisters, as follows: Edwin, an employe of the Santa Fe R. R. in Arizona; Nettie, married to Mr. Blanchard, resides in Aurora, Ill.; Annie, wife of Mr. M. O'Mailia, lives in Knightstown, Ind.

Robert Petrie attended school in Aurora, to which place the family emigrated in 1857. At the age of fifteen he began working in a brickyard, but after a short time, August 12, 1868, entered the service of the C. B. & Q. R. R. as an engine wiper at Aurora, and served in that position until September 1, 1870, when he began firing on an engine. January 11, 1877, he was promoted to the position of engineer and remained with the said company until the 28th day of February, 1888. August 23, 1888, he entered the service of the I. C. R. R. at Freeport, and was assigned a freight run from Freeport to Chicago, and afterwards was given a run be-

tween Chicago and Dubuque. On July 1, 1899, he was assigned to a passenger run between Freeport and Dodgeville, Wis., which position he still retains.

On the 22nd day of July, 1879, Mr. Petrie was married to Miss Sarah A. Cunningham, of Aurora, Ill., who was born Nov. 17, 1857. By her union with Mr. Petrie she is the mother of nine children: Katherine A., born May 8, 1880; is a milliner and resides with her parents; Joseph R., born Dec. 8, 1881, is employed in the I. C. R. shops at Freeport; Lillian N., born Dec. 26, 1883, and Robert E., born March 6, 1885, are both attending the Freeport schools; Annie N. E., born Nov. 26, 1887; Harry, born Aug. 23, 1889; Eddie, born Dec. 4, 1891; John, born March 31, 1895; Lois, deceased, born March 8, 1899. Mr. Petrie is socially connected with the B. of L. E. and the A. O. U. W. In politics he affiliates with the Republican party.



W G. SPENCE, is an engineer in the freight service of the St. Louis division of the Illinois Central. He entered the service of the company on January 18, 1887, as fireman on the old switch engine "One Spot," with Bob Jennings as engineer. His first trip as fireman was on engine No. 232, F. P. Morse, engineer, after which he was given a permanent position as fireman on No. 235, with W. G. Welden, now traveling engineer of the St. Louis division of the I. C. He was promoted to engineer in October 1889, taking charge of No. 235, the same engine on which he had done most of his firing.

Mr. Spence, who is a native of Indiana county, Penn., was married to Miss Mildred Bicknell, April 23, 1890. She is a daughter of Samuel G. and Fanny Bicknell. The father was an engineer for about thirty-eight years, most of the time on the I. C., and is now retired. Mr. Spence owns a comfortable home on South Elm street, in Centralia. Socially he is connected with B. of L. E. No. 24, of that city.

G EORGE W. FARNUM, conductor on Freeport division of the Illinois Central, residing at Madison, Wis., was born in Pottsville, Pa., July 31, 1856.

His parents removed to Freeport while he was young and his education was received in the public schools of that city. During school days he worked in summer in a brickyard and attended school in winter. He worked in a machine shop at Freeport for two years, then worked a few months for the Chicago, Milwaukee & St. Paul on the section. December 6, 1874, he entered the service of the I. C. R. R. as assistant in freight office where he remained until July 4, 1875, when he began working in the yards as switchman, remaining in that position until 1886; then went on gravel train as conductor during the summer of that year. In November 1886 he took a regular freight train on the road between Amboy and Dubuque, running until June 1887, when he was transferred to the construction train on the Madison line. On the 21st of December, 1887, he went back on the main line running a freight until February 27, 1888, then took construction work again, this time between Freeport and Chicago, until August 1888, then ran a regular freight between Freeport and Chicago until November 6, 1888, and from that time until June 18, 1891, took a freight run between Madison and Freeport. At that time he was given the milk run from Freeport to Chicago which he retained up to March 15, 1892, then took the Dodgeville passenger run for two months, since which time he has been on a passenger train running between Freeport and Madison. During these twenty-five years of service Mr. Farnum has met with no accidents on the road, has never been suspended nor even reprimanded, has never missed a pay nor has he ever laid off four weeks.

On the 26th of October, 1881, Mr. Farnum was united in marriage with Miss Josephine Sullivan, of Lena, Ill. They have six children — Agnes, Isabella, Clement, George, Mark, and Regina. Mr. Farnum is a member of the Catholic church. Socially he belongs to the O. of R. C., K. of P., and the M. W. of A., and political-ly is a Democrat.

JOHN A. ABRELL, conductor on the Amboy division of the Illinois Central Railroad, first entered the employ of the Illinois Central Railroad as switchman at Pana, Ill., July 16, 1891, and after two years in that capacity he was made baggageman on the Diamond Special from Chicago to St. Louis. He then began braking on the Clinton district of the Amboy division, and on the 29th of December, 1896, was promoted to conductor.

Mr. Abrell was born March 24, 1872, at Osage Mission, Kansas, and was married to Miss Laura Jones, of Salem, Ill., October 1898. They have one son, Donald. He is a member of State Center Lodge No. 400, O. R. C., and is likewise connected with the Masonic order.



 **R**VILLE W. BROWN, station agent at Centralia, is a native of Irvington, Illinois, born February 20, 1869. He began railroad work as operator at Irvington in 1886, and when competent to manage a station served as extra operator and station agent at various points along the line of the Centralia district of the Chicago division until 1888, when he was appointed to serve at Dubois from which place he was transferred to Anna in 1892. Three years later he was transferred to DuQuoin, and to Centralia in August 1899, and placed in charge of freight and passenger business.

The father of our subject, W. H. Brown, is a native of Princeton, New Jersey, and, learning the carpenter's trade, secured employment in the bridge and building department of the Central for whom he worked many years. He was also in the employ of the Louisville & Nashville for a time and also the Montgomery & Prattville road. He is now living in well earned retirement at Irvington, having passed his allotted three score and ten. His wife, a native of Portsmouth, Ohio, has passed the three score milestone of life.

Mr. Brown was married February 23, 1890, to Miss Minnie E. Strauss, to whom four chil-

dren have been born. The first died in infancy unnamed, Delos H., Orin O., and Zula May.

Mr. Brown has achieved what he is and has solely by his own efforts, and by his close attention to the duties of his office has merited the confidence of his employers. He is a member of Hiawatha Lodge No. 291, I. O. O. F., also member of Anna Encampment No. 69, both of Anna, Ill., and member of Centralia Lodge No. 201, A. F. & A. M.



ANDREW S. HART, Illinois Central Railroad conductor, on the Freeport division, was born in Crawford county, Pennsylvania, March 14, 1854. His father, Amos H. Hart, was a farmer, and died in 1877, aged forty-eight years. His mother, Cornelia W. (Foster) Hart is now living in Allegan county, Mich., at the age of sixty-nine years. The family consists of three children: Andrew S., our subject, George A., a conductor on the I. C. R. R., resides in Chicago; Mary C. married Frank A. Allen, a train baggageman on the I. C. R. R., and resides in Chicago. The family moved from Pennsylvania to Plainwell, Mich., in 1869. Our subject attended school in Edinboro and Plainwell during the winter months, and in summer worked on his father's farm. January 3, 1870, he entered the service of the G. R. & I. R. R. as freight brakeman between Kalamazoo and Big Rapids, remaining in that position nine months. He served as brakeman on a passenger train four months, and as baggageman one year, and then at the age of nineteen, was appointed freight conductor, being the youngest conductor, so far as statistics indicate, that was ever given a position of so much importance. On the 16th of June, 1879, he left the service of the railroad, and worked on a farm a short time. July 29, 1875 he entered the service of the I. C. R. R. as a switchman at Chicago; in 1879 went to firing in the general service; in May 1882 took the position of freight conductor on the Chicago division;

January 1, 1886, was appointed trainmaster of the Rantoul division with headquarters at Rantoul, Ill., where he remained until May 1, 1888, when he was employed in various capacities until August 1888, when he was transferred to the C. M. & N., and was made a passenger conductor, running between Chicago and Freeport, afterwards running to Dubuque, Iowa. In 1897, on account of failing health, he temporarily relinquished active service and went to Arizona for the benefit of his health. At the end of seven months he returned partially restored, and was given his former run, but found the work was too exacting and in June 1898, was given a passenger run between Freeport, Ill., and Dodgeville, Wis., which he still retains. August 18, 1874, Mr. Hart was united in marriage with Miss Mary E. Kimball of Grand Rapids, Mich. Mrs. Hart was born Feb. 19, 1855. Her union with Mr. Hart was blessed with two children: Herbert E., born Aug. 8, 1876, is a fireman in the I. C. R. R. yards at Freeport; Harry E., born Sept. 9, 1878, is bookkeeper for the DeMund Lumber Co., of Phoenix, Ari. March 15, 1899, Mr. Hart married Miss Elizabeth R. Allen, of Manchester, Iowa. She was born June 25, 1858. Mr. Hart is a member of Apollo Commandery No. 1 of Chicago, K. of P. No. 219 of Chicago, and likewise belongs to the O. of R. C., Chicago No. 1. In his religious views he is a Methodist. He is a Republican in politics.

HENRY A. BALL, engineer on Clinton district, Amboy division of the Illinois Central Railroad, became identified with the Illinois Central Railroad August 10, 1888, in the position of fireman on the Clinton district, where he remained until February 11, 1892, at which time he was promoted to the right side, and took a regular run the following December, being assigned to engine No. 511. He is now in the freight service between Clinton and Centralia, and has been on his pres-

ent engine, No. 445, three years. He has been very lucky, as well as capable in his experience, having never made out a personal injury report while in service.

Mr. Ball was born May 12, 1855, in Canton, Ohio, within two blocks of the place where Maj. McKinley resided at the time of his election to the presidency. On the 12th of May, 1875, Mr. Ball was married to Miss Frances Braucher, and has one son and one daughter. He is a member of the B. of L. E., No. 315, and is likewise connected with Plantagenet Lodge No. 25, K. of P., of Clinton.

H. D. HOWARD, general foreman for the Illinois Central at Champaign, Ill. is an honored employe of the road. He was born in the village of LeRoy, McLean county, Ill., June 26, 1859. After completing the course of study in the public schools of that town he entered the University of Illinois at Champaign, taking a three years' course in mechanical engineering. It was while a student at the university in 1880, that our subject first entered the service of the I. C. in the shops at Champaign. After working some months he returned to school, leaving again to accept a position as assistant chief civil engineer on the Fort Scott & Wichita R. R. He served in this capacity for nine months during which period over one hundred miles of the road were located and laid out. The road changing hands, our subject returned to the employ of the I. C. as fireman under R. D. Davis. He was promoted to engineer in February 1883, serving in the freight and passenger service until September 1899, when he was appointed general foreman at Champaign, with a clear record of nineteen years on a locomotive.

Mr. Howard is a man of excellent qualities and keen intellect, honored and respected by his fellow-citizens, as is shown by the fact that he is serving his sixth year as a member of the Champaign city council, representing the fourth ward.

MARION McCLELLAND, conductor on the Amboy division of the Illinois Central Railroad, entered the service of the road as brakeman on the Clinton district of the Amboy division, September 9, 1888, and was promoted to conductor November 20, 1892, serving as extra for a time, and in 1896 took a regular run in the freight service, running from Clinton to Centralia, where he is still employed.

Mr. McClelland is a native of Centralia, where he was born in 1865. He is a member of Division No. 112, O. R. C., Plantagenet Lodge No. 25, K. of P., and is a Mason in high standing, being connected with DeWit Lodge No. 84, A. F. & A. M., Goodbrake Chapter No. 59, and Commandery No. 66, all of Clinton, Illinois.



TO M. FAGG, Illinois Central Railroad passenger conductor, Amboy division, is a native of McLean county, Ill., where he was born November 8, 1857. His father, Thomas Fagg, a farmer who is now living in Washington county, Neb., at the age of eighty-two years, was born in Loudoun county, Va. The mother, Susan (Westcott), is living, aged seventy-eight. Her father was a native of England and came to the U. S. in early life. Our subject is one of a family of seven children: Mary E. married A. C. Miller and resides in Forreston, Ill.; Vina married S. M. Adams and lives in Washington county, Neb.; William B. is a blacksmith and wagonmaker in Birmingham, Iowa; Clarence W. is a wagonmaker in Washington county, Neb.; T. M., our subject; Frank M. resides in Washington county, Neb.; Charles E., farmer, lives in Washington county, Neb.

After attending the public schools in McLean county, T. M. Fagg worked on a farm for some years, and in 1880, entered the service of the I. C. R. R. as freight brakeman. He served two years in that capacity and was then made freight conductor which position he held for sixteen

years. In 1898 he was promoted to passenger conductor and is now running on the Amboy division between Freeport and Centralia. He is a member of the O. of R. C.; the I. C. Lodge of Masons No. 178; Freeport Chapter No. 23; Freeport Commandery No. 7, and Cherry Camp No. 64, M. W. of A. Politically he is a Republican.

Mr. Fagg was married on the 29th of April, 1884, to Miss Mollie Boylan, of Bloomington. She was born August 9, 1861. They have two children: Della M., born Sept. 8, 1885, is attending the Freeport high school; Lillian F., born October 16, 1891, is also in school



JOHN E. HARRINGTON, conductor on the Illinois Central Railroad, Freeport division, was born in Waukesha, Wis., November 21, 1864. He is the son of Michael and Mary (Mulhern) Harrington, in whose family are seven children. The father is a railroad man. Our subject was educated in the public and parish schools of Waukesha. At the age of sixteen he became water boy on the N. W. R. R., and remained in that position for one summer, then went to the Grand Pacific at Chicago, where he remained three years, then worked for the Rock Island R. R. for two and one-half years as passenger brakeman. In 1889 he entered the service of the I. C. R. R. as freight brakeman and worked in that capacity until July 1, 1891, when he was promoted to conductor, which position he still holds. June 17, 1896, Mr. Harrington was united in marriage with Miss Mary, daughter of Patrick Grant, deceased, and Jennie (Hughes) Grant. Mrs. Harrington was born in Freeport, Ill., September 4, 1874, and was educated in the public and parochial schools of that city. Mr. and Mrs. Harrington have one child, John Grant, born March 15, 1898. They are members of the Catholic church. Mr. Harrington belongs to the Improved Order of Red Men, and O. of R. C., and politically is a staunch Democrat.

C P. FREEMAN, conductor on the Springfield division of the Illinois Central Railroad, had his first railroad experience in the employ of the Bluff Line, which he entered as brakeman in October 1888, running from Springfield to Alton. In 1889 he entered the service of the Illinois Central Railroad, acted as brakeman on the Springfield division one year, and was promoted to conductor in 1890 and is now in the freight service on that division.

Mr. Freeman, who is a son of Walter and Sally (Short) Freeman, who were natives of Virginia, was born at Culpepper Court House, Virginia, in 1862, and was united in marriage with Miss Eleanor Chapman in 1885. She is a daughter of Stephen G. and Sarah (Oder) Chapman, natives of Indiana and Kentucky, respectively. Mr. and Mrs. Freeman have one daughter, Della B. Mr. Freeman is a member of the M. W. A., No. 333, of Springfield, Ill., and the O. R. C., No. 400, of Clinton.



HENRY LUDWIG, one of the younger of the Central engineers, was born in Dunleith, now East Dubuque, Illinois, March 28, 1873. He attended the schools of his native place until the age of sixteen, and then began earning his own way, securing a position with a confectionery company in the city at the other end of the big bridge. Here for four and a half years he worked faithfully, meanwhile attending the night school in the Bayless Business College, fitting himself for a higher position in the world. Coming to Freeport he secured employment in the machinery department of the Illinois Central shops, securing, six months later, a seat in the left side of a locomotive, September 23, 1893. October 14, 1899, he was examined and promoted to engineer and started in with fair prospects of a long and useful career at the throttle and lever.

Mr. Ludwig is an only child of Henry and Magdalena (Fiene) Ludwig. The father, for

many years a grocer of Dunleith, was born in Germany, May 19, 1848, and died at Dubuque December 17, 1893. The mother, also a native German, was born August 15, 1848, and died on her fortieth birthday in Dubuque.

Mr. Ludwig was married in Dubuque June 12, 1895, to Miss Lucy G. Taulty, of that city. Two children have been born to them, Maylou, a daughter, born April 12, 1896, and Harry, born June 20, 1897. Our subject is a member of Union Lodge No. 138, B. of L. F., and of the fraternal order A. O. U. W., at Elmhurst, Ill.



F M. STUART, who is a conductor on the Illinois Central Railroad, Amboy division, was born in Normal, Ill., September 21, 1867. His parents, C. M. and Catherine (Stevens) Stuart, are both deceased. The family came from Kentucky in 1860, and located in Normal. There are six children, our subject being the youngest. Mary married D. B. Little, assistant auditor of the I. I. & I. R. R., Kankakee, Ill.; George M. is a passenger conductor on the C. & A. R. R.; Alpha is principal of the Jefferson school in Bloomington, Ill.; Alice married Milvin Stine and resides near Saybrook, Ill.; Lee is manager of the Electric Light & Power Co. at Normal.

Our subject was educated at the State Normal, graduating in 1886, and also took a complete course in Evergreen City Business College. He then accepted a position in the Atlanta National bank, at Atlanta, Ill., where he remained for four years, resigning to organize the Waynesville bank, of which he was cashier for three years. Giving up this position, he entered the employ of the C. & A. Railroad as brakeman, where he remained two years, then worked three months for the K. C. & P. R. R. in the same capacity, and was then offered the position of night ticket clerk at Shreveport, La., where he remained one year. In 1898, on account of the yellow fever epidemic, he left the south and came to the I. C. R. R. at Bloomington.

ton, August 16, 1898, and was made freight brakeman. On the 31st of August, 1899, he was promoted to freight conductor on the Amboy division, which position he still retains. Mr. Stuart was married on the 28th of April, 1891, to Miss Ella M. Lambert, of Atlanta, Ill. She was born May 15, 1868. Mr. and Mrs. Stuart attend the Christian church. Mr. Stuart is a Mason, and also belongs to the B. R. T. In politics he votes the Republican ticket.



WI. TAYLOR, a conductor in the freight service of the Illinois Central, received his first introduction to railroad life as brakeman on the Short Line division of the L. & N. R. R. out of Louisville, Ky., commencing his career in September 1887, and working two years. He then took a position as brakeman on the A. T. & S. F., remaining with that company eighteen months, after which he transferred to the L. E. & St. L. out of Louisville, Ky. From the latter place he was sent to the L. S. R. R., serving six months as brakeman, and at the end of that period was promoted to conductor and transferred to the Marion route, where he remained until September 3, 1892. After working for a short time on the M. P. R. R., and the Terminal Association of St. Louis, he entered the service of the I. C. as brakeman on the Springfield division. On January 23, 1894, he was sent to the South end and promoted to conductor December 15, 1896. Mr. Taylor is a native of Shelbyville, Shelby county, Ky., his birth occurring Oct. 22, 1865. On February 21, 1899, he was married at Mt. Vernon, Mo., to Miss Lydia Jones, whose father was a prominent druggist of that city, but is now deceased. Socially he is connected with DeWitt Lodge F. & A. M. No. 84, O. R. C. No. 112, of Centralia, Ill., Goodbrake Chapter No. 59, and Clinton Commandery No. 66, of Clinton, Ill.

E. GILLEN is an engineer in the passenger service of the Illinois Central on the Chicago division. He entered the service of the company as fireman on a switch engine in the Champaign yards in 1884. In November 1887 he was promoted to engineer, serving first in the freight service until September 10, 1899. On this date he entered the passenger service, taking charge of engine No. 965, and filling the vacancy made by the promotion of H. D. Howard to general foreman. During his service as fireman he was for two years with R. D. Davis, traveling engineer of the Illinois Central.

Mr. Gillen, who is a native of Champaign, having been born there in 1860, married Miss Georgeama Jones, who was born February 16, 1873, to H. W. and Olie Jones, natives of Indiana. Mr. and Mrs. Gillen have one daughter, Ruth Leone, born May 22, 1899.



EDWARD CURTIN, who is a freight conductor on the Freeport division of the Illinois Central Railroad, is the son of Michael Curtin, a native of Ireland, who came to the U. S. in early life and located near Aurora, Ill. He is a farmer, and is now living at the age of eighty years. The mother of our subject, Ellen (Hennessey), is also living.

Edward Curtin was born in Aurora, Ill., where he received his education. At the age of twenty-one he entered the service of the I. C. R. R. at Freeport as a freight brakeman, running between Chicago and Dubuque. In November 1895, he was promoted to freight conductor, which position he now holds. November 23, 1893, Mr. Curtin was married to Miss Effie G. Bradford, who was born in Dubuque, Iowa, September 12, 1875. She is the daughter of Charles Bradford, who has been switch tender for the I. C. R. R. at Dubuque for many years. Mr. Curtin is a member of the Catholic church. He belongs to the O. of R. C. and in his political views is independent.



F. H. SCHERMERHORN.

F H. SCHERMERHORN, formerly employed as locomotive engineer on the Illinois Central Railroad, and residing in Freeport, Ill., was born in Lexington, Greene county, New York, Aug. 6, 1852. He is the eldest son of Rev. P. V. and Lydia A. (Williams) Schermerhorn, the former a minister in the M. E. church, having died in 1898, while the latter is still living in Stamford, Delaware county, New York. Their family consisted of nine children, of whom five are living. Abram, a brother of our subject, formerly an engineer in the employ of the I. C. railroad, lives in Freeport, Illinois.

F. H. Schermerhorn was educated in the public schools of eastern New York. At the age of fourteen years he entered the high school of Albany, from which he graduated at the age of eighteen. He then entered the Albany Medical & Surgical Institute, where he remained eighteen months, when on account of impaired health he was forced to abandon the idea of becoming a surgeon, and after traveling in the west for several months, accepted a position in the freight office of the N. Y. C. & H. R. railroad at Athens, N. Y. It was during his stay at Athens that the Merchants Dispatch Transportation Co. was organized under the management of the Vanderbilts, and he had the honor of billing the first car load of freight ever shipped by that organization. He came west and located at Amboy, Ill., August 9, 1873, and entered the service of the I. C. September 22, 1873, as a locomotive fireman on the north division between Amboy and Dunleith, where he remained until December 3, 1879, when he was promoted to the right side and retained that position until 1893 when he left the employ of the company.

Mr. Schermerhorn was married February 22, 1873, to Miss Rena R. Johnson, of Jewett, N. Y., a very amiable and accomplished lady of strong religious sentiments and high moral character, uniting with the M. E. church early in life. She was born April 13, 1849. Of the three children born to this union, two are living, viz: John Guy, born in 1878, and Esther Belle, born in 1887.

Our subject was a charter member of Amboy Lodge No. 35, B. of L. F., and when promoted joined Amboy Division, No. 72, B. of L. E., in which he always took an active interest and was chairman of the Grievance committee at the time he left the service. In 1888 he was elected a member of the Legislative committee, from the Amboy district, and spent the following winter in Springfield, Ill., promoting legislation in the interest of railroad men. He is a member of Excelsior Lodge No. 97, A. F. & A. M. and of Amboy Chapter, No. 194, R. A. M. In politics he affiliates with the Republican party.

J OHN R. ROSEBRUGH, former agent of the Illinois Central at Freeport. The family of our subject is of Scotch origin, his grandfather having been a Scotch Presbyterian minister. His father, John Rosebrugh, was the first white child born in Groveland, Livingston county, New York. He was a farmer by occupation, and also held many official positions, dying at the age of seventy-nine years.

J. R. Rosebrugh, also a native of the Empire State, was born in Groveland, Livingston Co., January 5, 1829. He was educated in the public schools of New York, and at the Temple Hill Academy in Geneseo, New York, and at the age of seventeen he began teaching school in the district where Senator Charles H. Carroll resided. In the spring of 1848 he went to Tecumseh, Mich., and taught in a branch of the University at that place for three years. He then embarked in the general merchandise business in the same town and remained in the business two years. Coming to Freeport September 10, 1856, he entered the service of the I. C. R. R. as cashier and held the position for one year, when he was appointed station agent, having charge of passenger and freight business, and remained there until 1865, when he went to Amboy and served as clerk in the office of Mr. Jacobs, superintendent of the Amboy division, for a few

months. At this time Mr. Rosebrugh severed his connection with the I. C. R. R., and accepted a position with Wicker, Meckling & Co., railroad contractors, with whom he remained about one year, then went to Sioux City, Iowa, and assisted in opening the books and starting the passenger and freight departments in that place which engaged him nine months. He was then employed in Chicago by Miner T. Ames & Co., coal merchants, remaining with them about six months, then became assistant manager of the Otto Gas Engine Co., which position he retained for two years. He then went to Ann Arbor, Mich., and took charge of the management of the hospital as steward, where he remained seven years. In 1888 he came to Freeport and purchased the Palace Livery, which business still occupies his attention. November 8, 1852, Mr. Rosebrugh was married to Miss Julia E. Taylor, of Tecumseh, Mich. They have one son, Henry P., born July 31, 1854. He was for twelve years employed as brakeman and conductor of the I. C. R. R., and is now associated with his father in business. Mr. Rosebrugh is a member of the Episcopal church, and also belongs to the Masonic and Odd Fellow fraternities. In politics he is a Democrat, and is now alderman of the second ward of Freeport. He has often been solicited to allow his name to be used in connection with political positions, but has uniformly declined.



HARVEY C. REEP, began his railroad career August 18, 1889, as baggagemaster with Conductor William Beadles. He then went into freight service in the Paducah yards as switchman, until 1894 when he was appointed general yardmaster, serving two years when he went on the road as conductor, running a local freight between Paducah and Newbern. Our subject has a remarkably good record, having had no accidents to himself or his train. His father was A. H. Reep, who died in 1894. Mr. Reep married Miss Lizzie Clark, of Youngstown, Ohio, and has a bright boy Clyde,

who is attending school. He is a member of the Paducah Division of the Order of Railway Conductors, in which he has filled some of the official chairs. He is prominent in the Masonic order, holding membership in the Blue lodge, Chapter, Commandery and Shrine. He also affiliates with the "Best People On Earth" known to the outer world as the Benevolent and Protective Order of Elks. Mr. Reep's home is at No. 440 South Sixth street, Paducah, Ky.



JOHN HAYS WILSON, depot master of the Illinois Central Railroad at Freeport, was born in Union county, Pa., June 8, 1837. His grandfather, Hugh Wilson, was one of the judges of the U. S. district court. His father, also Hugh Wilson, a tanner and farmer, was born in Union county, Pa., in 1792, and died in 1873. His mother, Jane (Foster), died in April 1879.

John H. Wilson was educated in the public schools of his native county and took an academic course of three years at Mifflinburg Academy. He assisted on his father's farm until 1857, when the family emigrated to Freeport, then a town of about 6,000 inhabitants. Here he taught school one term, and then secured a position with the I. C. R. R. as clerk in the superintendent's office at Amboy. He remained in that position thirteen months, when he took a position in the train service and served five years in that capacity. He then began making up trains at Amboy, later clerked in the office at Decatur, and then returned to Amboy and became one of the yardmasters. January 21, 1870, he lost his right arm in the service of the company, after which he came to Freeport and learned to write with his left hand. He is now a splendid penman, and a model of neatness. In 1871 he became yardmaster of Freeport yards and retained that position for sixteen years, and in 1887 was made car accountant, which position he held until 1890, when the new depot was erected in Freeport and he was made depot master, where he

still serves, attending upon twenty-seven passenger trains daily, from 6:30 A. M. to 7:00 P. M. His service for the I. C. R. R. has always been pleasant. Mr. Wilson's household is made up of himself and two sisters, Mary and Martha. The latter has taught school in Freeport for eighteen years. Of the family, eight are living: six in Freeport and two in Pennsylvania. Mr. Wilson is a Prohibitionist, and was one of the founders of Centennial Lodge of Good Templars in 1876, and first Chaplain; assisted in organizing the Independent Order of Mutual Aid in 1879, and has been connected with all the temperance organizations. He is a member of the A. O. U. W., and one of the charter members of John H. Addams Lodge. The family are members of the First Presbyterian church of Freeport.



W E. BANKS, a conductor running between Centralia and Clinton, was born in Kansas September 8, 1857. Owing to peculiar circumstances he does not know in what county he first saw the light. His birth occurred during the troublous border warfare in which the father was taken prisoner by one of the factions the day the boy was born, and the fright killed the mother the same day. Escaping from his captors the father returned, and taking what was left of his little family, returned to Indiana to make them a home. On the outbreak of the war he enlisted, and fell in battle near Nashville, Tenn., the birthplace of himself and wife.

Mr. Banks grew up without a parent's care, living on the farm until attaining his majority, attending the country schools. His first experience in railroad work was when he joined the force of the Illinois Central at Centralia, August 15, 1886, as brakeman under the instruction of Conductor W. Cone, running to Clinton. In January 1890 he was promoted, and most of the time since he has been in charge of a way freight between the two cities above named.

Mr. Banks was first married at Brownton,

Jackson county, Indiana, to Miss Anna Applegate. Of their five children two are living, Walter and Eva. His second marriage was with Miss Anna Gassler, a native of Centralia, and a daughter of John M. and Mary Magdalene (Hockenyas) Gassler, German settlers of that city. Of the second marriage one child was born, Cleona. Mr. Banks is a careful and painstaking operative, enjoying the confidence of his superiors.



THOMAS J. MCKEE, conductor, living at Centralia, was born a few miles south of Carlyle, Ill., September 23, 1855, and is the son of J. A. McKee, of Fleming county, Ky., and Mary B. Huey. At the age of eleven his parents moved with him to Centralia where he attended the winter schools and worked on fruit farms in the summer. In 1873 he secured a place as brakeman on the Illinois Central under Conductor J. D. Williams on a local freight between Centralia and Wapella. Early in 1880 he was examined and promoted to conductor running extra until his resignation in November of that year. For the next three years he was employed mostly in the southwest. Worked a short time as car repairer at Little Rock, going from there to Fort Worth, Texas, engaging in construction work on the Missouri, Kansas & Texas and was soon in charge of the "front" train—the one that carried material to the front. Leaving that road he secured work on the Texas Pacific between Fort Worth and Beard, Texas. After that he worked at various points as switchman and yardmaster for several roads as the traffic made a demand for men. Returning east he secured work for a time in the Twenty-first St. yards of the Terminal company at St. Louis, and after another sojourn in Texas secured work at New Orleans in the yards on the New Orleans & North Eastern road being soon promoted to night yardmaster. January 10, 1884, he re-entered the service of the Central at Centralia braking under Charles Pratz

on the way freight between Centralia and Cairo, and seven months later he was promoted and given a train, the way freight. In 1891 was promoted to the passenger service having at the present time a regular run between Centralia and Cairo.

Mrs. McKee, who is a daughter of Henry and Barbara (Nullet) Hutchmacher was born in New Orleans. Of the five children born to Mr. and Mrs. McKee four are living. They are F. Edna, Thomas P., Charles E., Amos F., and James R. deceased.

Mr. McKee is one of the most popular conductors on the line.

ing in the west six months. Returning to his native state he secured work with the C. & A. at Bloomington, where he was employed until January 7, 1892, at which time he accepted a place as fireman on the Illinois Central. Until 1898 he served on the left side of the engine and after a thorough examination was thereupon licensed to sit on the other side of the cab. Mr. Hogan is a thorough, careful man in his craft and will in time win the recognition of his superiors. He is a member of the Union Lodge No. 138, B. of L. F. His present home is in Freeport.



JOHAN A. HOGAN, one of the younger engineers of the Central system, comes of railroad stock. His father, Patrick Hogan, emigrated from the Emerald Isle when a young man, and made his way to the west, securing work with the Illinois Central with which company he remained many years. For a long period he served as train baggage-man and later was employed in the boiler room of the shops at Amboy where he worked until the shops were removed to other points. He still resides at Amboy retired from active labor. He married Eliza Lowrey, who bore him eight children, two sons and six daughters.

John A. Hogan was born at Amboy, March 17, 1870, and was reared in his native place, attending the public schools until the age of fifteen. At that age he entered the boiler shops, where his father was employed, as a boiler maker apprentice, remaining three years before starting out to see the world. He traveled to Denver to accept a position in the shops of the Union Pacific R. R. We next find him at Topeka, Kans., in the employ of the A. T. & S. F. and from that point he journeyed to Missouri Valley, Iowa, entering the employ of the F. E. & M. V. R. R. which he served seven months and was transferred to their shops at Chadron, Nebraska, on the Black Hills division, remain-

W KNOWLES, a passenger conductor on the Central, has been in the service since October 16, 1880, having begun braking on the Springfield division, between Springfield and Gilman, under freight conductor E. Clifford, where he remained until February 1884. He was then transferred to the Amboy division between Clinton and Centralia, under James McHugh, and was promoted to freight conductor on the same division in October 1887, and given the through "Manifest" run between Clinton and St. Louis over the tracks of the Big Four, and held that position until April 19th, 1897. August 4, 1897, he was promoted to the passenger service and given his present run between Freeport and Centralia.

Mr. Knowles was born at Terre Haute, Indiana, March 4, 1862, and removed when a small lad with his parents to Shelby county near the county seat, when about ten years of age; he began his railroad career at the age of eighteen. His schooling was secured in the public schools. The father, Daniel Knowles, is a native of New York state; the mother, Lydia Anderson, died young, leaving a family of five children, three of whom are still alive. Mr. Knowles was married November 11, 1891, to Miss Minnie L. Lillard, a native of Clinton, Illinois. He is a member of the O. R. C. and O. R. T. at Clinton, Illinois.

WC. MITCHELL, conductor on the Freeport division of the Illinois Central, was born in Elgin, Ill., May 23, 1869. His parents, William and Mary (Dedrick) Mitchell, reside in Elgin, Ill., where his father is engaged in merchandising. Their family consists of three children. W. C.; Ada, forewoman in a garment factory in Aurora, and Henry, a school boy.

W. C. Mitchell received his education in Fort Scott, Kansas. He worked on a farm for his father, and at the age of eighteen entered the service of the St. Louis & San Francisco R. R. company as brakeman, running between Anthony and Beaumont, Kansas, for two years. He then came to Freeport and commenced braking for the I. C. R. R., and in 1898 was promoted to conductor on Freeport division where he is now running. He has only lost six weeks of service on account of disability. Mr. Mitchell was married on the 7th of October, 1893, to Miss Sophie Kline, of Elgin. She was born May 24, 1872, and was educated in the schools of Elgin. Her father is a carpenter. Mr. and Mrs. Mitchell have one child, Gladys, born December 19, 1894. The family are Methodists.

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THOMAS CAREY, road supervisor, Sixth division of the Illinois Central Railroad, was born in Watertown, N. Y., February 25, 1859. His father, James Carey, who came to the U. S. in early life, is now living retired in Scales Mound, Ill. He was section foreman for the I. C. R. R. for thirty years. The mother, whose maiden name was Margaret Quinn, is still living. They have two children, James, a section foreman of the I. C. R. R. at Scales Mound, and Thomas.

Thomas Carey was educated in the district schools of Scales Mound, and at the age of thirteen he began working on the section with his father on the I. C. R. R., attending school in winter and working on the road in summer for three years. He then worked in a stone quarry

one year, and farmed for one season. At the age of nineteen he returned to work on the section for some months, then went to braking on freight which he did for three months. In May 1881 he was appointed section foreman at East Dubuque. He remained as section foreman and was foreman of construction for eighteen years, then was appointed supervisor of thirteenth section, Sixth division, with headquarters at Freeport, Sept. 6, 1898. On the 23rd of June, 1885, Mr. Carey was married to Miss Alice McDonnell, who was born May 17, 1864, in Dubuque, Iowa. They have four children: J. Donald, born May 28, 1889; John J., born October 1, 1891; Loretta, born September 8, 1893; Corena M., born September 12, 1895. Mr. Carey is a member of the Catholic church. Socially he belongs to K. of P., also Endowment Rank, and C. O. F. He is independent in politics.

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JOSEPH A. BLACKMAN, one of the veteran engineers of the Central system, is of foreign birth. His father, John Blackman, was a native of England where he learned the blacksmith's trade. Coming to America with his family in 1852 he settled first at Windham, Ohio, and six years later moved to Dixon, Illinois, and engaged in farming. Here he died July 17, 1885. His wife, Martha Cooper, was born at Hilgate, Norfolk, England, August 12, 1821, and died near Dixon, January 13, 1899. She was a woman of great natural refinement. At the time of her death there were of her children, five sons and three daughters living.

Jos. A. Blackman was born at Oxloode Downham, Isle of Ely, Cambridgeshire, England, June 21, 1845. Most of his schooling was secured during the six years the family lived in Ohio. On coming to Illinois he worked on the farm until attaining his majority in 1866 when he secured a position as fireman on the Central. September 10, 1873, Mr. Blackman was considered proficient enough to manage an engine and was

promoted to the rank of engineer and placed in that service on the road where he has maintained his position ever since with credit to himself and satisfaction to his employers.

Mr. Blackman was married December 22, 1873 to Miss Agnes Blocher, of Amboy, and to them have been born four children as follows: Henry J., born October 6, 1874, died September 22, 1884; Georgia A., born May 29, 1882, died aged six days; Estelle Alice, born September 16, 1886; Ruth Agnes, born August 13, 1889.

Mr. Blackman was one of the first to become identified with the B. of L. E. having held membership many years with the Amboy Division, No. 72, joining the order in 1875. He is identified with the Masonic fraternity, affiliating with the Illinois Central Lodge No. 178 of Amboy. Mr. Blackman is popular with his fellow engineers and stands well with his employers.



JL. MAXFIELD, a veteran conductor on the Central at Centralia, was born at Rome, now Dix, in Jefferson county, Illinois, June 7, 1853, the eldest of a family of twelve children all of whom are living. Mr. Maxfield began railroading at the age of twenty at the bottom of the ladder. For a few days he worked on the section in the Centralia yards under Chris. Davis, and was then set to work shoveling coal onto the engines in the yards at what was to him then good wages, a dollar and a quarter a day. When he was promoted to brakeman by trainmaster J. W. Seymour, on the run between Centralia and Cairo, at a dollar and seventy-three cents a day, he thought he was drawing munificent wages. After three years twisting brakes, Mr. Maxfield was surprised one evening to be ordered to Ullin to take charge of a wrecking train and clear up a wreck. From that time on he was in charge of a train having his monthly wages increased from sixty-six the first to seventy-five dollars the third year. After about four years in the freight service between Centralia and Cairo he resigned

February 9, 1881 and did not re-enter the service until August 27, 1886, when he was given a run between Centralia and Champaign and has been regularly in that service since, excepting some ninety days when there was sickness in his family. During all his service he has not suffered a suspension nor received a demerit mark, and the two wrecks in which he has been involved have been chargeable to others and not to him.

Mr. Maxfield was married to Miss Hattie Morrison. Her mother was born in Gilford county, North Carolina. Her brother, James K. Morrison, was for many years an employe of the Central, and has been engaged the past seven years as passenger conductor in the service of the Minneapolis & St. Louis line below St. Paul. Mr. Maxfield's parents, John and Charlotte Maxfield, now reside at Farina, Illinois.

To Mr. and Mrs. Maxfield ten children have been born, of whom Charles E., the eldest, is now braking on the Champaign division of the Central; Caryol, now Mrs. Maddox; Ida B., James L., C. Harold, Clinton C., Earnest R., George W., Marion M., and Raymond V.



SW. NALL, a conductor in the freight service of the Illinois Central on the Louisiana division, was born in New Orleans in 1868. He is a son of Mick Nall, well known all over the I. C. system, having been in active service for forty years, and is now a conductor on the Clarksdale branch.

Mr. Nall entered the service of the Illinois Central in 1888, as operator at Arcola, Miss., where he worked eight months. He then entered the train service as brakeman, and had only been there a short time when he received notice from J. M. Turner, superintendent, who had been observing him closely and noticed his adaptability, to take the examination for conductor. Having successfully passed the examination, he was, on October 27th, 1891, placed in charge of

the local freight with Engineer C. J. Swett, and has since served there satisfactorily. Mr. Nall's career on the road has been successful. He has had a few minor accidents, but none of consequence. Socially he is connected with Division No. 367, O. R. C., of McComb City, of which he served as Chief for one year. Mr. Nall is married and has two children, Rosemond Inez, aged five years, and Lawrence Alton, aged two. He is a popular man on the road, and is recognized by the officials as a valued employe.

STEPHEN Q. FORD is an engineer in the passenger service on the Louisiana division of the Illinois Central.

He entered the service of the road on August 1, 1876, as a wiper in the round-house at McComb City, serving as such for two months, and afterward working in a boiler shop. In 1878 he obtained a position as fireman with Engineer James Greener, but in July of that year resigned on account of the prevalence of yellow fever. Returning to McComb City in May 1879, he was re-employed as fireman, and remained in that capacity until promoted to engineer. On promotion he was given charge of a switch engine, and later was with a construction train. In 1882, he went for a period of five months to the Southern Pacific R. R. running a switch engine during that time, but returned to the I. C. and remained for a short time at McComb City as engineer in the yards there. He then went back to the Southern Pacific, and was subsequently employed as switchman and night yardmaster by the Santa Fe R. R. at Rosenberg, Texas.

Remaining in the latter company, four months he took a position as engineer on the Texas Pacific R. R. and afterward on the International & Great Northern R. R. where he served five months. He then returned to McComb City, Miss., and re-entered the service of the I. C. as fireman, and after a year was promoted to engineer in the freight service. In January 1900,

he was again promoted to engineer in the passenger service, since which time he has had a regular run on engine No. 389, between Canton, Miss., and New Orleans.

Our subject was born in Sumpter county, Ala., on August 6, 1859, and is the son of Dr. D. U. and Elizabeth A. (Wilson) Ford. Dr. Ford was a prominent physician, and served as physician and surgeon for the A. & C. Railroad. Both parents are now deceased.

Mr. Ford was married to Miss Edith M. De Chantal, a native of Canada, but residing in New Orleans, and they have the following children, viz: Herbert, Donald, Adele, Maud, Charles, Stephen and Estelle.

Socially, our subject is a member of Magnolia Division No. 196, B. of L. E., of McComb City, where he resides, and is well and favorably known among the employes of the Illinois Central.

MICHAEL KELLY, an experienced and popular engineer on the Memphis division, began his railroad career in 1869 on the Paducah & Memphis R. R., serving as fireman until promoted to engineer in 1879, when he was given engine No. 3, a Rogers, in the switch and freight service. Soon after he went on the road and was given engine No. 28, a Baldwin, pulling the pile driver, and was in this service fourteen years along the whole line between Louisville and Memphis. He was then transferred to the freight department and at present has a "preferred" run between Paducah and Memphis. During his long experience he has pulled the throttle of every make of engine produced in America, including the old time wood burner, common to the early days of railroading.

Our subject has turned out many good engineers who fired for him, among them J. Mulvin and W. Yates. Mr. Kelly has never been injured in his thirty years of experience, a piece of good fortune vouchsafed only a few who have spent so many years of life "on the rail."

Mr. Kelly is a temperate, whole-hearted man, and is held in highest esteem by everybody. He was born in Ireland, and came to America with his parents when he was six months of age, and has worked his own way up. Our subject married Miss Mary Erbin, of Mayfield, Ky., January 1877, and they have seven children living and two dead. Those living are Kate, graduated from Paducah high school, Johnny, Nora, Mary, Berchal, Michael and Martin. Johnny is employed by the Illinois Central as night caller. Mr. Kelly is a charter member of Division No. 225, B. of L. E., Paducah, Ky., in which he has held all the official chairs, and is also a member of Lodge No. 26, of Knights of Pythias, of Paducah, as well as the Catholic Knights. He is a man of a very strong will and sterling character. There is one incident in his life that needs special mention. During his early career Mr. Kelly was on too intimate terms with the liquor habit, and it was predicted by everybody that he would die a drunkard, in spite of the persuasions of others and his wife's earnest prayers. About fifteen years ago Mr. Kelly went into a saloon and ordered a glass of whiskey. Just as he was about to raise the glass to his lips he resolved to make a new start. He put the full glass down on the bar and left the room, and has never tasted liquor since. His iron will has saved him.

 CHARLES W. HARRELL, a popular young engineer in the freight service of the Illinois Central on the Louisiana division, is a native of New Orleans, La. At the age of seventeen Mr. Harrell became identified with the I. C. at McComb City, as a locomotive fireman, in which capacity he was employed, first in the freight and later in the passenger service, serving two years in the latter department. On October 12th, 1894, he was promoted to engineer and given charge of engine No. 708. He has been on different parts of the system during his connection with the road, and

is at present on the north end of the Louisiana division. Mr. Harrell married Miss Tucker, of McComb City, Miss., and their union has been blessed by one child. He is a member of Division No. 411, B. of L. F., and of Division No. 196, B. of L. E. Mr. Harrell is a young man of great capability, attention to duty being his strong point, and his career has been a very successful one, devoid of accidents or injury. He has a fine record and is in line for promotion.

ATRICK H. GEARY is one of the oldest and most prominent engineers in the service of the Illinois Central. With the exception of twenty-six days service with the Southern Pacific R. R. he has been connected with the I. C. since April 1, 1866.

Mr. Geary as his name implies, is a native of the Emerald Isle. He was born at Queenstown, Ireland, March 21, 1841, and is one of eight children born to Michael J. and Mary Geary. Mr. Geary Sr. was a contractor in the old country, and coming to America in 1856, took up his residence in the city of New Orleans, but departed this life during the same year. On the death of her husband Mrs. Geary returned to Ireland, where she died in 1874.

Mr. Geary was educated in the common schools of his native city in Ireland, and was fifteen years of age when his parents came to this country. He held various positions in the city of New Orleans until the outbreak of the civil war, when, in 1861, he enlisted in Company E, First Louisiana Volunteers, under Col. Vincent and Brig. Gen. Blanchard. His company was in the seven days fight at Richmond, and also in numerous other engagements, but he was never injured. He was discharged at Richmond in 1863, and returned to New Orleans. In 1866 he entered the employ of the New Orleans, Jackson & Great Northern R. R. (now the I. C. R. R.) as fireman, working in that capacity until 1869, when he was promoted to engineer in the freight service. He remained in the latter branch of



ALLEN G. CROCKETT.

the service for two years, when he was promoted to the passenger service, where he is now employed on engine No. 1175, between Canton, Miss., and New Orleans. During his long railroad career Mr. Geary has had but two accidents, one in 1870, when the boiler of his engine exploded, and the other in 1873 when his engine was overturned. In neither accident was any one injured. His relations with his superiors have always been of the most pleasant nature, he appreciating the many favors the company has shown him, and the company, in turn, fully cognizant that in him they have a faithful and trusted employe.

Mr. Geary was married to Miss Margaret Herbert, of New Orleans, and of the four children born to them only one survives, Nellie, wife of W. R. Caston, cashier of the McComb City bank. Mr. Geary is one of the prosperous and honored citizens of McComb City, residing in a fine home on North Delaware avenue. He is popular with all, and with none more so than the officials of the Illinois Central Railroad.

A LLEN G. CROCKETT, a highly esteemed passenger conductor on the Louisville division of the Illinois Central, was born in Marion Co., Kentucky. His father was James G. Crockett, who died at the age of seventy-three in the year, 1898, and was a relative of the famous originator of the saying, "Be sure you're right, then go ahead." His mother is still enjoying the blessings of life. Our subject left school when he was ten years of age, and began train service on the L. & N. railroad, being given charge of a freight train in 1878, serving in freight and passenger service for twelve years on this road. He resigned to accept a position as conductor on the C. O. & S. W. under Trainmaster James Ross. He ran a freight train out of Louisville four years, when he was promoted to passenger service which position he has held since 1894. Mr. Crockett has been very successful, in fact one of the luckiest

railroad men on the road, never having any accidents or injury. He is a member of Monon Division No. 89, O. R. C., being chairman of the Grievance board for the entire Louisville division. During his term of office he has had several good measures put through for the benefit of the men. It was partly through his efforts that the Greenland pay system was adopted by the Illinois Central Railroad. Mr. Crockett stayed with the committee three weeks until it was put through. The Monon Division should be complimented for having so able a representative. Mr. Crockett is a progressive, successful railroad man. He resides at 1410 W. Broadway, Louisville, Ky.

L OT ALONZO LOUTZENHISER, one of the most popular conductors on the Louisiana division of the Illinois Central, was born at Champaign, Ill., in 1863, and is a son of Alonzo and Eliza (Weir) Loutzenhiser. Mr. Loutzenhiser Sr. came of old German stock. His ancestors had been exiled from Germany for political reasons, and emigrated to America, settling in Susquehanna Co., Pa. He was in his youth, a great athlete, at one time making a running jump of twenty-one and one-half feet. He was employed as a driver on a canal boat, when fourteen years old, and the captains of the different boats were in the habit of pitting their boys against each other when they met. Alonzo Loutzenhiser was the champion of his section, and once walked fourteen miles with his captain to take part in a "mill." He afterward left Pennsylvania and moved to Illinois, where he engaged in the tailoring business. He is a veteran of the Mexican and Civil wars, serving in the latter as lieutenant of Company F, 125th Illinois Cavalry, having two horses shot from under him. He also served fourteen years as deputy sheriff of his county.

The mother of our subject was of Scotch descent, received her education at Andover Fe-

male Seminary, at Andover, Mass., and was a woman of fine literary attainments.

The subject of this sketch was reared in the city of Danville, Ill., where he attended and graduated from the high school. He then began the study of medicine at Rush Medical College, from which he graduated with honors. Circumstances, however, prevented him from practicing. He began railroad work in 1883 as a news agent on the C. B. & Q. R. R. between Rock Island and St. Louis, where he served only a few weeks, when his money was stolen and he lost his position. He then applied to P. H. Houlihan, now superintendent of the Hannibal & St. Joe R. R., and after a great deal of persistent effort, secured a position as brakeman in the passenger service of that road. After having served fourteen months as passenger brakeman, he entered the freight service. He was employed in that capacity only six weeks when promoted to conductor. He remained with the C. B. & Q. road until 1889, when he went to the Chicago & Eastern Illinois R. R. at Danville, and was with that company about five months. He then went to Chicago and took a six months' course at the Chicago College of Pharmacy, receiving a certificate, and established himself at Kewana, Ind., where his mother bought him a drug store.

He managed it successfully for about a year, but sold out and returned to railroad work. Going to Champaign, Ill., he entered the service of the Illinois Central, and served in that district as brakeman for two years, making occasional trips as conductor. During the World's Fair he was made train dispatcher of the World's Fair service, serving with credit. His next position was as conductor on a suburban express out of Chicago, where he worked two years, and later was for eleven months in the freight service on the Chicago division. He then went to McComb City, where after a short service as brakeman, he was promoted to conductor, and has been serving in that capacity on the Louisiana division for the past two years.

Mr. Loutzenhiser was married in 1893 at Waukegan, Ill., and has three children: Mae,

born in 1894, Claire, born in 1896, and Annie Louise, born in 1898. He belongs to Scotia Lodge No. 272, Knights of Pythias, of Chicago, and is a member of Division No. 367, O. R. C., of McComb City, where he resides. He is a man of fine literary tastes, a contributor to the *O. R. C. Journal*, and is also a finished musician, having composed several pieces of merit. Being a well read man, a fluent conversationalist, well posted on current topics, and a man of easy manners and great affability, Mr. Loutzenhiser has gained innumerable friends in the south, and his circle grows larger every day.

J A. WALKER, an engineer in the freight department of the Illinois Central, began life as a "hustler" in the I. C. shops at Aberdeen, Miss. After a service of three and one-half years there, he went as fireman on the Lexington branch of the road, and worked there for four and one-half years. In 1893 he went to McComb City, and after spending two years as fireman on the Louisiana division, was examined and promoted to engineer, and has since had a regular run on that division. He has been fortunate in escaping injury and wrecks during his service. Mr. Walker is a native of Aberdeen, Miss., his birth occurring on January 10th, 1865. James W. Walker, the father of our subject, residing at Aberdeen, Miss., was born in Ireland, but came to America at the age of sixteen years. He was a shoemaker by trade, but was also engaged in merchandising and farming. He is an active politician, always ready to take part in the issues of the day.

J. A. Walker was united in marriage to Miss Rosa McCaskill, of Aberdeen, Miss. They have two children, John and Alexander. Socially he is connected with Division No. 196, B. of L. E., of McComb City, where he has a comfortable home on Broadway, and of which place he is a valued citizen.

WILLIAM F. ROGERS, a young freight engineer on the Evansville district of the Illinois Central, was born in Rockport, Ind., January 4, 1869. In 1890 he entered the service of the Ohio Valley Railroad watching engines at Princeton, and in 1892 began firing an engine, being promoted to engineer December 15, 1897. He had a mishap on his first trip, running into an L. & N. switch engine in Henderson. The L. & N. man was at fault, being on the Illinois Central joint track and had no flag or signal out. Our subject's engine was demolished, and although he stuck to his engine, applying the brakes, he escaped injury. He now has a freight run on the Evansville district. He is a bright, careful engineer, and makes his home with his mother at Henderson. He belongs to Division No. 410, B. of L. E., and Division No. 317, B. of L. F.



WILLIAM C. LOWRY, a prominent engineer on the Vicksburg division of the Yazoo & Mississippi Valley R. R., has been an employe of the company since 1887. He began his career in the track department of the Natchez, Jackson & Columbus R. R., but remained there only a short time, going to the Alabama & Vicksburg R. R. Leaving the service of the latter road, he entered the employ of the Yazoo & Mississippi Valley R. R. as fireman with Engineer Rials, and remained with him for six months. He then fired two years with J. H. McGuire and was then promoted to engineer, and after serving three months as a hostler, was given charge of a switch engine in the yards at Vicksburg. He occupied that position only one week when transferred to the regular freight service between Vicksburg and New Orleans, and has since remained there, having charge at the present time of engine No. 64 on the Vicksburg division. Mr. Lowry was in a serious wreck on the Grenada division in 1897, in which the fireman was injured. He has had good success since being on

the road, never meeting with any injuries. Mr. Lowry was born in Mobile, Ala., on March 12, 1873. His father, John B. Lowry, who is a carpenter and a farmer, now resides at Terry, Miss. George H. Lowry, a brother of our subject, was formerly an employe in the I. C. shops at Vicksburg, but is now in the train service of the Southern Pacific R. R. Mr. Lowry was a charter member of Division No. 460, B. of L. F., and is now connected with Division No. 281, B. of L. E., of Vicksburg. He is a popular employe of the road and ranks high. Being quite a young man, from the progress he has made, his prospects look exceedingly bright. Our subject is what may be called a self-made man.



M. DUNN, superintendent of the Louisiana division of the Illinois Central, residing at New Orleans, began his railroad career in 1864, as warehouseman at Brimfield, Ind., for the Lake Shore & Michigan Southern R. R. Acquiring a thorough knowledge of telegraphy, he was for a number of years employed as agent and operator at various places. His first position was at Sylvania, Ohio, during the years 1869 and 1870, from which place he went to White Pigeon, Mich., remaining there until 1872. Entering the service of the L. & N. R. R. in November of that year, he was appointed agent at Shepherdsville, Ky., and in March 1874, was promoted to a similar position at Pulaski, Tenn. In November 1880, he was sent to Owensboro, Ky., as general agent for the O. & N. R. R. (owned by the L. & N.) and was later, in 1881, tendered the position of master of trains, for the New Orleans division, with headquarters at Mobile, Ala. In September 1883 he again received promotion, being appointed superintendent of the O. & N. division, with Russellville, Ky., as headquarters. Remaining in the latter position until January 1, 1884, he was transferred to Memphis as superintendent of the Memphis division, and in September 1886 was offered and accepted the posi-

tion of superintendent of Southern lines of the Illinois Central, at New Orleans. This position being finally abolished by the company in 1894, he was then appointed superintendent of the Louisiana division, and New Orleans terminals, which position he is now filling. The life of Mr. Dunn, has been a particularly active one, and faithfulness in the discharge of his duty has characterized his entire career.

WILLIAM FLETCHER, an engineer in the freight service of the Yazoo & Mississippi Valley R. R., began his career on the road in 1890, at Vicksburg, Miss., as a fireman, with Engineer McLaughlin. He was examined for promotion in 1895, and passing a highly creditable examination, was given charge of an engine. He has since served the company in that capacity between Vicksburg, Miss., and Wilson, La., on engine No. 93, where he is doing good work. His ten years connection with the road as fireman and engineer has been free from accidents or injury. Mr. Fletcher was born December 28, 1867, at Jackson, Miss., where his father, John Fletcher, deceased, was a farmer. Socially he is identified with Division No. 281, B. of L. E., of Vicksburg. His home is in that city, where he enjoys a wide acquaintance, his many good qualities gaining for him the good will of all. As a railroad man he is competent and careful, and is a rising young man on the road.

WD. JONES, a well-known and popular engineer in the passenger service of the Illinois Central, is one of the oldest employes on the road. He entered the service of the I. C. in 1858, when only a lad of fifteen. His first work was at Tickfaw, La., where he was in charge of the water station for several months. He then

worked as engine wiper at Jackson, Miss., and at New Orleans, and while in the latter city began an apprenticeship in the I. C. shops there.

At the outbreak of the war of the secession, our subject enlisted in the New Orleans Light Guards, First Louisiana Volunteers, under Col. Vincent and Captains Dean and Willard. This company saw service in the seven days fight at Richmond. He also served for a time with Gen. Jackson. On June 25th, 1863, Mr. Jones was wounded in the leg and was for six months confined in a hospital at Richmond, Va. On his recovery he entered the cavalry, under Capt. Harry Gilmore, doing duty for one year, and in 1865 was in the hospital at Charlottesville, Va., at the time of Lee's surrender.

Returning to New Orleans, our subject resumed work in the shops of the I. C., where he remained until July 1870, leaving the shops to assume a position as fireman on the road. He worked at this only a few weeks, when he received promotion to engineer in the freight service, between Canton, Miss., and New Orleans, which position he held until 1871. In the latter year he entered the service of the Southern Pacific, remaining with that company two years. The following four years were spent in the service of the Texas Pacific R. R., and New Orleans & Mobile R. R., and in 1877 he returned to McComb City, Miss., and re-entering the employ of the I. C. worked as engineer in the freight service, until 1885, when he received promotion to the passenger service, between Canton, Miss., and New Orleans, which position he still holds.

Mr. Jones was born May 2, 1844, at Charleston, S. C., and is a son of Edward J. and Catherine M. Jones, of that city. Edward J. Jones was for many years superintendent of the shipyards at Savannah, Ga. He was a contractor on the N. O. J. & G. N. R. R., and was for twenty years roadmaster for the I. C., then known as the N. O. J. & G. N. R. R. Meeting with an accident he was obliged to retire from the active service, and later died at McComb City.

The original of this sketch was twice married. His first wife was Miss Harriet M. Chisholm, of Charleston, S. C., who departed this life

in 1882, leaving four children: Harriet, Samuel, Burton and Edward. In 1883 Mr. Jones was united to Miss Emma A. Burtus, of Bayou Sarah, La., and they are the parents of four children: Archie, Jessie, Florence and Ruth.

Being one of the oldest men in the service of the I. C., Mr. Jones is very well known and popular in railroad circles. He has presented the Historical Company a time-card of the I. C., used on the Louisiana division in 1866, which appears elsewhere in this work. Socially he is a member of the Knights of Honor, of McComb City, where he resides in a fine home on Virginia avenue.

F G. WHEELOCK is an old and faithful employe of the Illinois Central, having been in the service of the road since 1876. His first experience at railroad work was acquired in 1866, on the C. & A. R. R. in the state of Illinois, where he was employed as fireman on the Chicago division of that road. After a service of four years with that company as fireman and engineer, he went to the St. L. I. M. & S. R. R., working there for two years as engineer. He then went to the L. & N. R. R. remaining one year with that company. He was next employed, for a year, on the E. P. & S. W. R. R. (now the I. C.) at Elizabethtown, Ky. Coming to McComb City in 1876, he entered the service of the I. C. as an engineer in the freight department, and after a faithful record of twelve years in that branch of the service, was promoted to the passenger department of the road, where he is now employed. He is in charge of a regular run between Canton, Miss., and McComb City, Miss. Since being connected with the I. C. he has been in two wrecks, escaping injury each time.

Mr. Wheelock is a native of Yates county, New York, his birth occurring there October 10, 1846. His father was Elias Wheelock, the proprietor of extensive woolen mills there, but who moved to Illinois and later to Missouri, where

he died at the advanced age of eighty-nine years. F. G. Wheelock, was married in New Orleans, to Miss Sarah E. Hanrahan, who departed this life May 24, 1894, leaving five children: Warren O., Arthur N., Nellie, Louise, and Gladys. He is connected with, and is a charter member of, Division No. 196, B. of L. E., and is also a member of Lodge No. 36, K. of P., of McComb City, where he resides in a comfortable home on Magnolia street, and of which city he is a popular and useful citizen.

F A. C. FERGUSON, trainmaster on the New Orleans division of the Yazoo & Mississippi Valley R. R., with headquarters at Vicksburg, Miss., is a native of that state, born November 13, 1861. His parents were Carroll and Lucinda (Patrick) Ferguson, the former a cotton merchant, died in 1866, and the latter is still living, and resides in the state of Louisiana.

Mr. Ferguson received his early training in the schools of Burnsville, Miss., and at the age of sixteen studied telegraphy. He was assigned to duty as operator at Corinth, Miss., on the Memphis & Charleston R. R., where he had previously served a short time as fireman, and in the shops of the company at Memphis. After working for two years at Corinth, he entered the service of the Illinois Central at Winona, Miss., as telegrapher, working there seven months, and at various other places on the road for a short time. In 1880 he was called to the general office at New Orleans, remaining there until April 1, 1881. He then went to Houston, Texas, securing a position in the office of the superintendent of the International & Great Northern R. R. at that point, and worked there until June 1881. From Houston he went to Columbus, Texas, and there took a position in the office of the chief dispatcher for the Galveston, Harrisburg & San Antonio R. R., where he was occupied until October 1881. He then returned to Houston and entered the employ of the Texas

& New Orleans R. R. as train dispatcher, serving until November 1882, and from that road on the latter date to the Houston, East & West Texas R. R. as superintendent of telegraphy and chief dispatcher, with Houston as headquarters. Later he returned to the Texas & New Orleans R. R. as train dispatcher. In October 1883 that road was absorbed by the Southern Pacific, and Mr. Ferguson became chief dispatcher under the new management in June 1885, and held that position until January 1888. He was then chief dispatcher successively for the Gulf, Colorado & Santa Fe R. R. at Galveston, for one year, and the Texas Pacific R. R. at Marshall, Texas, for one year. In 1890 he became identified with the Louisville, New Orleans & Texas R. R. as train dispatcher at Vicksburg, Miss., and on October 1st, 1891, was promoted to chief dispatcher, holding the latter position until his promotion to trainmaster, on October 1st, 1899. His jurisdiction extends from Vicksburg to Wilson, La.

Mr. Ferguson is a member of Lodge No. 65, K. of P., of Houston, Texas. He is a Methodist in belief, and a Democrat in politics. The wide experience Mr. Ferguson has had, together with his natural aptitude, mark him as a man well fitted for his chosen vocation. His many excellencies of character win for him the regard of all with whom business or social relations bring him in contact.



JAMES ASHTON, popular conductor of the Illinois Central, residing in McComb City, Miss., is the son of James and Lydia (Conway) Ashton, and was born March 17, 1856, in New Orleans, where he was reared and educated. In 1868, at the age of twelve years, he commenced his railroad career as a newsboy on the New Orleans, Opelousas & Great Western Railroad (now a part of the Southern Pacific Railway System), with his father, who was employed as baggageman. Our subject remained in this position until the road was absorbed by the Southern Pacific, when he

was offered a position as passenger brakeman, which he accepted; but at the expiration of one year he was transferred to the freight service in the same capacity, remaining there but nine months when he was given charge of a baggage car. This position he occupied fourteen months when he was placed in charge of a freight train as conductor and continued in that capacity for the following ten years. He was then assigned to a regular passenger run and remained there for nine years. After a satisfactory service of nineteen years as conductor, he was made general instructor and examiner of the employes on standard rules, and was retained in this position for six years. He is recognized as authority on all rules pertaining to train service. Feeling that he had earned a rest, Mr. Ashton resigned from the service and for the next seven months traveled all over the western part of the United States for recreation. Returning to New Orleans he decided not to again engage in railroading, but his desire and the influence of his old associates getting the better of him, he again embarked in his first calling. He then presented his past record and made application for a position as brakeman to Mr. R. H. Dwyer, trainmaster of the Illinois Central, at McComb City. This position he was readily given and held for eleven days when he was promoted to conductor in the freight service, where he is at present engaged.

Mr. Ashton is a member of Division No. 367, O. R. C. of McComb City, though he became identified with the order seventeen years ago when he joined Division No. 7, O. R. C. of Houston, Texas. He has served as Chief Conductor of Crescent City Division, No. 108, of New Orleans, which is conceded to be one of the largest and most prosperous divisions south of the Ohio river.

Mr. Ashton has been remarkably successful, never having had a single accident in his railroad career of thirty-two years. He has been importuned a number of times by the young railroad men of the Illinois Central railroad to start a class of instructions, but has refrained from doing so on account of it interfering with his other

business. He has never been known to turn a deaf ear to any aspirant, and is always ready and willing to counsel and advise young men as to the sure and proper course to pursue to attain success. Mr. Ashton feels that he owes much of his success as a railroad man to Mr. W. F. Owen, superintendent of the Southern Pacific, at New Orleans, who took great interest and pleasure in giving him useful information and in elevating him to his present high standing. Honesty, sobriety, vigilance and fidelity has been his motto through his long and useful railroad career.

W F. BAKER is a native of Lexington, Ky., and his father, William A. Baker, still resides in that city. Mr. Baker, who is now freight conductor on the Memphis division, began in 1887 as a brakeman, and in 1889 he was promoted to conductor in the freight service. In 1893 he went to the Southern Pacific, working as freight conductor until 1895, when he came to Paducah to work for the Illinois Central. He now has a preferred run between Paducah and Memphis, and he is very successful in his work. Mr. Baker married Miss Devney, of Evansville, Ind., and has one child, a boy three years of age. Our subject belongs to Division No. 290, O. R. C.

W L. McCLURE, supervisor of bridges and buildings on the Yazoo & Mississippi Valley R. R., with headquarters at Leland, Miss., was born near Londonderry, Ireland, on Oct. 16, 1847. His parents were John and Mary (Logan) McClure, farmers; the former departed this life on Aug. 14, 1888, and the latter on Jan. 7, 1889. Mr. McClure arrived in America in 1867, and settled in Nashville, Tenn. He there entered the service of the Louisville & Nashville

R. R. as a carpenter, and remained with the company until 1879. He then went to Louisville, and took charge of a force of forty-three men engaged in the construction of a bridge being built by the Ohio River Bridge company, across the Ohio river at that point, and was occupied there as superintendent until the work was completed, a term of two years and ten months. He then entered the service of the Louisville Bridge & Iron company, as superintendent of construction, remaining with that company until August 22, 1872, during which period he superintended the construction of a bridge on the Owensboro & Russellville Railroad at Livermore, Ky., crossing the Gum river. He also constructed the Louisville & Nashville bridge at Danville, Tenn., the total length of the latter being about 1939 feet, consisting of eight spans of 208 feet each, and a draw of 275 feet. On the completion of that work Mr. McClure was offered, and accepted, the position of superintendent of bridges and buildings for the Louisville & Nashville R. R., and during his incumbency reconstructed nearly all bridges between Nashville, Tenn., and Decatur, Ala. In 1879, he was transferred to the Henderson division of the St. Louis & South-Eastern R. R. with headquarters at Hopkinsville, Ky., where he was engaged in construction until September 15, 1881. He then retired from railroad work, and went into the business of contracting and building at Hopkinsville, remaining in that work until August 1890. On that date he entered the service of the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as supervisor of bridges and buildings, with headquarters at Vicksburg, Miss. For convenience he has been located at different points on the system, and has his office at the present time in Leland. Since being connected with the road, Mr. McClure has given the highest degree of satisfaction, being a man who thoroughly understands his business, the long experience in which has so completely qualified him for his position. In 1877 Mr. McClure was joined in matrimony to Miss Maria E. Cabler, of Columbia, Tenn., but a native of Nashville. Six children have been born to them, viz: John

W., aged twenty-one, chief bookkeeper for Tanager & Company, of Memphis, Tenn.; Bessie Lee, aged eighteen; Eugene A., aged seventeen; Mary aged fourteen; George, aged five; and Robert B. aged one year. Mr. McClure is a Master Mason, being connected with Memphis Lodge No. 118. His family attend the Methodist church. Politically he is a democrat.



B. J. McLAUGHLIN, a competent and popular engineer in the employ of the Yazoo & Mississippi Valley R. R., entered the service of the company in 1888. His first experience at railroad work, was acquired on the Richmond & Danville, (Va.) R. R. where he was for a time employed as fireman, and later was promoted to engineer. Coming to Vicksburg he at once secured a position as fireman on the Yazoo & Mississippi Valley R. R., and in 1890 was given a regular run in the freight service as engineer on the Vicksburg division, and has since remained there in charge of engine No. 79. On December 6, 1892, his hand was caught in the drive wheel of his engine, and he lost four fingers. This is the only injury he has sustained during his railroad career. Mr. McLaughlin is a native of Ireland, born in County Derry, on June 18, 1865. He is connected with Division No. 281, B. of L. E., of Vicksburg, where he makes his home, and has a large circle of acquaintances and friends.



ROBERT BRENNAN, a popular young engineer in the freight service of the Yazoo & Mississippi Valley R. R., has been with the company since September 18, 1896. He was first employed as a fireman on the Tennessee Midland R. R. (now the Nashville, Chattanooga & St. Louis R. R.) where he served two months. Going to Memphis, he became identified with the Yazoo & Mississippi

Valley R. R. as fireman, and three and one-half years service in that capacity was followed by promotion to engineer. He was then placed in charge of engine No. 82 and has since remained in the freight service of that road. He has at present a regular run on engine No. 275, between Memphis and Vicksburg. Mr. Brennan was born in Nashville, Tenn., on May 1, 1870, and is a son of Cornelius Brennan deceased, who was a blacksmith in the employ of the Nashville, Chattanooga & St. Louis R. R. Miss Annie Lappin of Cincinnati, Ohio, became the wife of Mr. Brennan, and they have established a comfortable home, at No. 158 Florida avenue, in the city of Memphis, where they have a large circle of friends and acquaintances.



PATRICK WHALEN, general yardmaster of the Illinois Central at McComb City, has had a railroad experience extending over more than twenty years. He first began with the Central at Centralia as brakeman in 1879 and two years later was made conductor, running between Cairo and Centralia, which position he held for thirteen years, when he was made yardmaster at Centralia. One year later he accepted a position as conductor on the Cairo Short Line and was thus engaged when the road was absorbed by the Central. He was shortly after transferred to Belleville where he served as yardmaster and conductor some sixteen months and for a like period in the yards at Jackson, Miss., when on February 9, 1897, he was placed in charge of the yards at McComb, his present assignment. He is well versed in the duties of conductor and yardmaster, managing efficiently the force under his charge. He is a member of McComb City Division No. 367, O. R. C. In all the years of his railway experience Mr. Whalen has been involved in but one wreck, that of a construction train, and came out of that without injury. He is well liked by all under his authority and holds the confidence of his superiors.



FRANK B. RUGG.



C. W. GARDNER.

F B. RUGG, who resides in Ft. Dodge, Iowa, has been an engineer for twelve years, and a fireman for four years.

His first work was with the old St. Louis Railroad, where he worked in the transportation department for two and a half years. He then began with the Illinois Central as a fireman, which position he held for four years, and in September 1887 was promoted to engineer, his first charge being engine No. 197. He now runs engine No. 810, and has sat on the right side of it since 1890. His run is between Fort Dodge and Cherokee and Sioux City.

Mr. Rugg, a native of Shelburne Falls, Mass., was born Oct. 22, 1858. He is a son of Joel Rugg, who is a tanner and shoemaker by trade, and who resides in Iowa county, Iowa. Our subject married Miss Kate Kennedy, of Cherokee, Iowa, and they have two children, Marie and Ruth. He is a member of Division No. 226, B. of L. E., and the A. O. U. W., both of Fort Dodge, Iowa. He was never in any wrecks of any kind, and never injured. The family residence is at No. 324 North Seventh street, Fort Dodge, Iowa.



C HARLES W. GARDNER, engineer, has been with the Illinois Central since February 1882. He first began work with the company as fireman, and three and a half years later was promoted to engineer. Mr. Gardner had worked for the Chicago & North-Western Railroad before joining the Illinois Central company. He is a native of Lake county, Ohio, and a son of John Gardner, a farmer, who in early days was a tanner and boot and shoe maker, and who came to Fort Dodge, Iowa, many years ago, and died there. Our subject married Miss A. D. Stevens, of Humbolt, Iowa, who has borne three children: Francis; John J., who since June 1899 has been in the employ of the I. C. R. R. as fireman on the Omaha division; and Gertrude. Mr. Gardner now runs engine No. 910, between Fort Dodge and

Sioux City. He is a member of Division No. 226, B. of L. E., of Fort Dodge, also the Masonic order and the A. O. U. W. Our subject's only wreck was a head end collision, in which he had a shoulder dislocated. Mr Gardner is very prominent in railroad circles, and is now secretary of the committee of adjustment, and was chairman of the same during the trouble of 1894. He owns a finely furnished residence at No. 1205 Fifth avenue, south, Fort Dodge, Iowa.



W B. CURLEY was born in Althamont, Garnett county, Md. His father, Thomas Curley, died in 1892, being an old railroad man, having served as section foreman on various roads for many years. Mr. Curley was educated in Ohio county, Ky., and at the Catholic Brothers school in Louisville. He commenced work on the railroad at the age of fifteen, driving a cart. He next carried water and then worked on the section, and in various positions until August 1878, when he began on the Paducah & Elizabethtown Railroad as brakeman, in which place he served eleven months. Following this he served as fireman two years and ten months and was then given an engine on the Elizabethtown & Paducah R. R., remaining until 1883, when he secured a place on the L. & N. as engineer. In 1884 he came back to the C. O. & S. W. R. R., running freight and passenger, and has since remained in that service. His present run is between Louisville and Paducah in passenger service.

Our subject is considered one of the Illinois Central's best engineers. May 9, 1896, with thirteen loaded freight cars and engine No. 603, he made the run from Central City to Louisville, one hundred twenty-seven miles, in three hours and thirty five minutes, which has never been equalled. Mr. Curley has never been seriously injured in his long service on the road. In 1894 at the time of the strike, he had been on a vacation, came back and took an engine, not knowing

of the strike. Somebody threw a switch and the engine was thrown on the side and cars piled up.

Our subject is a member of L. E. Graves Lodge No. 485, B. of L. E.; of Louisville, being First Assistant Chief, also a member of the Catholic Knights of America, to which lodge he has belonged since 1883. Mr. Curley is a jolly, goodnatured man, a man of honor and one who is well liked by the community. He married Miss Dooley, of Elizabethtown, who is a daughter of J. Dooley, who has been section foreman on the L. & N. for the period of seventeen years. Our subject has a nice, comfortable home in Louisville.



 G. NELSON is an engineer in the passenger service on the Louisiana division of the Illinois Central, having a regular run between Canton, Miss., and New Orleans. He entered the service of the I. C. in 1880, at McComb City, as a coal heaver, working as such for two months. He was then given employment in the shops at that place, remaining there four years, when he received an appointment as locomotive fireman, at which he worked eight months. On September 13, 1883, after passing a creditable examination, he was promoted to engineer in the freight service, continuing there until August 1st, 1898, when he was promoted to the passenger service. His entire career as a railroad man has been spent on the Louisiana division of the I. C., with the exception of two months in 1890, which were passed in the state of Illinois working on the Champaign division of the road. He has been in two wrecks while in the employ of the I. C., the second and most serious of which occurred on March 11th, 1892. It was caused by the overturning of his engine. In this wreck the fireman lost his life, and our subject was so badly injured that he was obliged to retire from active service for sixteen months.

Mr. Nelson is a native of Sweden, where he was born October 2, 1863. Olaf Nelson, his

father, was a carpenter by trade, and emigrated to America in 1873, settling in Water Valley, Miss. He returned to Sweden in 1875 to bring his family to this country, and is now living a retired life at McComb City. A brother of Mr. Nelson, Frederic M., is a cabinet-maker employed in the shops of the I. C. in the latter city.

The union of Mr. Nelson and Miss Mattie Traylor took place at McComb City, and resulted in the birth of three children: John P., born June 25, 1883; Ruby V., born in 1886, and Edwin W., born in 1894. Mr. Nelson is a progressive and prominent resident of East McComb City, where he owns a comfortable home, besides considerable other property. He is connected socially with Division No. 196, B. of L. E., of his home city.



 WILLIAM L. OAKLEY, chief train dispatcher at McComb City, Miss., was born at Evansville, Ind., Aug. 24, 1858. His father, W. H. Oakley, graduated from the Kentucky Military Institute, as a civil engineer, in 1853, and shortly after laid out the Vincennes & Terre Haute R. R., serving as division engineer at the age of twenty. He was employed successively on the Evansville & Indianapolis, and the "Big Four" line between Marshall, Ill., and Vincennes, Ind. After the war he served for a time as cashier and paymaster on the Vincennes & Cairo line, since which time he has not been identified with railroad work. He married Maria L. Conant, in April 1857, at Evansville, where he has continued to reside most of the time since that event.

William L. Oakley after his schooling had been secured in the schools of his native town, began his railroad career in 1874 as news agent, and in half a year was promoted to brakeman between Cairo and Vincennes, at which he was engaged some eighteen months. Having in the meantime studied telegraphy, he was competent to take advantage of an opening in that department on the St. Louis & South-Eastern, and after

the road was absorbed by the Nashville, Chattanooga & St. Louis he was promoted to train dispatcher and was again promoted to chief in that department when the Louisville & Nashville came into possession of the road. He was filling this position January 1, 1888, when he accepted an offer of train dispatcher at Cairo for the Illinois Central, and remained at that point until October 7, 1892, when he was transferred to the Louisiana division with headquarters at McComb, and promoted to chief dispatcher. Since that date he has been acceptably filling the position.

The marriage of Mr. Oakley occurred at McLeansboro, Ill., July 11, 1882, Miss Ora Sul-linger linking her fortunes with his at that time. Four children have been born to them: Marie; Harry, a student of mechanical draughting; Lela B. and William N. J. H. Oakley, a brother, has been in the United States marine service for a period of seven years, being at present stationed at Queenstown, Ireland. Mr. Oakley is a member of Evansville Lodge No. 136, K. of P., and of the American Train Dispatchers' Association. Mr. Oakley has never failed in his trust, and by his careful administration of his official duties has merited the continued confidence of his employers.



WILLIAM A. TAYLOR, the highly popular young man who holds the responsible position of train dispatcher for the Illinois Central at McComb City, Miss., was born at Morristown, Tenn., in 1875. He began his railroad career in 1893, on the East Tennessee & Georgia R. R. (now the Southern R. R.), and from that year until coming to the I. C. was at various stations along that road as telegraph operator. Entering the service of the Illinois Central, in the office at Water Valley, Miss., he was soon promoted to dispatcher, and is now on "third trick" from midnight until 8 A. M. Mr. Taylor served his country during the Spanish American war, being a member of Company G, 2nd Miss. Vol.

He was honorably discharged on December 24, 1898. He is a member of Elks Lodge No. 268, of McComb City, and of the K. of P., of Water Valley. For a young man, Mr. Taylor has been eminently successful in life. He is of jovial nature, and to come in contact with him, means the laying aside of all care, and enjoying the present.



JOHAN M. McCANN, one of the prominent conductors on the Paducah district of the Illinois Central, has a preferred run between Paducah and Louisville. Our subject's railroad life began at South Louisville, on the L. & N., where he was employed a short time in transferring cars, then for seven months was switching in the yards, being transferred to the road where he broke for three years, at the end of which time he went to the Short Line as switchman and brakeman, remaining one year and eight months. After the L. & N. took charge of the Short Line, he quit braking and for nearly three years fired on the road. He then went back to braking and at the end of eleven months was promoted, in 1884, to freight conductor, running freights for the following four years, when he was given a passenger run between Louisville and Cincinnati and Louisville and Lexington, holding this position for three years. Tiring of railroad work he quit the road and embarked in business in Louisville, but not meeting with the success he deserved, at the end of four years returned to railroading, going to the Air Line as brakeman, but at the end of six weeks was laid off on account of slack business. He then went on the Louisville Southern as brakeman, was afterwards put in the yards as foreman of an engine, and part of the time acted as extra night yardmaster, but on account of a misunderstanding left the Louisville Southern and returned to the Air Line as brakeman, with a promise of promotion, which shortly followed, and he remained with this road for three years, when he came to Paducah and took his present

run. In his varied and interesting railroad career our subject never had a serious accident, never burnt a journal off, was never injured, and was never laid off.

John M. McCann was born May 24, 1859, in Henry county, Ky., but was educated in Louisville, and on May 24, 1881, was married to Miss Mattie L. Hook, of Louisville. They are the parents of four interesting children, as follows: Alma E., who is bookkeeper and stenographer for the Tennessee Telephone Co., of Paducah; Frank E., who is attending the high school; Emery L. is a vocalist of considerable note, and is very highly spoken of by those who have heard her sing; and Cleo W., a graduate of the schools of Paducah. Socially Mr. McCann is a member of Abraham Lodge No. 8, A. F. & A. M., of Louisville, also of Wingo Division No. 290, O. R. C., of Paducah, in which lodge he has held nearly every office, and in 1899 served as Chief of the Division. Throughout his long railroad career Mr. McCann has been successful, and there is no better known or more popular conductor on the Louisville division than the subject of this sketch.



ROBERT E. ADDKISON accountant for the Illinois Central at Jackson, Miss., entered the service of the company in August 1894, as a brakeman between Jackson and Natchez. Serving as a brakeman until December of that year, he occupied the position of bill clerk at Natchez from that date until March 1897. He next served as ticket clerk in the same city until April 1898, and as day clerk at Holly Springs, Miss., until July 1898, when he was appointed manifest clerk in the freight department of the I. C. at Jackson, Miss., which he occupied until April 1, 1900, when he was promoted to accountant. Mr. Addkison was born on August 28, 1874, in Jackson, Miss., where his father, Andrew J. Addkison, a farmer, still resides. David E. Addkison, agent for the American Express company at Jackson, is a brother of our subject. Miss Emma C. Muller

became the wife of our subject, and one child, Andrew Joseph, is the result of their union. They reside in a comfortable home on Pearl street, in Jackson, where they have a large circle of acquaintances and friends.



JOHN E. LAWTON, a conductor in the freight service of the Yazoo & Mississippi Valley R. R. on the New Orleans division, with headquarters at Wilson, La., is a native of Chesterfield county, West Va., where he was born on July 18th, 1854. Dr. Richard Lawton, his father, was a physician who moved to middle Tennessee during the childhood of our subject, and practiced his profession there until his death in 1878. He was followed to the grave by his wife, Phoebe (Winfell) Lawton, who died in 1888. John E. Lawton attended the schools of Tipton county, Tenn., and spent his boyhood days on a farm, his father having a plantation. At the age of nineteen he began running a market wagon in the city of Memphis, and remained at that business a year. He then worked for five months in the shops of the Memphis & Charleston R. R., and on June 22nd, 1874, began his active road career as a fireman, between Memphis and Chattanooga, where he served three years. Promotion to engineer followed, in which capacity he served only two months, when, on account of slack business he returned to his former work of fireman, and continued there for six months. He then took charge of an engine, and was for six years in the freight and passenger service of the road, when in April 1884 he resigned. He then entered the service of the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.), at New Orleans, as engineer in the passenger service of that road, under John Bradley, superintendent, John A. Grant, builder of the road, and J. M. Edwards, manager. He held that position four and one-half years, returning at the end of that period to the Memphis & Charleston R. R., but remained only two

months, when he again returned to the Louisville, New Orleans & Texas R. R. His former position with this road was in the passenger service, but on account of the long run, and having his home at Wilson, La., he, on his return, went as engineer in the freight service, and was in that branch of the service until November 1st, 1880. On the latter date he was appointed foreman of motive power at Wilson, and held that position until December 25, 1892. He then resigned from the road, and retired from active duty, until August 5, 1893, when he entered the employ of the Yazoo & Mississippi Valley R. R. as a conductor in the freight service of the road, between Wilson and Vicksburg, where he is now employed. The marriage of Mr. Lawton and Miss Susan B., daughter of Col. W. R. Patton, of Huntsville, Ala., occurred on January 17, 1878. Their union was blessed by three sons: William P., chief clerk in the office of the trainmaster, at Wilson; John E. Jr., and Lee H., attending school. Mr. Lawton is a member of Division No. 231, O. R. C., of Vicksburg, Knights of Pythias, and Independent Order of Odd Fellows. His family are attendants at the Presbyterian church, and politically he affiliates with the Democracy. Mr. Lawton has a substantial home at Wilson, La., of which place he is a progressive and worthy citizen.



JOHAN H. FUQUA, a competent and trusted engineer on the Louisiana division of the Illinois Central, was born in 1865, at Shelbyville, Tenn. Having been left an orphan at an early age, he was obliged to make his own way in life, from youth. He determined on a railroad career, and found his first employment in the shops of the Louisville & Nashville R. R. at Birmingham, Ala. Desiring active service on the road, he obtained a position as fireman on the Alabama Great Southern R. R., where he soon found promotion to switch engineer. He then went to the L. & N. R. R. as engineer out of Birmingham. In 1898

he entered the service of the I. C. as engineer, where he is now successfully serving. He is in charge of engine No. 749, I. C. build.

Mr. Fuqua had a narrow escape from death while on the Louisville & Nashville R. R., by the derailment of the engine. His engineer, James McKay, the largest engineer in the country at that time, weighing over four hundred pounds, being too heavy to jump, was scalded to death. Of the social organizations, Mr. Fuqua affiliates with Division No. 196, B. of L. E., of McComb City. His railroad career covers a period of seventeen years of successful work, and in McComb City, where he makes his home, he is highly respected.



ALLEN C. MARTIN, general foreman of the car department, is a native of Covington, La., born July 14, 1851. He lived under the parental roof until the age of twenty, and learned his trade under his father's instruction. Coming to McComb he worked at his trade for a time, and in April 1874 secured a place in the shops of the New Orleans, Jackson & Great Northern Railroad. After the road was purchased by the Central, Mr. Martin was retained on the force, and on February 1, 1883, was made foreman of the passenger shops, where he was employed six and a half years. After a few months in charge of the car shops at New Orleans, he was ordered back to McComb December 1, 1889, and for five years was in charge of the freight shops. Since 1894 he has been in full charge of all the wood-working departments, which have grown to large proportions.

Mr. Martin was married at McComb in November 1873, to Miss Emily Easley, and they have a family of five sons: Albert A. and Warie W. are machinists in the shops at McComb; Edward E. is an apprentice in the boiler shops, while Robert C. and Archie H. are still in school.

Mr. Martin is far advanced in the Masonic order, holding membership in Blue Lodge No.

382, at McComb, Chapter No. 90, at Summit, and St. Cyr Commandery No. 5, at Water Valley. He is also a member of the Knights of Honor at McComb. The family are communicants of the Episcopal church. Mr. Martin is a man well versed in his craft in all its branches, and has as well excellent executive ability, being able to get the most possible out of a given number of men without friction.



DR. OLIVER B. QUIN, district surgeon of the Illinois Central at McComb City, Miss., is a native of Holmesville, of that state, his birth occurring December 6, 1857. After finishing the course of the high school at Summit, whither his parents had removed, he began the study of his profession under the tutelage of his father, Dr. D. H. Quin. The latter attended lectures in the University of Pennsylvania, after a course in the literary department of Kenyon college at Cambridge, Ohio. After reading under his father's instruction, Oliver B. Quin attended the medical department of the University of Louisiana, now the Tulane University, graduating in 1879. He immediately located at McComb City and has been in constant practice here ever since. In 1886, after the death of Dr. C. Hoover, then surgeon of the Illinois Central at this point, Dr. Quin being recognized as the leading surgeon there, was offered the vacant position, which he accepted. Owing to the large number of employes in the extensive shops and the large number of operatives resident at McComb, the official practice reaches many hundred cases every year. Dr. Quin's jurisdiction extends from Hazelhurst, Miss., to Amite City, La.

The marriage of Dr. Quin occurred at Vicksburg, Miss., December 9, 1880, Miss Sophie Clark becoming his wife. To them have been born four children — Madge, Mary, Ella and Oliver Benton Jr.

Dr. Quin served several terms as selectman of the city, and then at the earnest solicitations

of his friends, accepted the nomination of mayor and was repeatedly elected to that office, serving in that capacity at the present time. He is a member of the state board of health and has been prominent in the financial interests of the city, having served as director of the bank established in the city. He is active in any movement to establish new enterprises in the vicinity where he resides and in the state as well.

The secret orders have received from Dr. Quin a cordial support. He is a member of the McComb Lodge of Masons No. 382, the Summit Chapter, No. 90, Jackson Commandery No. 1, and Hamasa Temple of the Mystic Shrine at Meridian, Miss., Myrtle Lodge, K. of P., No. 36, Good Will Lodge No. 104, I. O. O. F. and McComb City Lodge No. 268, of the Elks. He is a member of the American Medical Association and the Mississippi State Medical Association.

Dr. Quin is a man of broad views, a typical representative of the new and progressive south, and one whose character leaves its impress on the locality where he has made his home. He is a man of culture and refinement, a true son of the old south. As a citizen and practitioner none stand higher than Dr. Quin.



GEORGE H. FOSTER, a well known engineer in the freight service of the Yazoo & Mississippi Valley R. R., has been ten years in the service of the company. He acquired his first knowledge of railroad work on the Denver & Rio Grande R. R., where he was employed four years as a fireman, between Pueblo and Salida, Colo. He then served for two years in the same capacity on the Alabama & Southern R. R., and in 1889 came to Vicksburg, entering the employ of the Yazoo & Mississippi Valley R. R. After working six weeks as fireman, he was promoted to engineer, and has since been employed all over the road and its branches. He is at present on a regular run in the freight service on engine No. 94, between Vicksburg and New Orleans.

His career on the road has been highly successful. Mr. Foster was born in Chattanooga, Tenn., on November 1st, 1861. His parents, George D. and Rachael (Rogers) Foster, were respected residents of that city, where Mr. Foster Sr. followed the occupation of a carpenter, and was a large property owner. Both are now deceased. Mr. Foster married Miss Minnie Hoskins, of Brookhaven, Miss., and with her resides on Belmont avenue, in Vicksburg. Of the social orders Mr. Foster belongs to Division No. 281, B. of L. E., of his home city. Politically he is a Democrat, but looks to the qualifications of the man more than to party.



J FRED HOUSEAL, a young engineer running as an extra in the freight service of the Yazoo & Mississippi Valley R. R. has been with the company since 1891. Beginning as a fireman on the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.) with Engineer Duffy, he served there for two years, when he resigned and entered the University of Tennessee, where he pursued his studies for one year. In 1891 he returned to the same road and engaged in the same work, serving one year, when he was promoted to engineer in the yards at Memphis. He occupied the latter position for two years, and in 1896 returned to firing for one year. In 1897 he was examined and promoted to engineer, and was in the freight service for seven months between Memphis and Vicksburg. Losing his position through an accident, he went to his old home in South Carolina, where he remained one year, and in September 1898, returned to Memphis. A month later he went on the road as fireman between Vicksburg and New Orleans, and in March 1899, again took the examination and was promoted to engineer, since which he has been an extra between Memphis, Vicksburg and New Orleans. Mr. Houseal was born at Newberry, S. C., on January 1, 1874. A sketch of John I., his father, will be found elsewhere in this book.

On August 17, 1899, he was united in marriage to Miss Daisy Law, a native of Tracy City, Tenn., but a resident of Memphis at the time of her marriage. She is a daughter of P. S. Law, an engineer on the Yazoo & Mississippi Valley R. R. Mrs. Houseal is a member of the Methodist Episcopal church. They reside at No. 16, Barton avenue, in Memphis.



B E. STUFFLEBEAM, chief clerk in the office of the roadmaster, for the Yazoo & Mississippi Valley R. R. at Vicksburg, Miss., was born in White Hall, Washington county, New York, on October 26, 1871. W. G. and Olna A. (Mosher) Stufflebeam, are his parents, now residing in Idaho, where the former is an extensive ranch owner and stockman. Mr. Stufflebeam attended the schools of his native place, and at the age of thirteen moved with his parents to Idaho, where he continued at school four years longer. In 1888 he entered the Ogden Military Academy, at Ogden, Utah, remaining there three years, and taking a full classical course. His business education was acquired at Coleman's business college, in Newark, N. J., after which he returned to Idaho and became associated with his father, and remained there until 1897. He came to Vicksburg, Miss., in that year, securing a clerkship in the office of B. E. Mosher, roadmaster of the New Orleans division of the Y. & M. V. R. R., and occupied that position until promoted to chief clerk, on October 20, 1898. He holds the latter position at the present time, and is filling it in a very acceptable manner, being well endowed with the natural talents necessary to make a success of his work.

On January 3, 1893, Mr. Stufflebeam was united to Miss Helen J., daughter of George and Helen J. Osborn, of Troy, N. Y. This estimable and accomplished lady, who possessed those virtues which make a lovely and lovable character, departed this life on May 27, 1899, deeply

mourned by the many friends who knew and esteemed her.

Socially, Mr. Stufflebeam belongs to the Modern Woodmen of the World. He was reared in the Presbyterian faith, and in politics is united with the Democratic party.



LANCE L. DAWSON, master mechanic of the shops at McComb City, Miss., has had nearly twenty years experience in railroad operation. He is a native of London, England, his birth occurring February 5, 1863. His father, Lance Dawson, emigrated with his family to the States about 1869, and after a short sojourn in Chicago, secured employment in the shops of the Central at Champaign as a machinist. Here the son attended school, and when of sufficient age secured a place as apprentice to the machinist trade in the shops near his father. Mr. Dawson began his apprenticeship in February 1880, and after three years in the shops at Champaign, served two years in the Weldon shops at Chicago. After his term as apprentice he returned to Champaign working as a journeyman until January 1, 1887, when he was appointed foreman of the Champaign and Havana line, serving one year. Until January 1, 1889, he was again at work in the shops in Champaign, and was on that date transferred to Rantoul, as foreman of that branch, with jurisdiction over the road from LeRoy to West Lebanon, Ind. December 1, 1890, he was appointed night foreman of the Weldon shops at Chicago, and July 1, 1891, was sent to Champaign as assistant foreman of the shops there, being promoted to the foremanship the first of May following. For nearly five years he was in charge of the Champaign shops, and January 20, 1897, he was transferred to Louisville, and promoted to general foreman. From May 20, 1898, to December 1st, following, he served as master mechanic at the Memphis shops, and since the latter date has served as master mechanic at the shops at McComb. Mr. Dawson has instituted

many improvements in the shops during his incumbency at McComb. He instituted an air-brake instruction room in the round house; erected separate shops for overhauling pumps; built an air engine and equipment for hoisting iron to the furnace of the foundry; built a series of bins for the assortment of scrap iron, and by saving out hundreds of pounds of supplies that were in good condition, saved that amount of new supplies, while the waste iron not fit for use is on a level of the cars on which it is to be loaded, thus saving much time and labor in getting it aboard; had the paint and blacksmith shops each extended thirty feet; installed an air hoist in the ice house; also an air hoist for loading and unloading car wheels; built an air driven hammer for straightening bolts which had been done by hand prior to that time; besides numerous other minor improvements in various departments under his jurisdiction.

Mr. Dawson was married at Rantoul, Ill., July 2, 1895, to Miss Harriet Connor, to whom has been born a daughter, Marjorie. Of the social orders, of which Mr. Dawson is a member, may be mentioned the Knights of Pythias, at Rantoul, the Court of Honor, at Champaign, and the National Union, at Louisville. As a progressive, energetic official, Mr. Dawson holds high rank. Inventive, ingenious, and of excellent executive ability, it is no secret why he has succeeded in rising above many who started out before him with better prospects than his.



JAMES McINTYRE, a well known engineer in the freight service of the Illinois Central, on the Louisiana division, entered the service of the Louisville, New Orleans & Texas Railroad (now the Yazoo & Mississippi Valley R. R.), on February 18th, 1888. His first work was as an apprentice in the shops at New Orleans, but he worked there only four months when he decided to go to the regular road service. Securing a position as fireman, he served in that capacity until



WILLIAM F. THOMAS.

September 1895, when he was promoted to engineer, and appointed to a regular run in the freight service between Vicksburg and New Orleans. In 1899 he was transferred to McComb City, and has since remained there. Mr. McIntyre was born in Kenner, La., on August 9th, 1865. His father was George McIntyre Sr., a former employe of the I. C., well and favorably known. Socially our subject is connected with Division No. 196, B. of L. E., of McComb City. He is considered a careful and painstaking employe, and is very popular.



WILLIAM F. THOMAS, one of the oldest and most highly esteemed engineers in the passenger service on the Aberdeen division of the Illinois Central, is a native of Baton Rouge, La., but with his parents moved to Rome, Ga., where he was reared and educated. Our subject, who has seen thirty-five years of active railroad service, began his career in September 1865, in the mechanical department of the Western Atlantic Railroad, where he worked seventeen months. He then went to the Memphis & Chattanooga Railroad in the construction service, and in September 1868 was promoted to the passenger service and placed in charge of the "Gov. Patton," a wood burner. While in the fast passenger service of this road, Mr. Thomas was given an engine which seven men had failed to run, but his superior knowledge of mechanics enabled him to remedy the trouble and successfully operate it. In 1879 Mr. Thomas resigned his position with the intention of retiring to farm life, and for two years followed that occupation in Georgia, but a longing for his old work on the road caused him to again enter railroad life. In 1881 he entered the service of the Selma, Rome & Dalton Railroad, between Selma, Ala., and Rome and Cleveland, Tenn. He resigned from the latter road to accept a position with the Illinois Central, where he began service on July 2, 1882. He commenced work at Water Valley, Miss.,

under Master Mechanic White, where, on account of his superior knowledge of construction, he was placed in charge of a work train, remaining there from the beginning of the work on that division until its completion. During that time he had charge of a large force of men. Mr. Thomas is considered an expert on track construction, and is noted for his fine connections on switch work. Old engineers say they can tell his work on account of its smoothness. About the time of the completion of the Aberdeen division, the railroad found it necessary to secure a supply of water of their own, as up to that time they had been getting water from the Aberdeen Compress. Accordingly they sunk an artesian well 347 feet deep, and four inches in diameter, which threw out mud and water combined, and refused to clear up. Officials from Chicago and other points went to Aberdeen to try and remedy the trouble, as they must have water that was free from mud. They seemed unable to remedy the defect, until, at the request of Mr. Kemp, the division superintendent, Mr. Thomas suggested that if they would raise the pipe and take off one section, the water would clear itself in a short time, as the space between the bottom of the well and the end of the pipe would then be so great that the force of the water could not raise the mud to the pipe. This was done and the result was entirely satisfactory.

When the Aberdeen division was completed our subject was placed in charge of the first passenger engine on the division, and has since remained in that branch of the service, with the greatest success. Mr. Thomas ran engine No. 1,417 two hundred twenty-five thousand miles with but one general repair, and this engine was in the yard service at Durant one year with a mileage of twenty-five thousand miles and the valve steam packing was never repaired. During this mileage the piston packing was repaired one time. This packing was composed of one brass and two lead rings, with the old style hump gland. The gland was never tightened when the steam was on the boiler so the rings could expand, which is the life of all metallic packing. The swab on these rods was renewed every thirty

days. This is the best mileage Mr. Thomas ever made with metal packing, and Mr. McKenna, foreman of the Durant shops, says it is the greatest mileage he ever heard of. Mr. Franklin, foreman at Jackson, Tenn., repaired this engine. Mr. Thomas carries in his seat box in the engine a device of his own for holding the balance valve in case of working steam only on one side, it taking about thirty minutes to disconnect and get ready to move engine and train. The engine above referred to was in the passenger service on the Aberdeen division, and during round trips of 216 miles would only burn four tons of coal. No derailment occurred during this mileage. Mr. Thomas has had some very narrow escapes. His closest call was in 1889 while taking a theatrical troop on a special from Aberdeen to Jackson, Miss. He was supposed to have a clear track, but when within a mile of Canton, while going at a high speed, he collided with an engine in charge of E. Redmond, who was instantly killed. Both engines were badly damaged, but Mr. Thomas escaped injury, which was considered miraculous. He has turned out many fine engineers, among them D. Longinotti, Sam Culley, and others, who are successful men on the road. The Galena Oil company presented to Mr. Thomas a fine patent oiling can made of nickel, with patent spring and in three sections, for using less oil than any engineer on the Mississippi and Aberdeen divisions. His name is beautifully engraved on the can. He keeps this can in his parlor to show his friends and kindred that he is the most economical engineer on the above divisions.

Miss Ellen C. Murchison, of Rome, Ga., became the wife of our subject, and they have become the parents of three children, all of whom have received the benefits of a college education. One of the daughters is now musical instructor in the public schools of Durant. The son, Oscar W., received his education in the Mississippi Mechanical College, at Starkville, and is a fine draughtsman. He is now a locomotive fireman on the Aberdeen division. Mrs. Thomas is a niece of the late Gov. Murchison, of Texas, and a great niece of Sir Roderick Murchison.

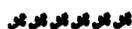
Several brothers of our subject are successful railroad men.

Mr. Thomas and his family are active members of the Methodist church, in which he has served many years as warden. He is a deeply religious man, a thorough Christian and very benevolent, having given largely to charities. He is a man who deeply believes in the intervention of Providence to protect him from harm, and when asked to make a particularly hard run, always replies, "If God is willing." The first words of Bishop C. B. Galoway, when he comes to Durant, are: "How is Mr. Thomas," showing the high estimation in which he is held by that dignitary. Mr. Thomas is also prominent in Masonic circles, and is a member of the Knights of Honor. Being a great reader and student, our subject keeps abreast of the times in his work, and now ranks one of the three highest in the list of the Illinois Central employes. He is a substantial citizen of Durant, owning considerable property, and is a man of whom the city may well feel proud.



WILLIAM T. STEWART, a rising young engineer in the service of the Illinois Central on the Louisiana division, was born on April 24, 1871, at Canton, Miss. His connection with the road dates from 1891, when he began work as fireman, in the freight, and was afterward employed in the passenger service. On November 15, 1895, he was promoted to engineer, and given a regular run between McComb City, Miss., and New Orleans. He has charge at present, of mogul engine No. 757, with J. D. Harrell as fireman. His brother, Howard Stewart, is also in the employ of the I. C. as fireman. The wife of Mr. Stewart, was formerly Miss Addie Heisser, whose father was for a long time connected with the I. C. as foreman of the car-repairing department in the extensive shops of the company, at Vicksburg, Miss. They are the parents of two bright children, Rachael and Clara F. Mr.

Stewart is a popular member of Division No. 106, B. of L. E., and is also connected with Canton Lodge, No. 74, K. of P. and B. P. O. E. Lodge, No. 168, of McComb City. Being a young man possessed of more than ordinary ability and a great student of mechanics, keeping abreast of the times, Mr. Stewart's future should be a bright one.



THOMAS A. MOORE, a popular conductor on the Louisiana division of the Illinois Central, is a native of Mississippi, and a son of G. W. Moore who resides at East McComb. In early life, Mr. Moore learned the trade of a baker and confectioner, becoming an expert in that line. He traveled extensively in the west and southwest, and has had a varied experience, especially while roughing it in the uncivilized districts through which he traveled. He began his railroad career on the Southern Pacific R. R. at Vermillionville, La., and was afterward employed on a steamboat at Galveston, Texas. He returned to the train service of the Southern Pacific, working eight months, and resigned to take a position with W. N. Monroe, a contractor, engaged in road construction. He then went to Mexico, with Major Thiel, and in 1882 returned to civilization, entering the employ of the Texas & Mexican R. R. where he was for fourteen months in charge of a powder house. His next occupation, was as driver on a San Antonio street car and afterward joined a circus as head tent man. While in this employment, he was severely injured, in a railroad collision on the Wabash R. R., and was laid up for some time in the Marine hospital at Cairo.

In 1884 he entered the employ of the Louisville, New Orleans & Texas Railroad, but remained only a short time, then working for various other roads in Texas until December 24, 1891, when he entered the service of the I. C. as a brakeman out of McComb City. In 1894 he was promoted to conductor on the Canton district,

and is now in charge of a through freight, on the Louisiana division, on caboose No. 98245, with A. L. Wright and E. B. Thomas as his crew. His career on the I. C. has been successful, having no injuries or accidents.

Mr. Moore is a member of Division No. 108, O. R. C., of New Orleans, Goodwill Lodge No. 104, of McComb City, A. F. and A. M. No. 382, Eastern Star Lodge No. 4 and Myrtle Lodge, No. 36, K. of P., of McComb City. Mr. Moore was about to depart for the Transvaal when he met and married his wife, who is a daughter John S. Erickson, of Canton, Miss. They have two fine boys. The family resides in a pleasant home on Broadway, in McComb City. Mr. Moore is a very pleasant man to meet, entertaining and full of interesting anecdotes relative to his extensive travels. He is a popular citizen of his community and ranks high as an employe of the Illinois Central company.



MAURICE S. WEBB is probably the youngest conductor on the Louisiana division of the Illinois Central, and a rising railroad man. He was born in 1876, at Jackson, Miss., and is not yet twenty-four years of age. J. A. Webb, his father, was for twenty-five years a valued employe and official of the I. C., and held the responsible position of general freight agent at Jackson, when appointed secretary of the board of railway commissioners for the state of Mississippi, with offices in the capitol at Jackson. M. S. Webb began his railroad career when a mere boy, in 1884, with the determination to make a success. He began as messenger boy at the Jackson office where he acquired a knowledge of telegraphy, and was on the Valley road as agent and operator at Longwood, Miss. He resigned that position, returned to Jackson, and entered the freight office there, serving successively as bill clerk, cashier, and chief clerk. He went from Jackson to Memphis, and was in the service of the I. C. there. He next went to the C. L. & M,

Railroad as baggageman and expressman. In 1897 he entered the train service of the I. C. at McComb City, Miss., and was in a short time promoted to conductor.

Mr. Webb married a daughter of Captain Hoskins, one of the most prominent, and wealthy citizens of Brookhaven, Miss. One child was born to them, which died in infancy. Of the social organizations Mr. Webb is a member of Division No. 367, O. R. C., and Division No. 264, B. of R. T., also belongs to Pearl Lodge, K. of P., of McComb City. For so young a man Mr. Webb has made great progress, and being active and alert the future has much in store for him.



B. E. MOSHER, roadmaster on the Fifteenth division of the Yazoo & Mississippi Valley R. R. was born in White Hall, Washington county, New York, on October 29, 1857, and is a son of Benjamin O. and Mary C. (Perry) Mosher. Benjamin O. Mosher was a tanner by trade, and served during the war of the rebellion, from 1861 to 1865, as captain of Co. B. 22nd Regiment, New York Volunteer Infantry. He is living in Oxon Hill, Maryland, while his wife departed this life in 1859. The subject of this sketch, attended the schools of his native town, and entered life as an employe on a steamboat, plying between New York City and Montreal, Canada, working about two years in that capacity. Deciding on railroad life, in 1879 he entered the service of the Cincinnati Northern R. R. as a foreman and conductor, between Cincinnati and Lebanon, Ohio. After a two years service on that road, he went to the New York, West Shore & Buffalo R. R., doing similar work, and remaining there two years. During the construction period of the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.) he secured a position as foreman on that road, afterward serving as conductor and roadmaster, with headquarters at Baton Rouge, La., and was in the employ of the road until 1889. In the latter year

he became identified with the Texas Pacific R. R. as roadmaster, with Marshall, Texas, as headquarters, and held that position until 1892. He was in that year appointed supervisor, at Vicksburg, Miss., for the Yazoo & Mississippi Valley R. R., acting as such until 1897 when he was transferred to the Natchez division as supervisor of track and trains. One month later he was appointed to his present position as roadmaster of the Fifteenth division. Under his supervision are 386 miles of main line and branches, forty-seven sections, four track supervisors, and one bridge supervisor.

On April 1, 1880, Mr. Mosher and Miss Maggie Simmons, of Ethel, La., were united in marriage, and three children came to bless their home: Carrie, Olive, and William, when the wife and mother, who was a most estimable woman, was called hence on February 12, 1894. Mr. Mosher was united to his present wife on August 18, 1898. This lady was, before her marriage, Miss Rein, of LaPlace, La. One son, George, has been born to them. Socially, Mr. Mosher is a Knight of Pythias. His family attends the Catholic church, and in politics he is a Democrat. Mr. Mosher's time is absorbed in attending to, and discharging his duties, which he does with that fidelity which has won for him the esteem of his superior and the good will of the employes of the road under his supervision.



C. HARLES B. SMITH, an engineer in the yards of the Illinois Central at Memphis, Tenn., was born in Erie, Penn., April 22nd, 1866. Merrick Smith, deceased, his father, was a railroad man, holding the position of yardmaster for the Erie system at Erie, Penn., and was at one time, in the same position with the Canada Southern R. R. at St. Thomas, and at Windsor, Ontario. Mr. Smith acquired his early experience in railroad work, on the Canada Southern R. R. in 1881, in the round-house at Amherstburg, Ontario, where he was employed one and one-half years.

He then went on that road, continuing there until November 1893, when he went to Chicago as hostler in the I. C. round-house. His work in Chicago embraced a period of over two years, after which he was transferred to Memphis, and given charge of engine No. 799, in the yards, which position he continues to occupy. Mr. Smith is a Knight of Pythias, and is also a member of the B. of L. F., of St. Thomas, Ont. He was raised in the Presbyterian faith, and in politics is devoted to the principles of the Democratic party.



PD. BURROUS, an engineer in the freight service of the Illinois Central on the Louisiana division, is a man of great experience, having traveled extensively and worked for a number of railroads. His first work was on the New York & Erie R. R. as fireman, between Port Jervis and Jersey City, and he was afterward, in 1880, on the Pennsylvania R. R. in the fast passenger service between Philadelphia and Jersey City. He then went to the Jersey Central R. R., where he was employed three months as fireman. Drifting to the south, Mr. Burrous was next actively engaged in the lumber districts of Louisiana and Florida, having previously spent several seasons in the Minnesota lumber camps where he acquired a thorough knowledge of preparing lumber for the market. During his leisure hours he made a study of engineering, and was for a short time on a steamboat on the Alabama river as engineer, but quit that to enter the service of the East Tennessee, Virginia & Georgia R. R. In 1893 he became identified with the Southern Pacific R. R., serving as fireman there for eleven months, and from that road went to Central America, where he worked as engineer on freight and passenger trains. Mr. Burrous entered the service of the Illinois Central in 1895 as switch engineer on the New Orleans terminals, under Master Mechanic Baldwin. He was soon promoted to the regular road service, and was sent

to McComb City, having since had a regular run on the Louisiana division on engine No. 726. Mr. Burrous is a native of Tennessee. His parents now reside in Michigan, near Detroit.

He is a member of Division No. 196, B. of L. E., of McComb City, and is also connected with the Masonic fraternity, the Independent Order of Odd Fellows and the Knights of Pythias. He is married and is the father of four children. In his travels he has been very observing, is a fluent talker, and tells many interesting accounts of his adventures. While in Central America he made many exploring trips, mastering the Spanish and native languages. He is also conversant with the French language. When President Garfield was shot in Washington, Mr. Burrous was in the depot, and with the other spectators was shut up there until the crime was fastened on the assassin. Mr. Burrous is a self-made man, having had to make his own living since he was old enough to work, and his knowledge of books has been acquired by self culture, which, with his extensive travels, has made him a well posted man. He is of a splendid physique, affable and courteous, and has a large circle of genuine freinds.



JT. PAUL, the capable trainmaster of the Terminal district for the Illinois Central in the city of New Orleans, was born near Maryville, Tenn., October 31, 1854. James A. Paul, his father was a farmer, and served during the Civil war as a lieutenant in Thomas' brigade. He is still living at Huntsville, Ala. His wife, who was Miss Susan J. Parks before her marriage, died in 1870. In 1866 the family of our subject moved from Tennessee to where Mr. Paul received his early training, and also afterward attended the schools of Mossey Creek, Tenn. From the age of nine to eighteen, he worked on his father's farm in summer and attended school in winter. At the age of eighteen he secured a position as clerk in a general store in Huntsville, Ala., where he re-

mained one season, returning to the farm for a time, and later went to Wilson's Point, La., as manager for the firm of Meyer & Bradford. He was taken sick in 1875, returned home, and in March 1876 worked his father's farm on his own account until 1879. In the spring of that year Mr. Paul went to Oregon and led the life of a cow-boy until November of that year. He reached Cheyenne with a drove of cattle, and deciding to return to civilization, came to Huntsville, Ala., and in December 1879 entered the service of the Memphis & Charleston R. R. His first work was as brakeman between Memphis and Chattanooga. On December 1st, 1880, he was promoted to conductor in the freight service, where he remained until August 11, 1884, when he severed his connection with the road. He then became identified with the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.), serving as conductor on freight and work trains until November 1884, when he was promoted to the passenger service. He held a passenger run between New Orleans and Vicksburg from 1884 to 1887, when he was transferred to the Vicksburg division, remaining on the latter division until April 15, 1888. He then went to the Texas & Pacific R. R. as yardmaster at New Orleans, occupying that position until September 15, of that year, when he returned to his former position with the L. N. O. & T. R. R. On November 20, 1888, Mr. Paul was appointed general yardmaster at Vicksburg, Miss., remaining there until March 1st, 1890. He then returned to the train service as a passenger conductor on the Vicksburg division and in September 1890, was appointed trainmaster between Vicksburg and Memphis, with headquarters at the latter city. On September 1st, 1895, he was transferred to New Orleans, to his present position, where his ability is recognized by the able manner in which he is discharging his duties. Mr. Paul was, on March 3rd, 1876, united in marriage to Miss Carrie V. Roper, of Madison county, Ala., where she was born June 17, 1855. The children which blessed their union are, Edgar A., born May 1, 1877, a stenographer for the local freight agent, New Orleans; May

E. born April 7, 1879, who received her finishing education at Oxford Female College; Susie R. born in September 1881; Elinor G. born in September, 1887; John T. born in July, 1892; James W. born in March, 1895; and Samuel H. born July 30, 1899.

Mr. Paul is a member of the Masonic Order, (Blue Lodge), and is also connected with Division No. 231, O. R. C., of Vicksburg. He and his family are adherents of the Methodist church, and in politics he votes with the Democratic party.



S. A. LEWIS, a prominent conductor in the passenger service on the Louisiana division of the Illinois Central, residing in New Orleans, was born January 26, 1854, in Pike county, Miss. Lemuel Lewis, his father, now living at New Orleans, was for some time deputy sheriff of that county, and served during the Civil war in Company A, 33rd Miss. Regt. His mother, whose maiden name was Pamela Rodgers, departed this life in 1876. Mr. Lewis was educated in the public schools of Mississippi, and in 1873 went to Brazos county, Texas, and was there engaged in farming for a year. The next year (1874) he entered the service of the International & Great Northern R. R., and soon afterward was employed with a bridge gang on that road. In March of that year he returned to Mississippi, and worked in a brick yard owned by his father, and the farming season of 1875 was spent on a cotton plantation. September 1876 marked his first connection with the Illinois Central, or, as the road was then called, the New Orleans, Chicago & St. Louis Railroad. Beginning as a brakeman between Canton and McComb City, Miss., he worked in that capacity until December 1st, 1878. He was promoted on the latter date to conductor in the freight service on the same division, and occupied that position until February 1879. Slack condition of business caused him to lose the position and return to his former occupation of brakeman, at

which he was employed until 1880. He was then given a regular run as conductor, and remained at that work until 1884, with the exception of a few months spent at McComb City as yardmaster. From 1884 to 1890 he was a conductor in the freight and an extra in the passenger service, excepting a part of 1886, when he was yardmaster at New Orleans. In 1890 he received promotion to the passenger service and has been there continuously to the present time.

In October 1874, Mr. Lewis married Miss Eliza Lard, who resided in Brookhaven, Miss., but is a native of Louisiana. They have three children: Lexie, the wife of J. K. Dunn, of Jackson, Tenn.; Sammelia, wife of Dr. G. W. Robertson, of Magnolia, Miss., and Lelia, residing at home. Mr. Lewis is a member of Crescent City Division No. 108, O. R. C., and of Alpha Home Lodge No. 72, A. F. & A. M. He and his family are members of the Methodist Episcopal church. Politically he is a Democrat. The successful career of Mr. Lewis indicates him as a man of industry and great worth.



GEOERGE L. BARNETT, an engineer in the passenger service of the Illinois Central, having a regular run between Memphis, Tenn., and Canton, Miss., has been with the company about thirteen years. He was first in the employ of the Nashville, Chattanooga & St. Louis R. R., between Cowan and Tracy City, Tenn., and after working there two years he entered the service of the Illinois Central on the Memphis division, as fireman with Engineer James Fogarty. A service of two years as fireman was followed by promotion to engineer, since which he has had a regular run on that division. He has charge of engine No. 383 on his present run. During his connection with the I. C. he has had only one short suspension in 1890, and although in several wrecks, has never been injured. Mr. Barnett is a native of Tracy City, Tenn., and was born on January 24th, 1868. His parents, James and Mary (Lin-

ton) Barnett, are residents of that place. He has two brothers in the service of the I. C., Charles J., an engineer running out of Memphis, and David, employed as fireman on the I. C. in the same place.

Miss Mary Hodges, of Aberdeen, Miss., became the wife of Mr. Barnett, and they have a family of seven children: Mary, Susan, James, Kate, George, Lottie and Jack. Mr. Barnett is a member of William Renshaw Lodge, Division No. 23, B. of L. E. His family attend the First Methodist Episcopal church, of Memphis, and they reside on Patton avenue.



W. BRADLEY, a well known conductor in the freight service on the Yazoo & Mississippi Valley R. R., residing at New Orleans, was born at Covington, La., December 27, 1852, a son of James R. and Brunetta (Richardson) Bradley, both deceased. After attending the district schools of his native place until thirteen years of age, he began life as a teamster at fifty cents per day, working at that for a period of nine months. He then went to a lumber camp where he worked a year at seventy-five cents per day. With a cousin he bought a photographer's outfit, and traveled through the different villages taking pictures. At the age of sixteen he entered the employ of his father, who was a butcher by trade, and worked for him until twenty-one years old. He then entered the service of the Illinois Central as a brakeman between Canton, Miss., and New Orleans, and was, in 1877, promoted to conductor in the freight service, having charge of the local four years. He remained with that company until 1884, and for the next five years, or until 1889, was in the employ of the Yazoo & Mississippi Valley R. R. as local freight conductor on the New Orleans division. He was then given a passenger run between Vicksburg and Greenville which he held for ten months. Going from there to New Orleans, he was in the freight service of the Yazoo

& Mississippi Valley R. R. until 1890, when he resigned to accept a position as conductor in the freight service of the Texas & Pacific R. R., remaining with that company eight months. He then returned to the freight service of the Yazoo & Mississippi Valley R. R., on the New Orleans division, and in 1892 accepted a position as conductor of the local on the Louisiana division of the Illinois Central. The latter position was held until 1894, when he retired from the road to become a traveling salesman for a hardware firm in New Orleans, where he remained until 1896. In that year he returned to railroad work and has since been in his present position.

On the 19th of December, 1876, Miss Ida Martin, of Wilkinson county, Miss., became the wife of Mr. Bradley. Four children are in the family, viz.: Lillie E., Josie Ida, Nettie Lloyd, and Charles B. Mr. Bradley is a member of Division No. 108, O. R. C., and Knights of Pythias, of New Orleans, and the Masonic lodge of Wilson, La.



THOMAS MERCER, a well known passenger engineer on the south end of the Illinois Central system, began work as a fireman between Elizabethtown and Paducah, Ky., with Engineer Thomas Darvey. After serving eighteen months as fireman, he was promoted to engineer by Mr. Robb, master mechanic at Elizabethtown, and given charge of engine No. 16. He remained in that branch of the service two years, and then accepted a position with the Louisville & Nashville R. R., his entire connection with that road covering a period of five years. Returning to the service of the I. C. at Paducah, Ky., he has since had a regular run in the passenger service on engine No. 389, between Paducah, Ky., and Memphis, Tenn. He has been in several railroad accidents, but was never injured himself, nor any of his crew. Mr. Mercer was first married to Miss Susan E. Reynolds, who died in July 1895. He was later united to Mrs. Amanda (Porter) Hull.

Thomas S., a son by his first wife, is a brakeman on the I. C. between Memphis and Vicksburg. Mr. Mercer belongs to Pawn River Lodge, No. 244, A. F. & A. M., of Greenville, Ky., and is also a member of Division No. 225, B. of L. E., of Paducah. A connection of twenty years with the I. C. has been Mr. Mercer's record, showing that he discharges his duties in a manner creditable to himself, and satisfactorily to his superiors. While in Memphis he makes his home on Virginia avenue.



W

W. STANTON, a conductor of ability on the New Orleans division of the Yazoo & Mississippi Valley R. R. residing at Vicksburg, Miss., was born in Indianapolis, Ind., on January 12, 1865, the son of Thomas and Mary (Walker) Stanton, who followed agricultural pursuits, and departed this life in 1880 and 1867 respectively. Mr. Stanton acquired his early training in the public schools of Indianapolis, afterward taking a commercial course at the Central Normal College, of Danville, Ind., graduating in 1886. The following year he went to Great Falls, Mont., and took up a land claim, following the life of a ranchman for one year. He then accepted a position as bookkeeper with Churchill & Webster, grocers, of Great Falls, and after a year's service with that firm he clerked in the dry goods store of Meyers & Co. of the same place. He next embarked in the restaurant business in Great Falls, remaining one year in that business. In 1889 he began railroad life as a brakeman on the Great Northern R. R., between Minot, Dak., and Great Falls, Mont. After one year on that road he transferred to the Montana Central R. R. running between Great Falls and Butte. In 1890 he received promotion to conductor, continuing in that position until 1896, two years being spent in the passenger service of that road, and in the entire six years never lost a day or a trip. In 1896 he became identified with the Yazoo & Mississippi Valley R. R.



M. VAN PATTEN.

as a conductor, and with the exception of three months in the service of the Seattle, Lake Shore & Eastern R. R., and a short leave of absence in 1897, he has since remained with the road, serving in a highly successful manner.

On the 15th of May, 1897, Mr. Stanton and Miss Nora Comer, of Seattle, were married, the lady being a native of Galway, Ireland, born in 1874, and emigrating to America in 1885. They are the happy parents of a fine boy, Wallace H. Stanton, born January 12, 1898. Two of Mr. Stanton's brothers are prominent citizens of Montana. George H. an attorney and state senator, and J. W. Stanton is a prominent attorney of Butte. Mr. Stanton with his estimable wife are members of the Christian church. In politics he votes with the Democratic party. He possesses abilities of a superior character, and should make his mark as a railroad man.



M VAN PATTEN is a stationary engineer in charge of the main shop at Centralia, Ill. He is an old and respected employe of the I. C., having first entered the service of the company on February 1, 1861, at Centralia, under R. P. Oxley. In 1862 he took a position as head engineer on a southern packet, plying between Memphis and Vicksburg. Resigning this position at the end of six months he went to Chillicothe, Ohio, working for a time in the machine shops on the Marietta & Cincinnati R. R. From the latter place he went to the shops of the Bellefontaine Railroad at Galion, Ohio. Returning to Centralia in the fall of 1864, he again took up his work in the shops of the I. C. there, and on February 1, 1865, was promoted to engineer and placed in charge of engine No. 32, his run being on the local from Centralia to Cairo. His second trip was in the passenger service with A. N. Putnam as conductor. For thirteen years and six months our subject ran on the Centralia district, and on the same engine, No. 32. He bears the distinction of having run on all tracks

of the I. C. south of Chicago and Amboy, and also made several trips south of the Ohio river. He ran the first regular engine equipped with the Westinghouse air-brake and diamond stocks, also the first regular with an extension front end, viz.: engine No. 133, I. C. build. He has filled his present responsible position since November 3, 1893.

Mr. Van Patten is an eastern man, and was born at Schenectady, N. Y., where he acquired his first knowledge of machinery in Clute Bros.' foundry and machine shops, serving an apprenticeship in the shops at that place.



A M. JONES, chief clerk in the freight department of the Yazoo & Mississippi Valley R. R. at Vicksburg, Miss., was born in Jasper county, in that state, on May 5, 1861, and is the son of Rev. Ransom J. and Sarah (Mounger) Jones. Rev. Mr. Jones is a minister of the Methodist church, and was presiding elder of the Meridan (Miss.) district for four years. He was also for many years chaplain of the state militia. He and his estimable wife are now residing at Crystal Springs, Miss., where Mr. Jones is still engaged in active work.

The subject of this sketch was educated in the private schools of Meridan, and attended the University of Mississippi from 1882 until 1885. In the latter year he began the study of law in the offices of L. N. Dantzler, at Moss Point, Miss., and pursued his studies nearly two years. He then felt disinclined to permanently enter the legal profession, and in 1890 became identified with the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as clerk for the store-keeper at Vicksburg. He remained in that position until March 16, 1893, when he was assigned to a clerkship in the freight office there. On the 14th of September, 1899, he was promoted to chief clerk, and is now filling that position with credit to himself and satisfaction to the company. Mr. Jones was,

on October 11, 1889, united in marriage to Miss Nettie Rowe, a charming and accomplished New Orleans lady, who died on March 6, 1893, mourned by a large circle of sincere friends. While in the University, Mr. Jones joined the Delta Si society, and still retains his membership. He is an active member of the Methodist church, and affiliates politically with the Democratic party.



P O. KORNBECK, a successful and popular conductor in the freight service on the Louisiana division of the Illinois Central, was born in 1862 at New Orleans. P. O. Kornbeck Sr., the father of our subject, sprung from the Danish nobility, and on account of religious troubles was compelled to leave Denmark. The family was a prominent one in that country; one of them, I. N. Kornbeck, was, in 1784, commander in the Danish navy. A picture in India ink, of one of his vessels is in the possession of our subject, and quite a valuable relic. Mr. Kornbeck Sr., at the age of twenty, took command of a sailing vessel and sailed for America, landing at New Orleans. On account of his youthful appearance the customs officials refused to permit him to enter the port, but the matter was finally adjusted and he was permitted to land. He afterwards sent for his parents, and with his father engaged in the coast trade, having several vessels out of New Orleans. As a citizen of New Orleans Mr. Kornbeck Sr. is well remembered, as he was for twelve years cashier of the Mutual National bank of that city, holding that responsible position at the time of his death in 1884. When the flags of all nations were presented to the city of New Orleans, at a celebration, he was appointed to present the Danish colors, which he did, delivering one of the finest orations of the day, the Danes of the city being justly proud of such a worthy representative. He served during the Civil war, and with another man safely conveyed several millions of dollars in Confederate money to Richmond, a

hazardous undertaking. He was a strikingly fine looking man and possessed of a generous heart, as he reared and educated several orphans besides his own family. He died at the age of fifty-two, respected by all who knew him. The wife of Mr. Kornbeck Sr., and the mother of our subject, who died in 1898, was a beautiful Creole lady, a member of the Desetine family of New Orleans.

P. O. Kornbeck, the subject of this sketch, after leaving school entered the employ of the Shakespeares, cabinet makers of New Orleans, and served four years there, learning the trade of a pattern maker. He then became identified with the Illinois Central, working as a pattern maker for a few years. Confinement having a bad effect on his health, he went to the road service, and after a short service as brakeman was promoted to conductor, and is now successfully serving on a through run on the Louisiana division. Mr. Kornbeck is a member of Division No. 368, O. R. C., of McComb City. He married a daughter of Captain Hurst, of New Orleans, and they have one child, a daughter. He is a man of pleasant manners, a fluent conversationalist, and very highly esteemed among the employes on the Louisiana division of the road.



C LAUDE W. TALIFARO, a rising young conductor in the freight service on the Louisiana division of the Illinois Central, was born in Lafayette, Ind., on March 4, 1872. William Henry Talifaro, his father, whose parents were natives of France, is at present a conductor in the passenger service of the Denver & Rio Grande R. R., and is a man of wide experience in railroad work. Our subject became identified with the Illinois Central, September 25, 1891, as brakeman on the Cherokee (Iowa) division under C. K. Dixon. In 1895 he was transferred to the Louisiana division, and received promotion to conductor in 1896, which position he is filling with satisfaction at the present time. He has never been

laid off or discharged. Mr. Talifaro married Miss Isbell, and they have two children, Irene, at school, and Bessie, a beautiful child, at home. He is connected socially with Division No. 264, B. of R. T., of McComb City. His career with the road has been highly successful, having never been injured by accidents. He discharges his duties in a creditable and satisfactory manner, and is considered a rising man on the road.



WILLIAM H. ENSOR, a popular young engineer on the Louisiana division of the Illinois Central Railroad, is a son of James H. Ensor, a resident of East St. Louis, Ill., where he is car inspector for the Vandalia Railroad. Our subject commenced his railroad career in 1882 in the engine department of the St. Louis & Narrow Gauge Railroad, and was employed there until the fall of 1886, when he entered the employ of the Cairo Short Line, where he remained until the spring of 1887 when he went to the St. Louis Transfer company as fireman, remaining until the fall of 1889. He then commenced firing for the Merchants Bridge company, but in the spring of 1890 went to the Vandalia Railroad as fireman and was with that company until the spring of 1893, then fired for the Chicago & Alton Railroad until May 1893, when he commenced work in the machine shops of the Chicago, Milwaukee & St. Paul Railroad and was employed there until July 1, 1893. On July 6, 1893, he entered the service of what was then known as the St. Louis & Eastern Railroad as a fireman, but in the spring of 1894 was promoted to the right side of the cab and ran extra until the fall of 1896, at the end of which time he was given a regular run, remaining there until the fall of 1899. He commenced work for the Illinois Central at McComb City, Miss., February 21, 1900, and is on the extra list.

W. H. Ensor was born July 19, 1868, and was married July 19, 1894, to Miss Eleanor Brant, a daughter of George Brant, of Marine,

Ill. To our subject and his wife has been given one child, Oliver W., born September 6, 1895. He is now a bright little chap of five years. Mr. Ensor is a member of Division No. 460, B. of L. E., Lodge No. 408. B. of L.F., both of Springfield, Ill., and is also a member of the Masonic Order at Marine, Ill.



JOSEPH R. LILLY, a popular and rising young engineer in the freight service on the Louisiana division of the Illinois Central, began railroad life in 1884. In that year he entered the service of the I. C. in the mechanical department at the McComb City shops, where he served a full term of four years. He then entered the road service as fireman, and after two years work in the freight and passenger departments was promoted to engineer. At that time firemen were required to serve three years, but a request signed by the master mechanic and others, testifying to his proficiency, resulted in his promotion after two years' work. Mr. Lilly has been with the Illinois Central as engineer for ten years, being in continuous service with no lay-offs. He has charge of engine No. 714, a Mogul, and is in line for promotion. Mr. Lilly was born in Kemper county, Miss., and is the son of Albert Lilly formerly a blacksmith at Hazlehurst, Miss., and now residing with his daughter, Mrs. Mills, in McComb City. His brother, Albert A. Lilly, whose biography appears elsewhere in this work met an untimely death in an accident in the McComb City yards, on July 30, 1898.

Our subject was educated in the schools of Hazlehurst, and was from boyhood of an inventive and mechanical turn of mind. At the age of twelve he built a train of cars, and at fifteen built three four-wheel wagons, which he sold at ten dollars each. He also built a bicycle with forty inch wheels, which he rode, it being the only one in that part of the country. When fifteen years old he constructed a three-horse power engine, which was perfect in every detail,

doing the work at odd times in his father's shop, and having no patterns and but few tools. His father strongly opposed this work on account of the expense, and our subject was compelled to hide the different parts of the engine. It was a matter of great difficulty to get the money to pay the freight on the material used, but he finally overcame all obstacles and perfected his engine. During his connection with the I. C. he has improved his engines with many devices of his own invention. Mr. Lilly is a member of Division No. 196, B. of L. E. In religious matters he is identified with the Methodist Episcopal church. He is a man of fine personal appearance, is devoted to his work, in which, through skill and strict attention, he has been eminently successful.



WILLIAM D. WORDEN, an engineer in the passenger department of the Illinois Central, between Memphis, Tenn., and Grenada, Miss., was born at Memphis on March 28th, 1870. He is a son of Daniel D. and Laberta Worden, residents of Memphis, where the former is engaged as manager and bookkeeper at the Edwards livery stable. Mr. Worden began his career with the I. C. in February 1891, as fireman on engine No. 196 with Engineer John Ryan, in the yards of the company at Memphis. He was employed there over a year, when he was placed in the road service as fireman on engine No. 1159, between Memphis and Grenada, Miss. He then went on No. 734 with Engineer G. L. Barnett, and remained there until his promotion to engineer on August 12, 1895. Being then sent to the Tallahassee gravel pit as engineer, he was occupied there for two months, when he was given charge of a regular run in the freight service between Memphis and Grenada. On November 12, 1899, he was promoted to the passenger department on the same run, and is now serving there. Mr. Worden was united in marriage to Miss Kate Strale, of Memphis, an estimable young lady of

that city. He is a member of Division No. 23, B. of L. E., of Memphis. Both he and his wife are members of the Episcopal church. They reside at No. 610 Shelby street, in the city of Memphis.



CHARLES J. BARNETT, an engineer in the passenger service of the Illinois Central on the Memphis division, was born February 4, 1872, at Tracy City, Tenn. His father, James L. Barnett, a miner by occupation, still resides there. Two brothers who were former I. C. employes are now dead. John, who was killed in a wreck on the I. C. road, November 6, 1899, and James Scott Barnett, a fireman, who died during the same year. Charles J. Barnett entered the services of the I. C. at Water Valley, Miss., on June 1, 1891, as fireman with Engineer Long, where he was for seven months, and later was on a run as fireman between Water Valley and Jackson, Tenn. On account of slack business he was then retired from the service until February 1892, when he was appointed night watchman in the I. C. shops at Memphis, Tenn., holding that position until October of that year, when he returned to the road service as fireman. On June 17, 1895, he was examined for promotion to engineer, and being successful was placed in charge of engine No. 1367, and later of No. 733, in the construction department. He was afterward given No. 736, in the freight service between Memphis and Grenada. He also served for two months on the Aberdeen division, but was transferred to his former run, and in November 1899 was promoted to the passenger service, where he has since remained. During his railroad career he has only suffered one slight injury, which happened at the Tallahassee, Miss., gravel pit.

Mr. Barnett married Miss Alma Moritz of Tracy City, Tenn., and with her has established a comfortable home on Preston avenue, in the city of Memphis. He is a member of Division No. 23, B. of L. E., of his home city.

W H. SMITH, a popular young conductor in the freight service of the Illinois Central on the Louisiana division, is a native of Quebec, Can., and is a son of W. H. Smith Sr. who died on September 9, 1892, and is survived by his wife, the mother of our subject, who resides with him. Mr. Smith acquired his first knowledge of railroad work on the Georgia Pacific R. R., out of Birmingham, Ala., where in December 1892, he was promoted to conductor. He remained with that road as conductor in the freight and passenger service until 1899, when he resigned to accept a position with the Illinois Central. He worked as brakeman on the latter road until January 1900, when he was promoted to his present run as conductor. His railroad career has been very successful, having had no mishaps. Mr. Smith married a daughter of Captain Lem Sullivan, a well known citizen of Mobile, Ala. They have two children, Willie, now five years old, and Grace, aged two. He became connected with Avondale Division No. 334, O. R. C., at Avondale, Ala., in 1894, and was transferred to Pearl River Division No. 304, at Canton, Miss., during the last year. Mr. Smith is an upright, hard-working young man, who is fast making friends among the employes of the road.



IRVING C. OLMSTEAD, the affable chief clerk in the yardmaster's office of the Illinois Central at New Orleans, was born in that city on May 28, 1877, and is the son of Irving and Agnes (Hendrick) Olmstead, of whom the latter survives, and resides in New Orleans. Irving C. Olmstead Sr., who died in 1878, was for many years connected with the wholesale grocery firm of Flash, Lewis & Co., of New Orleans. Irving C., of this sketch, was given a good education in the public schools of his native city, and also took a commercial course in St. Joseph's business college. After graduating he followed the occupation of office man,

entering the employ of D. Galdreath, a prominent sugar broker, where he worked for two years. He then accepted a position with J. Schwartz & Co., carriage manufacturers, where he was employed for two years. The following two years were spent in the office of James Zuntz, Esq., as clerk and stenographer. On October 12th, 1896, Mr. Olmstead entered the service of the I. C. R. R. as chief clerk in the office of Mr. James Morrison, then general yardmaster at New Orleans, and continued in the same position with his successor, Mr. W. R. Herbert, and is now holding that position. Mr. Olmstead is a young gentleman of pleasing address and manners, very popular among his fellow employes, and being thorough in his work bids fair to rise to prominence. In his religious belief he is a Catholic, and in politics upholds the principles of Democracy.



A H. RALPH, a well known conductor in the freight service on the New Orleans division of the Yazoo & Mississippi Valley R. R., is a native of Jackson, Tenn., and was born on December 25, 1867. He is a son of A. H. Ralph, who was a farmer, and served during the Civil war in Forrest's cavalry, and lost his life in 1868. He was followed to the grave by his wife, who died in 1869. Mr. Ralph attended the schools of Covington, Tenn., and also the A. & M. college at Henderson in that state. In 1882 he went to the state of Texas, and engaged in the stock business, and was also in that business in several of the western states and territories. He came to Vicksburg in 1890, and in the following year entered the service of the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as a flagman on a freight train, between Vicksburg and New Orleans, under Conductor McGuire, the present efficient yardmaster at Vicksburg. He was promoted in 1893 to conductor in the freight service, and has successfully held that position to the present

time, having a regular run between Vicksburg and New Orleans. During a term of seven years he has never lost a run on account of sickness or any other cause.

On December 27, 1892, Mr. Ralph was united in marriage to Miss Nellie Murphy, of Vicksburg, but a native of the city of Dublin, Ireland, who came to America at the age of six years. Four fine children have been born to them, viz: Orlena, Alfred Roy, George Dewey, and Thelma. Mr. Ralph is a member of R. E. Lee Lodge, K. of P., and Division No. 231, O. R. C., both of Vicksburg. The family of Mr. Ralph have always been identified with the Catholic church, and politically he advocates the principles of Democracy.



AIRAM HILL, passenger conductor on the Evansville district of the Illinois Central, is a native of London, Ohio, having been born there January 5th, 1864. His father, John Hill, who died in 1881, moved with his family to Kansas where our subject attended school and at the age of thirteen began railroading as water boy for a section crew on the Rock Island Railroad. He continued in this capacity one year and then took a man's place, drawing man's wages, for fourteen months, on the Iowa division at Colfax, Iowa. After a short time in a brick yard, where his work was very hard, he quit, and went back to the Rock Island with an extra gang. June 1, 1881, he went to work for the Chicago, Milwaukee & St. Paul, and August of the same year he returned to the Rock Island. September 12, 1883, he was given a train and stayed with that company until March 15, 1891, when he began work on the Union Pacific at North Platte, remaining until February 1892. In March following he entered the service of the Ohio Valley Railroad as conductor in freight service, and in 1895 he received a passenger run, his present service being between Evansville and Hopkinsville. Mr. Hill has a very fine record, having

never received an injury. He is a self-made man. He married a Miss Ogle, of Stewart, Ia., and they have two children, Wayne Ogle and Martha. Mr. Hill is a member of Howell Division No. 381, O. R. C., and also belongs to the K. of P. of Stewart, Iowa, and Tent No. 185 K. O. T. M.



AM. FAUQUIER, a trusted employe of the Illinois Central in the capacity of train dispatcher, at McComb City, Miss., is a man of wide experience in telegraph service. His career began on June 17, 1875, as telegraph operator on the Iowa Central Railroad, and the following year on the Gilman, Clinton & Springfield (Ill.) R. R., now a part of the I. C. system, where he was employed for a year. On June 10, 1877, he went again to the service of the Iowa Central R. R., and remained with that company four years. He then entered the employ of the Denver & Rio Grande R. R. as operator in the construction service, continuing in that position until the road was completed to Durango, Colo. Returning to the employ of the Iowa Central, he served that company until October 1887 as dispatcher, when he went to the Soo Line, remaining with that company until July 1888. His next work was as dispatcher on the Chicago & Great Western R. R., where he was occupied until December 1890, when he took a similar position on the Atchison, Topeka & Santa Fe R. R., on the Chicago division of that road. He resigned on August 3, 1891, and immediately became identified as dispatcher with the Illinois Central on the Chicago division between Champaign and Centralia, Ill. On December 17, 1892, he was transferred to the Louisiana division of the I. C., with headquarters at McComb City, Miss., where he is serving at the present time with eminent satisfaction, his hours of duty being from 4:00 P. M. until 12:00 M., in charge of all work on the line between McComb City and Canton. His duties are quite onerous, as in addition to the

regular passenger and freight trains, he handles a large number of gravel trains.

Our subject is a clear, cool-headed man, well fitted for his work. He has been a dispatcher for twenty years, having a clear record with no discharges and no railroad property damaged during his connection with the roads he has served. Mr. Fauquier is a native of Iowa, born in October 1856. He was, in December 1877, married to Miss Alice E. Cooper, of Searsboro, Iowa, their union being blessed by three children, Lula, Chauncey and Ray, the second of whom is an employe in the I. C. store room at McComb City. He belongs to the Knights of Pythias, Independent Order of Odd Fellows, Elks and Masons. Mr. Fauquier ranks high as a citizen of McComb City, where he resides and has a substantial home.

AL. JAQUITH is the highly efficient commercial and local agent, in the traffic and transportation department, on the New Orleans division of the Yazoo & Mississippi Valley R. R., at Vicksburg, Miss. He was born in Altmar, in the state of New York, on September 29th, 1842, and is a son of John W. and Mary C. (Henderson) Jaquith, who were prosperous farmers of that place, and who departed this life in 1874 and 1878 respectively.

Mr. Jaquith received his early training in the district schools of his native county, and afterward attended the Pulaski Academy in that state. In 1862 he went to St. Louis, Mo., and there secured a position with the Adams Express company, as a clerk in the local office at Pilot Knob, on the Iron Mountain R. R., where he remained until 1864. He then entered the railway mail service on that road, between Pilot Knob and St. Louis, and in May 1864, went to Vicksburg as agent of the Parker Express company, a line operating between St. Louis and New Orleans. He was in that position until the

autumn of 1866, and in the spring of the following year went into the general commission business at Vicksburg, returning to St. Louis in 1868 and entering the service of the Iron Mountain R. R. as clerk at Pilot Knob. He remained in that position until the summer of 1869, when he again returned to Vicksburg and was engaged as clerk in a mercantile house until the fall of 1871. He then became identified with the North Louisiana & Texas R. R. as cotton clerk at Delta, La., serving in that capacity until January 1st, 1872. Going from the latter road to the Vicksburg & Meridan R. R., he was appointed assistant agent at Vicksburg, Miss., remaining there until October 1880, when he accepted a position with the Vicksburg street railway, and the Mississippi Valley, Ship Island & Pensacola R. R., with offices at Vicksburg.

He held the first named position until September 1882, and continued in the latter position, a large portion of the time as conductor in the construction service, engaged in building the road from Vicksburg to Ingleside, Miss., a distance of twenty-five miles. During the construction period of that road, Mr. Jaquith filled various positions, from section foreman to superintendent. In the spring of 1882, financial embarrassment and the overflow of the Mississippi river caused the suspension of the road, and negotiations were then opened with R. T. Wilson, of New York, through which a sale was effected, and operations were resumed in July 1882. Mr. Jaquith still holds the receipt of J. M. Edwards, the assistant treasurer, for \$63.66, representing the total earnings of the system for the month of July 1882. From that insignificant sum the earnings grew to over five million dollars in 1892. The road is now a part of the Yazoo & Mississippi Valley R. R. system. In August 1882, Mr. Jaquith resigned his position on that road, and took charge of the Vicksburg Cotton Compress, where he remained until 1883, when he was tendered his present position. He has now occupied that position seventeen years, and it is the only agency on the entire Y. & M. V. R. R. system where there has not been official changes in the same period. This is a striking

and complete evidence of the splendid executive abilities of our subject. Mr. Jaquith is in possession of the first way-bill issued on the Yazoo & Mississippi Valley R. R. (then the Louisville, New Orleans & Texas R. R.), on which the agent at New Orleans wrote the following lines:

"On this, the first way-bill, we think it but meet,
The New Orleans agency, that of Vicksburg to greet;
May our friendship and mutual interests not be
forgotten,
By the many future exchanges of sugar for cotton."

He has also a souvenir, the first revenue bill between Memphis and Vicksburg, dated October 22nd, 1884. On the 1st of November, 1867, Mr. Jaquith was happily married to Miss Josephine E. Trowbridge, of Vicksburg, a native of that city, born in 1845. The children born to this union are, Ada M. who died in 1871; Albert H., station baggage agent, for the Y. & M. R. R. at Vicksburg; Katherine M., at home; William L., cashier in the freight department of the Y. & M. V. R. R., at Vicksburg, and Josephine E. at home. Mr. Jaquith belongs to the following social organizations: Magnolia Commandery No. 2, Knight Templars; Vicksburg Royal Arch Chapter; Vicksburg Lodge of Masons; Knights of Honor; and Division No. 231, O. R. C., of which he is secretary and treasurer. Mr. Jaquith's political opinion is independent, voting for the men and measures, rather than for the party itself.



GEORGE E. BENTON, a conductor on the Louisiana division of the Illinois Central, residing in McComb City, was born in Quincy, Ill., in 1869. His father, D. C. Benton, is a well known horticulturist of South Memphis, Tenn., who does an extensive business in his line, to which he devotes the use of one hundred and forty acres of land. Mr. Benton's first railroad work was on the Louisville, New Orleans & Texas R. R., where in 1888 he was employed as brakeman, and two years later was promoted to conductor. He has

been in the service of the Illinois Central since 1891, and is at present on a local run. During the gravel season he takes entire charge of the gravel bank of the I. C. at Brookhaven, Miss., handling forty-five thousand cars of gravel during the season, and supplying one-third of the entire amount of gravel used on the I. C. system.

In 1892, at Memphis, Mr. Benton married a daughter of J. T. Price, a farmer of that vicinity. They have one child, Ellen, a bright little girl, now six years old. He belongs to Division No. 367, O. R. C., Division No. 264, B. R. T., having acted as Master of the latter, which has a membership of 110 members. He is also a member of Dewey Tent, No. 1, K. O. T. M. Mr. Benton is well known on the road, and is a very popular man.



JAMES J. O'ROURKE, an engineer in the freight service on the Memphis division of the Illinois Central, entered the service of the company in 1872, as an apprentice at Jackson, Tenn., where he remained until April 19th, 1876. He then went to the shops at Water Valley, Miss., working there through the yellow fever epidemic until the spring of 1879. Entering the regular road service, he was for two months a fireman, but returned to the shops. Serving there for two months, he was promoted to engineer and took charge of a yard engine at Water Valley, and was afterward in the construction department until April, 1880. The summer of that year was spent in the shops at Water Valley, and in the fall he resumed work on the road as engineer in the freight service between Water Valley and Canton, Miss., where he was employed until November 1883. On the latter date he was appointed general foreman in the shops at Water Valley, acting in that capacity until August 15th, 1890, when he was promoted to master mechanic at the Memphis shops, occupying that position until May 15, 1898, when he was transferred to locomotive service. Since the latter date he has been in the freight service



J. B. STEWART.



J. L. DAVIS.

of the road as extra freight engineer, on the Memphis division, between Paducah, Ky., and Grenada, Miss. Mr. O'Rourke was born at St. Louis, Mo., October 22, 1857. His father, John O'Rourke, who died in 1865, was a veteran of the Mexican war, and was for some time in the hotel business at Columbus, Ky. Our subject married Miss Emma Block, of Water Valley, Miss. They have five children: James Edward, Walter Thomas, Mary, Emma, and Minnie. Socially he is connected with Division No. 23, B. of L. E., and with Lochinvar Lodge No. 55, Knights of Pythias, of Water Valley, Miss. He resides on Virginia avenue in Memphis, where he has a comfortable home.



JL. DAVIS is a conductor in the freight service of the Illinois Central, on the St. Louis division. His career as a railroad man commenced on September 21, 1876, on which date he entered the service of the I. C. as a brakeman in the freight service, being promoted to conductor August 17, 1879. In the fall of 1883 he was promoted to conductor in the passenger service, but was laid off in 1891. He was re-employed by the company as freight conductor in 1893, and holds that position at the present time.

Mr. Davis was born in Centralia, Ill., on April 30, 1858, a son of Thomas P. and Wilhelmina (Beal) Davis, and has always made his home in that city. Mr. Davis was married December 16, 1880, to Miss Mary C. Marsh, daughter of Richard L. and Catherine (Sherwood) Marsh. Of this union five children were born: Thomas M., Ralph R., John J., Harley A., and Reba C., all living and at home.

His popularity with his fellow citizens is attested by the fact that he has served them as a member of the board of education for five years, and was for several terms elected alderman for the Fourth ward. Our subject is a firm supporter of fraternal organizations, and is

connected with Centralia Lodge No. 201, A. F. & A. M.; Centralia Chapter No. 93, R. A. M.; Cyrene Commandery No. 23, K. T.; Oriental Consistory S. P. R. S., and Medinah Temple, Mystic Shrine, of Chicago. He is also a member of Centralia Division No. 112, O. R. C., having held the office of Chief Conductor for two years, and serving as Secretary and Treasurer for the last ten years.



JB. STEWART is a conductor in the passenger service of the Illinois Central, between Centralia and Freeport. He first worked in the service of the I. C. in 1879, with a fence gang at Vandalia. From there he went to the O. & M. R. R., having secured a position on that road as brakeman, between St. Louis and Vincennes, with Conductor W. M. Page. In the latter part of 1880, he began work in the Sandoval, Ill., mines, where he remained until 1886. On the 25th of January of that year, he entered the service of the I. C. as brakeman on the local between Clinton and Centralia, with Conductor B. C. Michaels, which position he held until November 1887, when he was promoted to conductor. On August 4, 1899, he was promoted to the passenger service, which position he now fills with satisfaction. Our subject was born October 12, 1860, on a farm near Murraysville, W. Va., and is one of nine children born to Harrison L. and Caroline (Robinson) Stewart, descendants of the early settlers of Virginia. The mother is still living, but the father is deceased. J. B. Stewart came west in 1869, to Sandoval, Ill., where he attended the public schools, and working at various places on stock farms, until entering railroad life. Mr. Stewart was married January 8, 1893, to Miss Florence I. Scott, of Salem, Ill., and their union has been blessed by a little daughter, Beulah, now five years of age. Mrs. Stewart is a daughter of J. D. and Olive (Smith) Scott, natives of Pennsylvania and Ohio respectively, both of whom are now deceased. Mr. Stewart's success

in life marks him as a man of energy and sterling worth. He has a comfortable home in Clinton, Ill., where he has many warm friends, but on account of promotion was obliged to move to Centralia, where he is now located.



BYRON L. BACOT, an engineer in the freight service of the Illinois Central on the Louisiana division, is a native of McComb City, born in 1866. His father, Robert Bacot, is of Huguenot stock, his ancestors having settled in South Carolina in the sixteenth century. Laban Bacot, the grandfather of our subject, was a pioneer of Pike county, Miss., settling in that state about the year 1812. He was a leader among the men of his day, and held the offices of assessor, tax collector and sheriff for many years. The first court house of the county, still stands, crumbling, on the grounds of his former residence. He was an honest, whole-hearted man, the friend of all, caring nothing for money but for the good he might accomplish with its use. On his retirement from public life he was succeeded in office by his son, Robert Bacot, who served ten years as sheriff of his county. Robert Bacot settled where McComb City now stands in 1860, and with a man named Harvey were the only inhabitants of the locality. In 1869, Col. W. H. Garland sent his agent, Mr. Craig, to buy land for the Louisville, New Orleans & Jackson R. R., and they purchased thirty-five hundred acres in and around where McComb City now stands. Soon afterward, J. B. Billings came from Vermont and established a sawmill on Front street, and later the shops were commenced. Mr. Bacot boarded many of the workmen. From that on the place grew rapidly, and in two years was incorporated and called McComb City, in honor of Mr. McComb, a leading official of the road. Mr. Bacot Sr. served in the city government many years, and declined the office of mayor for private reasons. He is still an ac-

tive gentleman of seventy-five years, and has considerable valuable real estate in and near East McComb. Mrs. Bacot, the mother of our subject, is a descendant of Andrew Moore, who emigrated from Scotland, settling in Pottsville, Pa., about 1612. She is a daughter of John Passmore, and is connected by birth with some of the oldest and wealthiest families of Pennsylvania.

Byron L. Bacot, the subject of this sketch, after completing his education, at the age of nineteen went to Harrisburg, Texas, and there learned the trade of a moulder. He returned to McComb City in December 1884, and entered the service of the Illinois Central in the round house under Louis Kell. In October 1886, he began firing on a switch engine at Jackson, Miss., and on December 25, 1890, received promotion to engineer. He has charge at present of engine No. 750, on the local run to Brookhaven. He has had a successful career and was only once laid up, caused by falling from his engine and sustaining a broken arm. Of the social orders he affiliates with Myrtle Lodge, K. of P., and Division No. 196, B. of L. E., of McComb City. Mr. Bacot married a daughter of John W. Curry, of Harrisburg, Texas, and they are the parents of three children: Ruby Belle, Robert Curry, and Audrey. He resides on Cherry street, in East McComb, having lately completed a fine residence there.



WILLIAM H. WILLIAMS, a trusted conductor on the Louisiana division of the Illinois Central, was born in Merriweather county, Georgia, and is a son of William Taylor Williams, deceased, who was a well-to-do farmer, and a prominent thirty second degree Mason of that place. Mr. Williams began life as a dry goods clerk, working at different times in Opelika, Columbus, and Birmingham, Ala. At the latter place, in 1888, he entered the employ of the Louisville & Nashville R. R. as a brakeman, afterward being pro-

moted to conductor, and running out of Birmingham, north and south, also serving between Decatur and Montgomery. In 1893 he entered the service of the Illinois Central at McComb City as brakeman, serving eighteen months at that work, and receiving promotion to conductor in November 1895. He runs all over the Louisiana division from New Orleans to Canton, Miss. His crew consists of Flagman R. L. Rodgers, and Brakeman C. Q. Lewis, the latter formerly foreman in the yards at McComb City. Mr. Williams has had several close calls during his career. While making a coupling, when with the Louisville & Nashville R. R., he lost a finger, and in 1899, was knocked down by a cable car and had two bones in his right leg, near the ankle, broken. The last accident caused him to be laid up ninety days. Mr. Williams married a daughter of William B. Allen, of Midway, Ala., and they have six children living, viz: Florence, a talented young lady attending the high school, Henry Gilmore, William Allen, Lillie, Eleanor and C. T. Williams. Two children died in infancy.

Socially our subject is a member of Pearl Division No. 304, O. R. C., of Canton, and of Myrtle Lodge Knights of Pythias, of McComb City. Mr. Williams carries a substantial amount of insurance for the benefit of his family. He has a pleasant and well appointed home on Live Oak street, in East McComb, where he is highly esteemed as a useful and substantial citizen.



MAURICE STACK, an engineer in the freight service of the Illinois Central, between Memphis Tenn., and Grenada, Miss., has been an employe of the company for nine years. His first work on entering the service was as fireman on the Memphis division, under Engineer P. S. Law, and later under E. J. Hatch, where he was employed until December 13, 1893. On the latter date he received promotion to engineer, and until 1895 was engaged in that capacity in the yards at Memphis. In 1895 he was promoted to a

regular run in the freight service between Memphis and Grenada, where he remains, having charge of engine No. 732, and where he is highly esteemed by his fellow employes. His record on the road has been devoid of accident of any kind.

Mr. Stack was born at Lawrenceburg, Ind., on January 17, 1864, and is a son of John Stack, who was for a long time agent for the "Big Four" at that place, and is now deceased. John Stack, a brother of our subject, is a railroad man in the state of Texas. Mr. Stack affiliates with Johnswood Lodge No. 32, K. of P., and with Division No. 23, B. of L. E., of Memphis, where he resides at 787 Main street.



W. B. BACOT, an engineer in the freight service of the Illinois Central on the Louisiana division, began railroad life when fourteen years old as messenger boy in McComb City. He worked for Agent Page at the depot, and went from there to the oil house, where he was employed eight months. On October 27, 1893, he began active road service as fireman in the freight department, under Engineer Boyle, and was afterward in the passenger service with Engineer Jones, and with the late A. A. Lilly. While running as a regular fireman with Mr. Lilly, our subject was sent to Chicago as chairman of the board of adjustment for the Brotherhood of Locomotive Firemen, and Jesse Coumbe, an honorable and popular young man, temporarily filled his position. On returning from Chicago, he was preparing to go out on his regular run, when his wife persuaded him to go down town with her. Engineer Lilly and Fireman Coumbe both met death on that trip. Their engine telescoped some freight cars that had rolled out from a side track in the McComb City yards; Mr. Coumbe being pinned against the boiler, and extrication being impossible, he was slowly burned to death. Mr. Bacot regards his escape as a remarkable incident, and almost miraculous.

He was afterward promoted to engineer, while serving under Engineer Olaf G. Nelson.

Mr. Bacot was born in McComb City, and is the son of Robert Bacot, whose biography is given in connection with that of Byron L. Bacot, a brother of our subject, and will be found elsewhere in this work. In September 1894, Mr. Bacot married Miss Annie Strevitch, whose father was at one time connected with the Illinois Central, at McComb City. Mr. and Mrs. Bacot have two fine boys; Reginald Meyer, born July 4, 1895, and Theodore S., born June 9, 1897. Of the social orders, our subject is identified with Myrtle Lodge No. 36, Knights of Pythias; and was a delegate to Chicago as representative of Ensign Lodge No. 411, B. of L. F. Mr. Bacot is a man of courteous and pleasant manners, winning the friendship and esteem of all with whom he comes in contact.

GEORGE D. McCALLUM, an engineer in the freight service of the Illinois Central, on the Louisiana division, is a native of Michigan, where he was born in 1873. Joseph McCallum, his father, is an engineer of thirty years' experience, and has been on the Middle division of the Louisville & Nashville R. R. for the past fifteen years. Our subject began railroad life when a young man of twenty, in Florida, working as fireman and switch engineer there for two years. He then came to McComb City and entered the service of the I. C. as fireman in the freight service, and afterward worked in the passenger service under Engineers Bevan, Miller, Bower, and the "Irish Lord" Pendergast. He was promoted in 1899 to engineer, and is now on engine No. 750, in the freight service between New Orleans and Canton.

Mr. McCallum married Miss Raoul, of New Orleans, who is the daughter of R. G. Raoul, the well known agent for the I. C. at Osyka, Miss. Mrs. McCallum's uncle, W. G. Raoul, is

president of the Mexican Central R. R., and T. S. Moeise, another relative, is superintendent of a Georgia road. Her brother, R. G. Raoul Jr., is agent for the Yazoo & Mississippi Valley R. R. at Greenville, Miss. Of the social organizations, Mr. McCallum claims membership with the Modern Woodmen of the World, and Division No. 196, B. of L. E., of McComb City, of which place he is one of the best citizens.

WILLIAM T. FERGUSON, an experienced passenger engineer in the service of the Illinois Central, between New Orleans, La., and Vicksburg, Miss., has been connected with the road since 1885. He began his career in railroad work as a wiper for the Memphis & Charleston R. R., serving in that capacity for five years, and being then promoted to fireman on the road. Eight months later he was promoted to engineer in the freight service, where he was employed from 1876 until 1882 on a regular run from Memphis, Tenn., to Stevenson, Ala. He then went to the Louisville & Nashville R. R. as engineer in the freight service of that company, between Decatur and Montgomery, Ala., serving two and one-half years. From the latter road he came to the Illinois Central (Y. & M. V. R. R.), and was in the freight service of the road only two months when promoted to the passenger service. He is now serving in that department between New Orleans and Vicksburg, where he is doing satisfactory work. His railroad record has been a faithful one, having lost but one month during his fifteen years' service. Accidents happen to the best of engineers, and our subject is not an exception. He has been in several wrecks, and two of his firemen have been killed. He fortunately escaped with slight injuries. Mr. Ferguson was born in Tishmingo county, Miss., on December 19, 1854, and is the son of Carroll Ferguson, an extensive cotton planter of that county, who departed this life

in 1867. F. A. C. Ferguson, trainmaster for the I. C. at Vicksburg, is a brother of our subject. He affiliates socially with Division No. 281, B. of L. E., of Vicksburg. Mr. Ferguson has his home at No. 1638 Poydras street, in the city of New Orleans, and while in Vicksburg stops at No. 301 Bridge street. His career has been an active and successful one, and he is decidedly popular among his co-employees.



HARRY J. BROWN, a popular conductor in the freight service of the Yazoo & Mississippi Valley R. R. on the New Orleans division, was born in New Orleans on October 13, 1869, and is a son of H. O. and Martha (Kelly) Brown. Mr. Brown Sr. was a steward on the Morgan steamship line for many years, and died at Vicksburg, Miss., in 1876. He is survived by his wife who makes her home in New Orleans. Our subject attended the public schools of Vicksburg, Yazoo City and New Orleans, and at the age of fourteen was in the employ of the Singer Sewing Machine company as office boy at New Orleans, and also worked as night operator for the National Fire Alarm company. In 1890 he entered the service of the Yazoo & Mississippi Valley R. R. as a flagman on a passenger train between New Orleans and Vicksburg, remaining there eight months. He was afterwards appointed baggage-man, and was in that service a few months. Going to Mexico he secured a position as clerk and timekeeper in the motive power department of the Mexican National R. R. at Acambaro, serving that company nine months. On account of the illness of his mother, he then returned to New Orleans, and on her recovery re-entered the employ of the Yazoo & Mississippi Valley R. R. as flagman, remaining in that capacity in the freight and passenger service until 1894. He then returned to Mexico, and after a short period as flagman was promoted to conductor on the Mexican Central R. R., between San Luis Potosi and Saltillo. He then brought back to

Vicksburg the body of a friend, who had been killed in Mexico and was induced to remain in New Orleans, resuming his former position of flagman. He continued in that position until 1896, when promoted to his present position, and is now running local freights between Vicksburg and Wilson.

Mr. Brown was married on November 25, 1896, to Miss Zula Mengis, of Vicksburg, and they have one child, Marian, born December 27, 1898. Socially Mr. Brown is connected with Vicksburg Division No. 231, O. R. C. Both he and his wife are members of the Presbyterian church. Politically he is a Democrat.



GRANTLEY B. HARPER, chief clerk in the mechanical department in the Vicksburg shops, of the Yazoo & Mississippi Valley R. R., is a native of Jefferson county, Mississippi, born January 26, 1866. William L. and Anna E. (Coulson) Harper were his parents. Mr. Harper Sr. was a prosperous planter, and for many years a member of the Mississippi legislature. During the Civil war he was captain of the Jefferson artillery, famed for its bravery, and at the battle of Shiloh, on April 4, 1862, he was so severely wounded as to incapacitate him for duty, and compel him to retire from the service. He departed this life in 1892. Mrs. Harper was born and reared in the city of Natchez, and is now residing on the plantation in Mississippi, to which her husband brought her as a bride.

Grantley B. Harper was educated in the public schools of Fayette, Miss., graduating from the Central high school of that city, and finishing his education at Jefferson College in Natchez, from which he graduated in 1883. He immediately made a trip through Texas, but not finding employment of a suitable character, returned to Mississippi and entered the service of the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as a clerk in the office of S. D. McNair, agent for the com-

pany at Harriston. He remained there about two and one-half years, going from there to Vicksburg, and entering the road service as brakeman, and working there one year. He was then appointed cashier and ticket clerk at Greenville, Miss., under George Wheatley, the agent at that place, and held that position five months. He returned to the road service as a freight conductor on the Vicksburg division, between Vicksburg and Coahoma, and after a service of six months was transferred to the New Orleans division, in charge of a mixed train between Natchez and Harriston, where he remained one year. Being then offered the position of material clerk in the Vicksburg shops, he accepted, and later was promoted to abstract clerk. In 1894 he was appointed to his present position, which he is satisfactorily filling. During the Spanish-American war Mr. Harper was first lieutenant of Company A, First Mississippi Volunteers, serving until December 20, 1898, and then resuming his former position with the company. On January 26, 1887, Mr. Harper married Miss Marion Arnette, of Jefferson county, Miss., and they are the parents of Grantley B. and Hazel Harper, two fine children. Mr. Harper is a member of R. E. Lee Lodge No. 1, Knights of Pythias, of Vicksburg, of which he is Past Chancellor. In politics he votes with the Democratic party, and religiously he and his estimable wife are identified with the Presbyterian and Methodist churches respectively. Mr. Harper is numbered among the best citizens of Vicksburg, and is held in high regard by all who know him.



IVESON E. SMITH, an engineer in the freight service of the Illinois Central, on the Louisiana division, is a native of McComb City, Miss. He entered railroad life at that place in 1889, becoming identified with the I. C., and has since been an employe of that road. His first work on the road was as fireman in the freight service, and later he was

in the passenger service until 1895. He was in the latter year promoted to engineer, and is now in charge of a through freight on engine No. 707, with T. Simms as fireman. A continued service of eleven years with the I. C., without an accident of any kind, is a record of which Mr. Smith may be justly proud. Our subject is married and has a nice little family. He is a member of Division No. 196, B. of L. E., of McComb City. Mr. Smith resides with his family in a pleasant home on Pearl River avenue, in East McComb, and is a progressive and popular citizen of that community.



MF. DELANEY, an engineer in the passenger service of the Illinois Central, on the Yazoo & Mississippi Valley branch, was born in Lancaster county, Pennsylvania, on January 27, 1863, and is a son of Michael and Bridget Delaney. The father was a stone mason by trade, and moved from Pennsylvania to Macon county, Mo., where he died, and where his widow still resides. Our subject began railroad work on the old Louisville, New Orleans & Texas R. R. (now the I. C.) as fireman with Engineer "Senator" Jones, between Vicksburg and Rutland, Miss. He was later with Engineer William Rowton for ten months, when he was appointed coal checker for that road at Cleveland, and continued there for three months. He was then appointed foreman and day hostler at the same place, where he was employed from January until August 1889. Taking the examination at Vicksburg, he was promoted to engineer and took charge of the engine engaged in laying the track on the Riverside division. He worked for several months in the construction and freight service, acting as conductor as well as engineer, as was required at that time. He then entered the regular freight service of the same company between Vicksburg and Memphis, and in 1894 was placed in charge of a mixed train out of Greenville, Miss., where he was for three years. Returning to Vicksburg,

he entered the freight service, where he was for one year, and from there to Memphis, in June 1898, where he has since remained, in the regular passenger service of the Y. & M. V. branch of the Illinois Central, between Memphis and Rolling Fork, Miss.

The marriage of Mr. Delaney to Miss Ella Losson, of Vicksburg, occurred in 1894, and their union has been blessed by three children: Ethel, Eugene Emmett and Horace Lawton. He is a member of Greenville Lodge No. 206, A. F. & A. M., of Greenville, Miss.; Leland Lodge No. 77, K. of P., of Leland, and Division No. 281, B. of L. E., of Vicksburg. His family are adherents of the Catholic faith. They reside in a pretty cottage on McLemore avenue, in Memphis, where they are highly respected.



LG. BUCKNER, an engineer in the freight service of the Illinois Central, between Memphis, Tenn., and Grenada, Miss., was born on November 17, 1871, at Parsons, Tenn. He is a son of Edward Buckner, a mill-wright, who resides at that place. Acquiring a good education in the schools of his native place, our subject began life on his own account on a rock crusher at Parsons, where he was employed for two years, and later was a pumper at the same place for the old Tennessee Midland R. R. for eighteen months. He then secured work as fireman on that road, with Engineer Gus Gideon, where he remained nine months. Going from there to Memphis, he entered the service of the I. C. as fireman with Engineer Hatch, where he was occupied until April 30, 1892. The summer of 1892 was spent in the state of Texas, and in December of that year he re-entered the service of the I. C. at Memphis as fireman, where he remained until February 7, 1896. On the latter date he received promotion to engineer in the yards at Memphis, and also ran extra until July 1898, when he was given a regular run between Memphis and Grenada. He was discharged on July

31, 1899, but in November of the same year was reinstated and resumed his old run, which he now has, on engine No. 736. A brother of our subject, O. E. Buckner, is a carpenter in the employ of the Nashville, Chattanooga & St. Louis R. R. Mr. Buckner is a member of Division No. 23, B. of L. E., and of Division No. 364, B. of L. F., both of Memphis, where he resides at 787 Main street. He is a very popular young man, and his future promises to be a bright one.



FRANK LOUIS BURRER, an engineer in the freight service on the New Orleans division of the Y. & M. V. R. R., was born in Alsace, now a part of Germany, on November 15, 1844. He was educated in the schools of his native province, and in 1865, at the age of twenty-one, went to Paris, France, and from there to Egypt, where he worked as a machinist on the Suez Canal. On his return voyage he stopped at the isle of Malta, an English stronghold in the Mediterranean sea, where he visited the church of St. John, the largest church in the world, in the catacombs of which are the tombs of the Knights of Malta. Arriving in Paris in 1867, he remained there until the outbreak of the Franco-Prussian war, when he enlisted and was made a lieutenant in the French army. He was engaged in the defence of Paris during the siege, and at the close of the war, when the commune was declared, allied himself with that movement. After visiting England, Germany, Italy, Greece, Belgium and Switzerland, Mr. Burrer emigrated to America, landing in New York city in September 1871. He went west to Evansville, Ind., and worked on the water works there for a short time, and in 1873 came to New Orleans, taking part in the riot of September 18, 1874. He entered the service of the Illinois Central in 1875 as a machinist, and worked as such with the company until 1878, during which time he superintended the building of two steam shovels. In 1878 he was examined for the position of locomotive en-

gineer, and was given a run on the Louisiana division, between Canton, Miss., and New Orleans. He remained in that capacity until May 1, 1883, when he went to the L. N. O. & St. L. R. R. (now the Y. & M. V. R. R.), assisting in the construction of that road, and afterward securing a regular run in the passenger service. He was in charge of the first passenger train which entered the city of Baton Rouge, La. After a career of fourteen years in the passenger service, our subject was compelled to abandon his work in July 1898, on account of losing his sight. At the present time he has happily partially recovered from his affliction, and hopes to be again ready for active service in about one year.

On July 15, 1873, Mr. Burrer was married to Miss Elise Federlein, of New Orleans, a native of Baden, Prussia. To them have been born four children, viz: Anna, Frank J., Louis C. and Charles B. He is connected with the Masonic fraternity, Knights of Honor, and B. of L. E. The family are members of the Catholic church, and he is a Democrat in politics.



JOHN B. KINKLE, a well known and popular conductor in the freight service on the New Orleans division of the Yazoo & Mississippi Valley R. R., is a native of Selma, Ala., born in 1855. His father, A. J. Kinkle, a merchant of that place, died in 1864, and the mother of our subject, who was before her marriage Miss Mary Blevins, died in 1869. Our subject was educated in a private school in Huntsville, Ala., and in the schools of his native town. His school days being over, he began life as a clerk in the store of B. J. Fort, at Marion Junction, Ala., where he worked six years. He then followed farming pursuits on his uncle's farm at Bowers Station, Ala., for a year, and later clerked in different stores at that place. In 1880 he went to Jackson, and afterward began his railroad career as a fireman on the Illinois Central R.

R. under Engineer Huston, running between New Orleans and McComb City. He afterward served as fireman on a work train, and was also a hostler at Montgomery, Miss. In 1881, he went to the Louisiana division of the road as brakeman, and after working in that capacity until 1883 was promoted to conductor. He then went to the Louisville, New Orleans & Texas R. R. (now the Yazoo & Mississippi Valley R. R.) as a brakeman, and after a short service was promoted to conductor in the freight service. He served as conductor until 1888, transferring at that time to the Louisville & Nashville R. R. as conductor on the Birmingham division, and working there eight months. He then returned to the Y. & M. V. R. R. and was given a position as conductor on a through freight between New Orleans and Vicksburg, and is now successfully serving there with good prospects for promotion. Mr. Kinkle was, on February 24, 1885, married to Miss Elizabeth Carthy, a native of New Orleans. He and his wife are members and supporters of the Episcopal church. He affiliates politically with the Democratic party.



LED. BARNES, an experienced conductor in the service of the Illinois Central on the Louisiana division, became identified with the company on September 2nd, 1886. On that date, being only sixteen years of age, he entered the foundry of the McComb City shops as a laborer, where he was employed two years. On October 8th, 1888, he went to the road service as brakeman with Conductor W. H. Moales, and was promoted to conductor on Oct. 8, 1890. The rapid promotion is indicative of good service. His present run is a through freight, on caboose No. 98269. Mr. Barnes was born at Crystal Springs, Miss. He married Miss Bangston, of Amite City, La., and has two children, Oneida, aged three years, and Walter, aged five months. Socially he is a member of Division No. 108, O. R. C., of New Or-



THOMAS WHEELOCK PLACE.

leans, and the Elks, Lodge No. 268, of McComb City. He had a beautiful home in the latter city, which was just completed when totally destroyed by fire in May 1899. Mr. Barnes is a very powerful man physically, a typical specimen of a man for his work. He is very much esteemed among a large circle of friends and acquaintances.



THOMAS WHEELOCK PLACE. It is a pleasure for the biographical writer to meet a man who has risen from the lowly walks of life to the ranks of the most prominent citizens of the community by dint of his own energy and economy. One whose life furnishes an example of tenacity of purpose and force of character that sets in motion a wave of influence that is felt beyond the immediate vicinity in which he lives, and raises the standard of society and moral principles. Mr. Place was born in the town of Acworth, Sullivan county N. H., January 2, 1833, the son of Ebenezer and Polly (Dickey) Place. He was endowed with such educational advantages as were furnished by the common schools of that day, and this, together with the discipline of home, were his only qualifications for his life work. In March 1850, at the age of seventeen years, he entered the shops of Parks & Woolson, of Springfield, as an apprentice to the machinist's trade. Two years later, or in 1852, was employed as machinist in the Boston locomotive works. Having been so conversant with mechanical railroad work, in 1853 he readily secured employment as fireman on the Northern Railroad, of New Hampshire, which is now a part of the Boston & Maine system. In January 1854, Mr. Place moved to Chicago and entered the service of the Chicago & Aurora Railroad, now part of the Chicago, Burlington & Quincy system, as machinist, but in April of the same year he accepted a position of locomotive engineer for the Illinois Central Railroad, and retained the same until November 1856. While thus employed he had charge of engine No. 53, drawing the first night passenger train

from Centralia to Cairo, Thomas White, conductor. November 13, 1856, he accepted an offer of the Dubuque & Pacific Railroad, made his home at Dubuque, Iowa, and was engineer of engine "J. P. Farley," drawing the first passenger train from Dubuque to Dyersville, May 11, 1857, J. S. Northup in charge of train as conductor. This situation he retained until August 1859, and was then appointed foreman of the company's shops in Dubuque. In May 1860, he received a flattering offer from the Chicago & Alton company of the position of foreman of the roundhouse at Joliet, Ill. This offer he accepted and was in their employ until September 1, 1861, when he returned to Dubuque as master mechanic of the Dubuque & Sioux City Railroad, having been re-incorporated from the Dubuque & Pacific Railroad to Dubuque & Sioux City Railroad, August 1, 1860, and served in this capacity until the Illinois Central company leased the line October 1, 1867. At this time he experienced a change only of employers, for the Illinois Central's officials found him a valuable man and he was retained in the capacity of master mechanic, and moved with the shops to Waterloo, Iowa, in November 1870.

July 24, 1860, the subject of this life history was united in marriage to Miss Mary Josephine Meyers, daughter of one of Dubuque's oldest and distinguished families. This union has been blessed by the advent of a family of four bright energetic sons all of whom have already attained good positions in life. Augustus M. and James W. are both engineers at Waterloo, Frederick E. is general foreman at the Illinois Central shops at Burnside, Chicago, and Dorrance M. is employed in the office of the chief engineer at Chicago. Mr. Place is prominent both in political and social circles in the city he makes his home. During the years 1872, 1877, 1879, and 1880 he was a member of the city council of Waterloo, also member of school board, East Waterloo, 1876 to 1885. Socially he affiliates with the Masonic fraternity, and also Harmony Lodge No. 2, Independent Order of Odd Fellows, at Dubuque, and has filled all the chairs of the latter lodge.

JOHN T. BURNELL, a popular young engineer on the Louisiana division of the Illinois Central, was born at Urbana, Ohio, on May 18, 1867, and is a son of John Burnell, a conductor on the Ohio & Pennsylvania R. R., well known in those states. Our subject began his railroad career as a fireman on the Yazoo & Mississippi Valley R. R. out of Vicksburg, working in that capacity and as extra until 1896, when he was promoted to engineer. He was later transferred to the Louisiana division, and is now serving there, on a through freight run, on engine No. 52. Socially Mr. Burnell is connected with Division No. 196 B. of L. E., of McComb City, where he makes his home. Mr. Burnell is a bright, sociable young man, and a general favorite with every one connected with the road.

JO. F. BEACH, a popular engineer in the service of the Illinois Central on the Louisiana division, began his railroad career in the mechanical department of the Norfolk & Western R. R. He was connected with that road for some time as fireman, and later was with the Southern and Soo roads in similar positions. In 1895, while on the Asheville division of the Southern road, he was promoted to engineer and worked as such for that company until 1897. In the latter year he entered the service of the I. C. as engineer on the New Orleans Terminal, and after a short service there came to McComb City, and has, at present, a through run between that city and New Orleans, on engine No. 746. During his entire railroad career he has never been injured, and being a young man, with a fine record for energy and steadfastness, has a promising future before him. Mr. Beach is a native of Georgia. His parents, J. C. Beach and wife, are still living, Mr. Beach Sr. being a successful merchant, and a prosperous farmer of Georgia. Mr. Beach married Miss Annie Moss, whose father is a

machinist in the I. C. shops at McComb City. Socially he is connected with Myrtle Lodge No. 36, K. of P., and is also a member of Division No. 196, B. of L. E., of McComb City, where he resides in a comfortable home on College Hill.

LOUIS H. KELL, foreman of the extensive machine shops of the Illinois Central at McComb City, Miss., bears the distinction of having held that position for the last twenty-four years, serving successively with satisfaction under eight different master mechanics, viz: Greenup, Anderson, Baker, McKeown, Whittaker, Losuch, Baldwin and Dawson. Mr. Kell was born in Alexandria, Virginia, on February 29, 1844. His father, Nathan Kell, who died in 1897, was a copper-smith by trade, and an expert in his line. In his day much copper was used in construction, and he was connected with the Mobile & Ohio, and the Mississippi & Tennessee roads for many years, as a skilled mechanic. At an early age the subject of this sketch went with his parents to Columbus, Ky., and afterward to Jackson, Tenn. It was at the latter place, and at the age of sixteen, that he began life on his own account, entering the shops of the M. & O. R. R. as an apprentice. In 1862 he took the oath of allegiance at Jackson, and on being released went south to Grenada, Miss., working there for the Mississippi & Tennessee road for two years. He next worked for the Mississippi Central, and in 1874 came to McComb City as foreman of the machine shops, where he has since remained. He has in his department thirty-four skilled machinists, fourteen apprentices, and ten helpers. Fifteen engines of various types have been constructed under his supervision, many of them still doing good service. His success consists in his ability to properly handle his force of workmen.

Mr. Kell was married to a New Orleans lady, and they have an interesting family of six daughters who reside with their parents in a commodious home on Railroad avenue in Mc-

Comb City. They are Misses Marie, Julia, Lillie, Bella, Helen and Louise; all will be well educated, and are a bright family of children. In his social connections Mr. Kell is a Knight of Honor, and both he and his estimable wife are members of the Knights and Ladies of Honor, in McComb City, of which place they are prominent residents.



EDWARD B. SKILLMAN, a well known engineer in the passenger service of the Yazoo & Mississippi Valley division of the Illinois Central, has been connected with the company since 1885. He began his railroad career, on the New York Central R. R. as a fireman between Syracuse and Buffalo, where he was employed from 1870 to 1876, and received his promotion to engineer on that road. He then went to Texas, and entering the service of the Texas Pacific R. R. worked as engineer for that company on the accommodation train between Marshall, Texas, and Shreveport, La., for seven months. From the latter road he went to the New Orleans & Pacific R. R. for five months, and was in the construction service of that road when it was being built. His next work was on a new road being built at Laredo, Texas, in 1880, and where he had charge of the first engine to cross the Rio Grande river. Going from Laredo to Palestine, Texas, he there became identified with the International & Great Northern R. R., which was then owned by the Goulds. He was in the passenger service of that road, and in charge of the train on which Jay Gould and Talmage made a tour of the southern roads, many of which were afterward absorbed by the Gould system.

In 1885 Mr. Skillman went to Vicksburg and entered the service of the Louisville, New Orleans & Texas R. R. (now the I. C.) in the freight department between Vicksburg and Memphis. He then took charge of the engine "R. E. Lee" that carried the pay car special over that road, and from there to a passenger run between

Panther Burn and Greenville, Miss., and later between Wilson and New Orleans.

In 1891 he was transferred to Memphis, since which time he has had a regular all night run, in the passenger service between Memphis and Vicksburg. During his service Mr. Skillman has made some fast runs, among them a run of fifty miles in fifty-three minutes, on one of the old low-wheel freight engines. He has had several wrecks, the most serious one being at Rolling Fork, Miss., when his engine jumped the track and rolled down an embankment. In this accident both he and his fireman were severely injured, and he was "laid up for repairs" for forty-two days afterward. He had other experiences of the kind, but no lives were lost on any train of which he was in charge.

Mr. Skillman is a native of New York state, born within a hundred miles of New York city, on September 27, 1854. He is a son of Daniel Skillman, who was an extensive farmer of that state, and died there after a retired life of several years. He married Miss Belle Reid, of New Orleans, and they have one child, Claude, a fine boy. Of the social orders, Mr. Skillman claims membership with Kellerstone Lodge No. 154, A. F. & A. M., of Wilson, La. He is also identified with Division No. 281, B. of L. E., of Vicksburg, Miss. His family are members of the Methodist Episcopal church. Their home is at No. 51 Gholson avenue, in Memphis, where they have the friendship of a large circle of associates, and where Mr. Skillman is looked upon as a worthy citizen of the community.



CHARLES LINSTROM, master mechanic for the Illinois Central with headquarters at Vicksburg, Miss., is a native of Sweden, and was born January 7, 1848. He attended the public schools of his native country until arriving at his twelfth year, when he began life as an apprentice machinist. He learned the trade and worked at it in Sweden until 1868, when he emigrated to

America, going to Chicago, Ill., where he worked in a restaurant for a month. He soon found employment at his trade in the shops on the West Side, and worked there for two years. In 1870 he went south to Water Valley, Miss., securing a position in the shops of the Mississippi Valley R. R. and worked there one year. He then went to Little Rock, Ark., and remained in that city one year, and from there to New Orleans. He there found employment as a locomotive engineer between New Orleans and Canton, on the New Orleans & Great Northern R. R., remaining in the service of that road until 1882. From New Orleans Mr. Linstrom went to Mexico, working there about sixteen months, and in 1884 returned to New Orleans, becoming identified with the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.) as foreman in the shops, which position he occupied two years. He then went to Vicksburg, and was appointed general foreman, and in 1893 was promoted to his present responsible position. Mr. Linstrom was, in 1876, married to Miss Amelia Berrett, of New Orleans, three children being born of their union. Charles, aged twenty-two, an engineer on the Y. & M. V. R. R. at Vicksburg; Armida, who died on February 28, 1899, aged sixteen, and Gussie, aged nine. The Masonic organization claims Mr. Linstrom as a valued member. He is a Lutheran in his religious connections, and in politics prefers to be independent.

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RICHARD H. JENKINS, a switch engineer employed in the yards of the Illinois Central at Memphis, Tenn., has been in the railroad business for fourteen years. His first experience at railroad work was acquired on the Tennessee Coal & Iron R. R., at Birmingham, Ala., where he worked for one year as a fireman. He was then for four years with the Louisville & Nashville R. R. as fireman, hostler and switch engineer, and from that road went to the Kansas City, Fort Scott & Memphis R. R., where in 1894 he received pro-

motion to engineer. He was in the government service at Memphis as second engineer until 1898, when he entered the switching department of the Illinois Central at that place, and has since remained there in the night service. Mr. Jenkins was born in the state of Pennsylvania on June 29, 1872, and is a son of Leroy Jenkins, a farmer residing in Georgia. He married Miss Mary L. Mathews, who was born in Cleveland county, Ark., but at the time of her marriage was a resident of Memphis. Two children have been born to them: Virginia May and Amy Elizabeth. Mr. and Mrs. Jenkins are members of the Methodist Episcopal church. They reside at No. 73 Van Buren street, in Memphis, where they enjoy the friendship and esteem of a large circle of friends.

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BONZANO WEEKS, the capable manager of the telegraphic department of the Illinois Central at New Orleans, is a native of that city. His birth occurred there on June 30, 1862. His parents, Samuel and Ellen (Taylor) Weeks, the latter still living at New Orleans, at the age of seventy-three years, were natives of the state of New York. Samuel Weeks was an old and trusted employe of the United States mint at New Orleans, and while employed there was seriously injured by being accidentally caught in the machinery. He was appointed watchman at the mint during the incumbency of Dr. Bonzano as superintendent, and while employed in that capacity took up the study of telegraphy and collateral branches, soon becoming an expert in that line. He was then appointed superintendent of fire-alarm telegraph for the city of New Orleans, holding the position twelve years. In 1876 he was appointed melter and refiner at the mint by President Grant, occupying that position until his death which occurred July 28, 1878.

Bonzano Weeks was educated in the public schools of New Orleans, and also took a course in Blackman's Commercial College, graduating

in 1879. He then served an apprenticeship of three years in a machine shop, giving special attention to steamboat construction and engineering. In 1882 he was appointed clerk and telegrapher for the New Orleans police department, and in the same year went to the jetties at the mouth of the Mississippi as manager of the telegraph office there. Remaining in the latter position two years, he next acted as agent for the L. N. O. & T. R. R. (now the Y. & M. V. R. R.) at Kenner, La., but was soon transferred to the general office of the company at New Orleans, where he remained until that road was absorbed by the I. C. He was at once placed in charge, as manager of telegraphy, of the first office established by the I. C., at the corner of St. Charles and Common streets, in New Orleans. After one year's service there, he was promoted to manager of all telegraphic work for the company in that city, which position he has held for more than seven years. Mr. Weeks was married on July 22, 1884, to Miss Mary L. McLaughlin, of New Orleans, whose father, Captain John McLaughlin, is one of the best known pilots on the Mississippi river. Four children are the result of this marriage, viz: Louis B., Samuel A., Linton J., and Thelma L. Mr. Weeks is connected with Masonic Lodge No. 144, of New Orleans, of which he is Past Master. His family attend the Methodist church.

R. B. McINTURFF, a highly esteemed young conductor on the Louisiana division of the Illinois Central, is a native of Woodstock, Va., where his father, Levi McInturff, a farmer, still resides. The early life of our subject was spent on his father's farm, and in 1889, being then twenty-one years of age, he began his railroad career as flagman on a passenger train on the S. F. & W. Railroad, serving in that capacity four months. He then went as brakeman in the freight department of the Alabama Midland Railroad, and after a service of two years was promoted to

conductor. He resigned in 1894, and on March 11, 1894, entered the service of the Illinois Central at McComb City, as brakeman, where he remained until promoted to conductor on October 11, 1896. He has at present a regular run in the freight service, between McComb City and New Orleans, on cabooses No. 98270, and a crew consisting of L. Mook, flagman, and C. B. Emerick, brakeman. On August 19, 1891, Mr. McInturff was united to a daughter of D. D. Hunt, of Hatchechubbee, Ala. Two children have been born to them, Ray H. and Lawrence Owen. He is an officer of Division No. 367, O. R. C., and is connected with Dewey Tent No. 1, Knights of the Maccabees. He was only once injured, by being violently thrown against the caboose door, having his arm broken, and was compelled to retire from work for over three months. He is a trustworthy young man, well liked by his fellow employes, and stands high in the estimation of the officials of the road.

W. M. WHEELER, a conductor in the service of the Illinois Central on the Louisiana division, known to the boys on that division as "The Tall Kicker of the Wabash," began his railroad life in 1869. His first work was on the Lake Erie & Western R. R. as a laborer on a work train, between Peru and LaPorte, Ind., following which he secured a position as brakeman on the old Indiana Central R. R., between Logansport and Richmond, Ind. Acquiring a good knowledge of the work, he next went to the service of the Missouri Pacific R. R., Eastern division, and was a brakeman on that road for one year, leaving at the time of the Jay Gould troubles, known in railroad history as "Black Friday." He next entered the service of the Mississippi Central, and was given a run between Water Valley and Canton, Miss., later taking a regular run between Jackson, Tenn., and Cairo, Ill. In 1875 he went to Texas, and in 1878 was in the passenger service of the Southern Pacific

R. R. (Sunset Route) between San Antonio and Houston. He took one of the first passenger trains to the city of San Antonio. Texas was at that time a rendezvous for desperadoes of all kinds, and Mr. Wheeler was made a United States marshal for western district of Texas for the protection of himself and passengers. He has often been covered by six-shooters, but his iron nerve safely carried him through his difficulties. After working for some time in the Lone Star State, he went north to St. Louis, and was for a year with the St. Louis Terminal R. R. In 1881 he went to the Missouri Pacific R. R., and was in the service of that company as conductor four years, resigning to accept a position with the Wabash Railroad. He remained with the Wabash seven years as a conductor, running out of St. Louis, and from there to Kansas City. Then going to Arizona, he was there about a year in the service of the Atlantic & Pacific Railroad. He then came to the Louisiana division of the Illinois Central, and in 1896 became a resident of McComb City, where he has since remained. His railroad career of thirty-one years has been a successful one, without accidents or injury of consequence.

Mr. Wheeler is a native of Rush county, Ind. His father, William Wheeler, was a Virginian by birth, but when a young man moved to East Tennessee and married Ruth Igo. Not being in sympathy with the slave-holders, he moved his family to Indiana. He was a man of learning, acquired by hard and persistent study, often sitting the greater part of the night before a large fireplace, and studying by the light it afforded. He died at the age of seventy-eight years. Mr. Wheeler is a member of Division No. 304, O. R. C., of Canton, Miss. He has been connected with the order for twenty-two years, first joining, as a charter member, Division No. 7, at Columbus, Texas, in 1878, and was Chief of the Division. He holds a traveling card dated August 1, 1879. He is also a member of Elks Lodge No. 268, of McComb City. Mr. Wheeler has a daughter, now a beautiful young lady of eighteen, who resides in St. Louis. He is a tall, fine looking man, active and energetic, and very popular among the employes on the

Louisiana division. He frequently indulges in literary work, and has contributed articles and humorous poetry to the St. Louis papers. He has written several humorous poems showing the fads and fancies of the boys on his division, which display much wit and a keen judgment of human nature.



WILLIAM J. HELMICK, the accommodating and progressive agent at McComb City, Miss., is a native of Wheatfield, Ind., born in 1876. In 1891 he entered the employ of the Chicago & Eastern Indiana R. R. as telegrapher, serving three months, and from that road went to the New York, Chicago & St. Louis R. R. He then returned to the C. & E. I. R. R. as agent and operator, where he worked for some time. In 1896 he entered the service of the Illinois Central, at Paducah, Ky., as operator, and was sent from there to Horse Branch, in that state, as agent. Following this he acted as relief agent on the Louisville division, and in 1897 was placed in charge of the telegraph office at Crystal Springs, Miss. On August 1, 1898, he was appointed agent at Amite, La., and on December 2, 1898, was transferred to McComb City as general agent, succeeding F. W. Beale and G. K. Reynolds, freight and ticket agents, respectively. Mr. Helmick's position is one of great responsibility, on account of the large shipments of lumber and brick from that point and Fernwood, of which he has charge. The shipments from the sawmills and brickyards of J. T. Coney, White's, and Holmes Brothers, are immense, and it requires a man of ability to handle them properly. The immense shops of the I. C. at McComb City add largely to his work, together with the office work of the yard master, which is under his jurisdiction. An ice house of 1,500 tons capacity, which is located here for the purpose of icing cars of fruit and vegetables, is also under the charge of the agent. This ice house is filled twice per year, and requires a large force of

extra laborers during the spring months. McComb City is soon to have an extensive cotton mill, which will add to his duties. The force under his management consists of H. G. Mackey, chief clerk; Edwin L. McLaurin, and F. L. Kaufman, yard clerks; E. J. Wood, night ticket clerk; H. L. Eastman, office clerk and John J. McIntosh, warehouse man, besides several porters, baggagemen and watchmen.

Mr. Helmick married a daughter of F. H. Scott, agent for the Chicago & Eastern Indiana R. R. at Wheatfield, Ind. The rapid promotion of Mr. Helmick marks him as a young man of great ability. He is progressive, attentive to duty, and has a bright future in prospect.

WR. HERBERT, general yardmaster for the Illinois Central at New Orleans, La., was born at Dallas City, Ill., July 18, 1861; and is the son of Thomas J. and Lucinda J. (Fontaine) Herbert. Thomas J. Herbert, the father, was a stock dealer in Illinois, and died in 1864; his wife still survives, and resides at Vicksburg, Miss. Our subject received his education in the public schools of St. Louis, Mo., and at Beachland high school. At the age of eighteen he was taken into the employ of John A. Wood & Son, extensive coal dealers of Pittsburg, Pa., as clerk, and remained with that firm for three years. In September 1882, he entered the service of the L. N. O. & T. R. R. (now the Y. & M. V. R. R.) as supervisor of construction between Vicksburg and Memphis, holding the position for eighteen months. He then received an appointment as supply clerk, for the same company, and from that to brakeman, and finally to conductor in the freight service, where he remained until July 14, 1890. On the latter date he went to the Queen & Crescent Route as conductor, but after a short service went to Costa Rica, and worked for more than a year on the Ferro Caro de Costa Rica road. He then returned north, and for two months was with the Texas Pacific

R. R. Becoming identified with the I. C. R. R. about that time, he worked for nine months as conductor, and on July 19, 1893, was appointed night yardmaster at Memphis, which he held until November 6, 1896, when he was sent to New Orleans as general night yardmaster, holding the latter position until March 1897. He then went to the L. & N. R. R. as night yardmaster, at Mobile, Ala., and in November of that year resigned and went north to St. Louis, working there a few months for the Terminal R. R. Leaving the latter he worked for a short time for the St. L. I. M. & S. R. R., and returning to New Orleans re-entered the service of the I. C. as assistant yardmaster there. On January 17, 1900, he was promoted to general yardmaster, a position for which his wide experience in railroad work has well fitted him. On October 6, 1899, Mr. Herbert was united in marriage to Miss Laura A. Blakely, a native of New Orleans, and a most estimable lady. Socially he is connected with Division No. 231, O. R. C., of Vicksburg.

THOMAS J. McCOSKER, a young engineer in the service of the Illinois Central on the Louisiana division, is one of the most popular men on the road. He entered the service of the I. C. in 1883, when only seventeen years of age, as a caller, at Canton, Miss. In a short time he began coaling engines, and was afterward appointed fireman on a switch engine. Having served in this capacity for some time, and acquiring a thorough knowledge of the work, he was promoted to fireman on freight and passenger engines successively. In 1889 he was promoted to engineer and given charge of engine No. 20, and later of No. 705, built in Weldon, Ill. He is at present in charge of a "Manifest" run between McComb City and Canton, Miss., where his services are fully appreciated. During his career of seventeen years with the I. C. he has never been in a serious accident, and has the remark-

ably clean record of only twenty days' suspension. This characterizes him as a man who attends strictly to his business, and is of itself an indication that he is certain to rise in his chosen work.

Mr. McCosker is a native of Canton, Miss., where he was born August 14, 1866. His father, Bernard McCosker, who died in 1878, was also a trusted employe of the I. C. At Canton, Miss., Mr. McCosker was married to Miss Mary I. Riley, a popular young lady of Yazoo City, and their union has been blessed with three children. Marie and Nellie Louise are living, and Agnes Margarette died in infancy. Socially he is a member of Division No. 196, B. of L. E., also of the Catholic Knights of America, of McComb City, where he resides in a fine home on Broadway.

NO. E. BRINGLE, a conductor in the freight service of the Illinois Central on the Yazoo & Mississippi Valley division, began his career on that road as brakeman on the Riverside division, where he worked for six months. He then went to the Chesapeake & Ohio R. R. where he was employed for one and one-half years in a similar capacity. Returning to Memphis, he re-entered the employ of the I. C. as a brakeman, and in 1899 was promoted to conductor in the freight department, since which time he has been in the regular through freight service, between Memphis, Tenn., and Vicksburg, Miss. Mr. Bringle is a son of Thomas J. Bringle, a wealthy retired farmer who resides near Covington, Tenn., where our subject was born on January 27, 1868. He has two brothers at that place, one of them an attorney of prominence, and another engaged in mercantile pursuits. Mr. Bringle's railroad career has been free from accidents of any kind. He is considered a careful and painstaking employe of the I. C., well known by every one connected with the road. He resides at 791 Main street, in Memphis.

JM. ANDREWS, a popular engineer in the freight service of the Illinois Central on the Louisiana division, was born at Phillipsburg, New Jersey, in 1850. He is a son of James Millet Andrews, a prominent engineer, who died in 1869, and who was for many years with the Lehigh Valley, and the Delaware, Lackawanna & Western roads. During the Civil war, he was in the service of the government, carrying troops to different parts of the country.

J. M. Andrews, our subject, began railroad life, against the wishes of his father, in his native town, as bell boy for James Warner, an engineer. It was customary for engineers in those days to keep boys to ring the bells. In 1870 he entered the service of the Central R. R., of New Jersey, at Phillipsburg, as fireman, where he served four years in the freight and passenger service. He then went to the Lehigh Valley R. R. and while with that road was, after two years work in the freight service, promoted to the passenger service. He resigned November 18, 1893, on account of a general strike, and went to the Florida & East Coast R. R., working on that road through the winter and going to the Great Northern in the spring. He returned to the Florida & East Coast, and from there went to the Houston & Texas Central, between Houston and Fort Worth, Texas. He then worked successively on the Florida & East Coast R. R., Chicago, Milwaukee & St. Paul R. R., and the Missouri, Kansas & Texas R. R. until June 1898, when he entered the government service as a locomotive engineer in Florida, carrying troops near Tampa and Key West. In the latter service he had charge of a fine new engine, and received a salary of three hundred dollars per month.

Mr. Andrews tells many interesting stories of his experience in connection with that service. In 1899, the Spanish-American war being over, he entered the Illinois Central service at McComb City, where he has since remained, in charge of a run in the freight department. Having traveled extensively, Mr. Andrews has a fund of experience that stands him in good stead. He is a man of great nerve, capable of taking charge of any



ALBERT ARTIC LILLY.

engine. He is a member of Division No. 196, B. of L. E., of McComb City. While with the Lehigh Valley R. R. he organized Division No. 38, at Sayre, Pa., and was chairman of the Grievance Board of the entire system. He has always been an active worker in the interest of the members. He belongs also to the Masonic order, being a member of Hornellsville Lodge, New York state, having taken his father's number in that lodge. Mr. Andrews organized the railroad branch of the Young Men's Christian Association, at Denison, Texas, which is in a flourishing condition at the present time. He married a daughter of C. F. Jenkins, a prominent horseman of Lexington, Ky., and has a promising son, Joe, a school boy.



men, his friends were all who knew him, and at his old home in Hazellhurst, he was looked upon as a pure hearted Christian gentleman. Mr. Lilly was married in 1887 to Miss Palic Catching, of Georgetown, Miss., who departed this life, leaving two children, who by his sad death were doubly orphaned. The remains of our subject were conveyed to Hazellhurst, on a special train, accompanied by many sorrowing friends, and there amid the scenes of his boyhood he was tenderly laid to rest, after an impressive sermon at the Methodist church, of which he was a devoted member. A careful, prudent man, Mr. Lilly left his little ones well provided for, besides which, the Illinois Central railroad company generously paid over to Mr. Joseph R. Lilly, administrator of the estate, the sum of twelve thousand dollars, for their benefit. He was a member of the B. of L. E. and took considerable pride in the welfare of the order.



ALBERT ARTIC LILLY, deceased, one of the most popular engineers in the service of the Illinois Central, was born in North Carolina, but with his parents moved to Hazellhurst, Miss., when young. In 1881 Mr. Lilly entered the service of the Illinois Central, as an apprentice in the McComb City shops, and up to the time of his death had been in the continuous employ of the company, working himself up to repeated promotions, until reaching the responsible position of passenger engineer. At 9:25 on the evening of July 29, 1898, Mr. Lilly entered the McComb City yards on engine No. 1171, and there collided with some freight cars which had rolled out from a side track, telescoping two of them. Mr. Lilly and his fireman, Jesse Coumbe, were caught in the wreck, and both died in a very short time. Mr. Lilly was extricated from his position at once, but was so badly injured that he lived but a short time, dying at one o'clock A. M., July 30, 1898. Mr Coumbe's position was such that he could not be extricated, and he died while pinned between the boiler-head and tender, being horribly crushed and burned. Albert A. Lilly was for twenty years a resident of McComb City, and had legions of friends in that city. Among railroad

JOSEPH R. SCHULKERS, an engineer in the switching service of the Illinois Central in the Memphis yards, is a native of Covington, Ky., his birth occurring May 6, 1862. He is a son of John R. Schulkers, who worked most of his life in a rolling mill in that place, and died in 1880. The early manhood of our subject was spent in the same occupation as his father, in the Covington Rolling Mills, and it was at that place he began railroad work. Entering the service of the Kentucky Central R. R. as fireman between Covington and Lexington, Ky., he worked for that company three years. He then went to Cincinnati, Ohio, and was employed in the yards of the Chesapeake & Ohio R. R. as locomotive fireman, and finally was promoted to engineer in the freight service of that road, between Cincinnati and Russell, Ky. In 1897 he went to Memphis and entered the employ of the Illinois Central in the yards, and has since remained there as night switch engineer, his hours of duty being from 6:00 P. M. to 6:00 A. M. He was in

several wrecks while with the Kentucky Central, but his connection with the I. C. has been devoid of accidents of any consequence. At Covington Mr. Schulkers was married to Miss Theresa Mohlenkamp, of Boone county, Ky., three children being the result of their union, viz: Leona, Adla, and Bernardina. With his wife he is a firm adherent of the doctrines of the Catholic church. He resides at No. 228 Iowa avenue, in Memphis, of which city he is an honest and upright citizen.

JAMES A. WILSON, who occupies the responsible position of depot master for the Illinois Central at New Orleans, was born at Smithfield, Va., on January 26, 1855. His parents, James A. and Mary Wilson, both departed this life in the yellow fever epidemic of 1857. Our subject acquired his education in private schools and under private tutors. At an early age he began life on his own account, working his way in the line of industrial pursuits, and in 1873 entered the service of the C. N. O. & S. R. R., as flagman between McComb City, Miss., and New Orleans. He was transferred in 1875 to the Water Valley division, in a similar capacity, and at the end of one year was given charge of a run on that division as freight conductor. In 1879 he was sent to Jackson, Tenn., and served as conductor in the freight and passenger service between that city and Cairo, Ill., until 1882. In that year our subject was promoted to the passenger service on the Mississippi division, where he remained until 1891. He was then appointed yardmaster at Jackson, Tenn., and after a short service of sixteen days, while engaged in superintending shifting in the yards, lost his left leg. On recovery he was appointed night watchman at Grenada, Miss., and in August 1895 was sent to New Orleans as depot master, which position he now fills.

Mr. Wilson and Miss Fannie Elliott, of Wicklyffe, Ky., were married in 1883, the lat-

ter surviving only about a year after the marriage. He was, in 1888, united to Miss Lula Bosworth, of Canton, Miss., the daughter of Mrs. A. S. Bosworth, who is editor of the *American Citizen*, of that place. Mrs. Wilson is a lady of fine literary ability, and acts as correspondent for various newspapers. To them have been born three children, James Norman, Dudley and Marie. Mr. Wilson affiliates with the Knights of Pythias. His family are members of the Protestant Episcopal church. In politics he gives his allegiance to the Democratic party.

L. DAGRON, roadmaster on the Twelfth division of the Illinois Central, with headquarters at New Orleans, was born in New York city, January 20, 1862, and is the son of Louis and Alice Dagrón. Mr. Dagrón Sr. was a commission merchant of that city. The facilities of the metropolis for acquiring a good education were taken advantage of by the son, and after finishing there he entered McGill University, in Montreal, Canada, taking a course in engineering, and graduating in 1883. He at once entered upon the active duties of life, securing a position as draughtsman with the Sanborn Map and Publishing Company of New York city, where he remained two years. In 1885 he began work with the B. & O. R. R. at Baltimore, in the engineering department, and was with that company until 1892. Entering the service of the Illinois Central in the spring of the latter year, in the capacity of civil engineer, he was made engineer in charge of the Burnside shops. In April 1896, he came to New Orleans, and took charge of the construction of the Stuyvesant docks, erected during that year, and in December of the same year was appointed roadmaster of the Freeport (Ill.) division of the I. C. Serving there for the following year, he was then transferred to New Orleans as roadmaster, and is at present acting in that capacity. He has charge of two hundred and six miles of main

line, which with branch lines and terminals, is increased to nearly five hundred miles. His jurisdiction embraces forty-six sections, besides the New Orleans Terminal. The satisfactory management of such a large undertaking, shows him to be a man of great executive ability.

Mr. Dagrón was, on October 2, 1889, united to Miss Blanche McMorran, a member of a prominent family in Pittsburgh, Pa. He is a thirty second degree Mason, and is a member of the Protestant Episcopal church.



T J. JEWETT, a well known conductor in the passenger service on the Louisiana division of the Illinois Central, was born at Shreveport, La., November 2, 1843. His parents, Ivers, and Lydia (Adams) Jewett, both deceased, were natives of Massachusetts, but came to Louisiana in early life. Ivers Jewett was a merchant by occupation. Responding to the call of his country in the war of 1812, in which he was an officer, he took a prominent part in it and was in the battle of New Orleans under General Jackson.

T. J. Jewett was educated in the public schools of New Orleans, and was from 1855 to 1861 in a private express business in that city on his own account. Espousing the southern cause in the Civil war, he enlisted in 1862, as a private in the 15th Confederate Cavalry and went to Mobile, Ala. He served during the entire war on the Confederate side, surrendering in April 1865, at Gainesville, Ala., with the army of General Joseph E. Johnston. At the close of the war, he returned to Mobile, Ala., and was employed by the Southern Express company, at Mobile, Ala., as a messenger on the M. & O. R. R. between Mobile and Cairo, Ill. This position was held for four years, when he entered the employ of the same road as a brakeman, being in a short time promoted to conductor. He was identified with the M. & O. R. R. until 1873, when he entered the service of the I. C. at Jack-

son, Tenn., as brakeman, and later worked as freight conductor.

In 1874 he went to New Orleans and worked in the I. C. yards as a switchman for a short period. He was soon given charge of a freight train on the Louisiana division, between New Orleans and Canton, Miss. For a few months during the year 1875, he was laid off on account of the slack condition of business, but returned to work in August of that year, acting successively as brakeman, conductor on work train, conductor on freight, and extra passenger conductor; and in 1885 was given a regular passenger run, which he holds at the present time. Mr. Jewett was, on June 25, 1872, united in marriage to Miss Jennie Robertson, of Citronelle, Ala. He belongs to the Masonic fraternity of New Orleans, being a thirty-second degree Mason, also a member of Mobile Chapter, a Shriner of Jerusalem Temple, of New Orleans, and is Chief Conductor, Division No. 108, O. R. C. His family are supporters of the Methodist Episcopal church. Politically he is a Democrat.



WILLIAM BEVEN, the white haired veteran engineer known to all the employes of the road as "Dad" Beven, is in the fast passenger service of the Illinois Central on a vestibule train between McComb City, and New Orleans. Mr. Beven dates his railroad career back to 1868, when he worked in the shops of the New Orleans, Jackson & Great Northern R. R., where he was employed until 1870. In that year he began firing on a wood-burner with engineer John Hughes, known to the railroad men of that day as "Happy Jack", a whole-souled, popular man, who died in 1897 in the state of Texas. After working as fireman in the freight and passenger service of the N. O. J. & G. N. (now the I. C. R. R.) for four years, he went to the Louisville & Nashville R. R. as engineer in the passenger service, between New Orleans and Mobile, and in 1879 returned to the I. C. and has since been

in the employ of that company. He has charge of engine No. 387, Roger's build, with nineteen and one-half inch cylinder. Mr. Beven met with a peculiar accident in 1897. While running at a speed of forty-five miles per hour, he stepped out on the running board to make some repairs, and slipped to the ground, luckily falling in a swampy spot between two stumps. After finding that no bones were broken he looked for his train, which was no where in sight. He then started to walk, when he perceived the train backing up, he having been missed by his fireman after the train had gone three miles. He got on his engine and carried the train through to New Orleans, but the reaction following the shock obliged him to rest for a time. It was from Mr. Beven's engine that Master Mechanic Baldwin jumped and met his death. Mr. Beven says he had reduced his speed to twenty miles per hour, when the fatal red lights of the freight train were seen, apparently on the main line. Fireman McCollum jumped, and Mr. Baldwin followed, striking a switch stand and splitting open his head, causing instant death. Mr. Beven stuck to his post and brought the train to a stand still. The passengers gathered about him, profuse in their thanks, and wanted to raise a purse which he gallantly refused, satisfied with the thought that he had stuck to his post and performed his duty. Mr. Beven's fastest run was made with a train of nine coaches, covering sixty-three miles in one hour, which, considering the track, is a remarkable run. Mr. Beven is a native of New Orleans and was born August 28, 1849.

William Beven, his father, was an Englishman, and his mother was a native of London. The latter died at the age of eighty-six from the result of a fall.

In 1876 our subject married a Miss Delaney, a native of New York. They have three children: Charles R. who holds a responsible position in the freight office of the I. C. at New Orleans, and is married to a prominent young lady of that place; Mrs. T. C. Henry, married to a son of Col. R. H. Henry, of Jackson, Miss, and John L., at school. Mr. Beven is Chief of Divi-

sion No. 196, B. of L. E., and has been an officer of the Division for eight years. He has served as delegate to conventions at Chicago and at New Orleans. He is connected with Myrtle Lodge, Knights of Pythias, and with the Knights of Honor, of McComb City. Mr. Beven has served with success under seven master mechanics, and has graduated many competent engineers from his engine. He is an active man, and takes pleasure in a boxing contest or other sports with his younger fellow employes. Physically he is a fine type of manhood, erect and well-proportioned, and to know "Dad" Beven is to know one of Nature's noblemen.

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WILLIAM W. WEBB, an engineer in the switching department of the Illinois Central in the yards at Memphis, has been connected with the company since 1894. Beginning on the Canada Southern R. R. (now the Michigan Central) he worked for that company in the water and car departments, and also as a fireman in the freight department, until January 17, 1889. He was then promoted to engineer, after examination. The latter was a very rigid one, Chief Dispatcher Babbitt, Assistant Superintendent McDonald, and Division Superintendent J. B. Morfit, constituting the committee. On promotion he was in the freight service of that road for some time between St. Clair Junction and Yarmouth, Ontario, also Windsor and Buffalo. On October 3, 1891, he became connected with the Toledo, Ann Arbor & Michigan R. R., and served as engineer in the freight department of that road until 1894. In that year he went to Chicago, and began work for the Illinois Central in the shops, as hostler, and was afterward foreman. He remained in Chicago until November 1897, when Mr. Renshaw sent him to Memphis, where he was employed in the switching service in the yards, and was also for six months in the freight service. He however returned to the yards, where he has since remained as night engineer.

Mr. Webb has been in railroad service fourteen years, and has never had a wreck and was never injured. Mr. Webb was born in Ontario, Canada, on June 12, 1859, and is a son of John Webb, deceased, who was engaged there in the nursery business on a large scale. In the parental family there were three sons, all of whom became railroad men; first our subject; then George, who was a fireman, and is now dead; and Ernest, an engineer in the water works at Niagara Falls. Mr. Webb married Miss Louie Birdsall, of Canada. Socially he is connected with Lodge No. 32, I. O. O. F., and is also a member of the Foresters, of St. Thomas, Canada. He has a nice home at 106 Florida avenue, Memphis. He is a very faithful employe of the I. C., paying strict attention to duty, and stands high in the estimation of his superiors.



S K. WHITE, a conductor in the passenger service of the Y. & M. V. R. R., was born in Belton, Texas, February 10, 1864, and is the son of Captain B. S. and Anna (Kirkpatrick) White. Captain White was a ranchman in the Lone Star State when the Civil war broke out, and immediately organized the famous "Texas Rangers," being appointed captain of Company A, Sixth Texas Mounted Infantry. He served with distinction during the entire war, and moving to Hinds county, Miss., was for a time deputy sheriff of that county. He was killed in 1891 while attempting the arrest of two burglars. His wife died in 1893. The educational training of Mr. White was acquired in the public schools of Hinds county, Miss., and in 1883 he began learning the printing business at Raymond, in that state, remaining at that work nearly two years. His first work on the road was with the N. J. & C. R. R. (now a branch of the I. C.), in 1885, as brakeman in the freight service between Natchez and Jackson. After holding this position for one year, he came to the L. N. O. & T. R. R. (now the Y. & M. V. R. R.), and served in a

similar capacity, between Vicksburg and New Orleans. On September 1, 1889, he was promoted to conductor in the freight service, and in October 1898, his merits were recognized by the company by his appointment to train master on the Vicksburg district of the New Orleans division. He retained that position during the winter months, and in the spring of 1899 resumed his former work in the freight service, receiving promotion to the passenger service on the New Orleans division in October 1899, which he now holds.

On the 25th of September, 1890, Mr. White was joined in wedlock at Raymond, Miss., her native town, to Miss Mary Willis, an estimable young lady of that place. They are the parents of two bright children, Mary E., born July 4, 1891, and Sterling, born August 14, 1896. He holds membership in the Masonic order; Lodge No. 70, Knights of Pythias, and Division No. 231, O. R. C., of Vicksburg. His family are attendants of the Episcopal church, and he affiliates politically with the Democratic party.



E DWIN C. DUNHAM, a well known engineer in the freight service of the Illinois Central, between Memphis, Tenn., and Grenada, Miss., entered the service of the company in 1878 as a brakeman between Chicago and Champaign, Ill. After serving there for five months, he went to the Chicago & Alton R. R. as fireman between Chicago and Bloomington, Ill., where he remained two and one-half years. His next work was as fireman on the West Michigan R. R., between Muskegon and Big Rapids, where, after a service of four months, he was promoted to engineer in the freight department of that road, and remained there in that capacity one year and three months. Returning to the employ of the Chicago & Alton, he was with that road as engineer for eleven years, running at different times between Chicago and Bloomington, Chicago and Roodhouse, Bloomington and St. Louis, Slater,

Mo., and Kansas City, and Kansas City and Booth. He then went to the transportation department of that road, and was there a conductor in the passenger service for three years between Chicago and Roodhouse, and Chicago and St. Louis. Returning to the Illinois Central, he entered the freight service of that company as engineer, and has since remained there on his present run. During his long railroad career he has had few accidents, and never received an injury. Mr. Dunham was born at Marshall, in the state of Michigan, on January 8, 1860, and is a son of Henry Dunham, a photographer of that city, now deceased. Charles Dunham, a brother of our subject, is a fireman in the service of the Illinois Central.

The first wife of Mr. Dunham was Miss Minnie L. Ferguson, of New York state, who died. He afterward married Miss Estelle M. Cushman, of Glens Falls, New York, in which city he has his permanent home on South street. His western home is at the Broadway Hotel, in the city of Memphis. He is a reliable and active employe, and is held in high esteem by every one connected with the road.

JOHN G. FORD, an old and appreciated conductor on the Louisiana division of the Illinois Central, entered the service of the company in 1884 as a brakeman with Conductor Butterworth, and was himself promoted to conductor on October 10, 1887. His present run is on a through freight between Canton, Miss., and New Orleans, La. Mr. Ford's career on the Illinois Central embraces a period of seventeen years of continued service, during which time he has had no accidents. He lost one caboose, which rolled down an embankment and was demolished, but no blame was attached to him. Mr. Ford is a Mississippian by birth. He married Miss Dancer, of Crystal Springs, Miss., and three children are the result of their union, viz: Ferol, aged six years; Wilda, aged four, and "Diamond Dick," a bright promising

girl. He belongs to Canton Division No. 304, O. R. C., and to Myrtle Lodge, Knights of Pythias, of McComb City. Mr. Ford is of quiet, unassuming disposition, well and favorably known along the Illinois Central road, and a respected citizen of McComb City.



HARRY CHARLTON, a train dispatcher on the Louisiana division of the Illinois Central, with headquarters at McComb City, Miss., is a vigilant and trusted employe of the road, and a very affable young man. He is a native of Braidwood, Ill., and a son of C. K. Charlton, now residing at that place. Our subject began his career in 1894 on the North-Western R. R. in Wisconsin, where he remained only a short time, going in 1895 to the Wabash in Missouri, as operator. In March 1897, he entered the service of the Illinois Central at Gilman, Ill., working successively at Clinton, Ill., and Fulton, Ky. In November 1897 he came to McComb City as operator, in 1898 was promoted to extra night dispatcher, and in 1899 was made a regular dispatcher, where he is now employed and serving with great credit. He is at present on "second trick," his hours being from 4:00 P. M. to 12:00 M. Mr. Charlton's district extends from McComb City to New Orleans, including the Y. & M. V. terminals, and he often has a good many trains to supervise, both passenger and freight. This means a vast amount of property, to say nothing of the hundreds of human lives which are literally in his care, while he is on duty, and is a work requiring great executive ability. Socially he is connected with the Train Dispatchers' Association, of Chicago, and the Modern Woodmen of the World. In 1899 Miss Deith, of New Orleans, became the wife of our subject, and they are comfortably located on Main street in McComb City. The rapid promotion of Mr. Charlton speaks volumes for so young a man, he being now only twenty-six years old, and is a recognition of his fine abilities and faithful service.

HOWRY G. MACKÉY, chief clerk to the local agent for the Illinois Central at McComb City, Miss., is an enterprising and energetic young man, who began railroad life as a clerk in the freight office of Water Valley, Miss. He was afterward transferred to Jackson, Miss., working there until April 1899. He was then sent to McComb City as day clerk, then promoted to bill clerk, and afterward to chief clerk, where he is now serving in the most satisfactory manner. Mr. Mackey's position is one of much responsibility. He has a force of clerks under his supervision, and handles a large amount of office work connected with the yards and station. He is also in charge of the ticket department, and McComb City being a coupon ticket office, he handles large sums of money. Several relatives of our subject are successful railroad men. One of them, an uncle, is a prominent employe of the Cotton Belt road, with headquarters at Texarkana, Ark. His father, L. W. Mackey, is a well known and prosperous grocer of Water Valley, Miss. Socially Mr. Mackey is a member of the Knights and Ladies of Honor, of Water Valley, Miss., his home. He is a young man of pleasing address and genial manners, and his future prospects are very bright.



EDWARD F. CRISP, the ranking engineer at Water Valley began his railroad career in 1870 in the humble position of water boy on the section at Durant, and about a year later went to Goodman where he acted as section master eight months. Returning to Durant he secured a place as laborer on the section for a year and then began working around the depot, at the same time studying telegraphy and the duties of station master. During the two years he was here he mastered the art of telegraphy and when he resigned he was assistant station master. During the following six months he was employed by a private telegraph company, and then returned to

the employ of the railroad as locomotive fireman on the Kosciusko branch near the close of the construction period, remaining on that branch some eighteen months. Desiring to fit himself more fully for the calling of an engineer, Mr. Crisp entered the shops at Water Valley as an apprenticed machinist, and continued in that capacity three and a half years under Master Mechanic J. E. Becton. Feeling better fitted for the road, he re-entered the operative department and was fireman on a bridge train working between Water Valley and Canton, under Engineer John Dunn, on engine No. 86 of the Louisiana division. After a few months on the left side of the engine, he was promoted August 7, 1877, and given a run in the freight service, between Canton and Water Valley, and in 1882 was promoted to the passenger service in which he continued until 1894. At this date, at his own request, Mr. Crisp was given a run on the construction train and later on the local freight, on which he was engaged until 1896, when he was given his present assignment, a preferred freight on the south end of the division. Mr. Crisp has had several severe injuries during the thirty years of his railroad experience. July 3, 1888, he was involved in a wreck on a trestle at Winona, Miss., and went down with his engine, and in consequence was off from duty some six months. Perhaps the most thrilling experience that has occurred in his career happened about four o'clock in the morning on April 11, 1900, about three miles north of Canton, along the banks of Tildabogue creek, after one of the heaviest rain and hail storms that ever visited that region. The creek had risen to an unprecedented height, flooding the tracks to a depth of four feet and washing out the grade. This never having been a danger point, the train came thundering along and without warning rushed into the flood, leaving the tracks and burying some of the crew beneath the wreck. Mr. Crisp, although he stuck to his engine, was rescued in a dazed condition, having sustained a severe cut on the head. It is incidents like this that makes it the wonder that men of sufficient courage can be found to operate the thousands of trains that

daily carry their loads of freight and precious lives. Mr. Crisp was born in Madison county, Tenn. He was married at Water Valley to Miss Henrietta Lawshea, to whom six children have been born, four of whom are now living: Clark, aged 14; Nina, aged 11, and Cloud and Edwin, twins, aged 8.

As a successful railroad man Mr. Crisp can feel proud of his record, having never suffered a suspension nor censure. He is a member of the Masonic order and the Knights of Honor at Water Valley, and the local Division, No. 99, B. of L. E. He is a man of sterling integrity and one of the most reliable operatives on the southern division. No one who mentions him fails to have a good word to say for Ed. Crisp.



A E. READER is one of the best known conductors in the passenger service of the Illinois Central, running on the St. Louis division from Centralia to Cairo, Ill. He entered the service of the company in 1881 as brakeman in the freight service; then in the fall of 1882 served as baggageman on a passenger. From the latter position he was promoted to conductor in 1886, serving in the freight service seven years, and in 1893 was placed in charge of a passenger train, which position he still occupies.

Mr. Reader was born at Clinton, Iowa, January 7, 1861, and is the son of Thomas J. and Phoebe (Bevier) Reader, both of whom were natives of the state of New York. On May 25, 1891, our subject was united in marriage with Miss Anne Parkin, who was employed as clerk in the agent's office at Centralia. To this union have been born two children, viz: Emma, who is now seven years of age, and Chauncey Parkin, aged four years.

Mr. Reader has in his possession a letter from Superintendent Sullivan, of which he is justly proud. In those days freight trains were not equipped with air brakes, and all brakes had to be set by hand. The letter is as follows:

ILLINOIS CENTRAL RAILROAD CO.,
OFFICE OF DIVISION SUPERINTENDENT.

Cairo, Ill., April 12, 1886.

A. E. READER, Brakeman, Cairo, Ill.

DEAR SIR:—I learn that on the night of the 3rd inst., at the time of the breaking of the journal under a car in the freight train, on which you were rear brakeman, just as the train was descending a heavy grade north of Cobden, and during a severe sleet storm, that, notwithstanding the roofs of the cars were covered with a coating of ice, you went over the train setting brakes, passing over the car which was breaking down, and finally reached a point where a signal could be communicated to the engineer and succeeded in stopping the train before further damage was done.

Your action in this case was highly commendable, and I desire to express to you my appreciation of it, believing that it was chiefly through your personal efforts, under trying and perilous circumstances, that the train was saved from serious damage.

Yours truly,

A. W. SULLIVAN, Div. Supt.



I R. SWEETS, locomotive engineer on the I. C., is a native of Bardstown, Ky. He first began railroading in 1879 at Sedalia, on the Missouri Pacific, as a fireman in the freight service, and continued there about two years, when he went to Decatur, Ill., and began firing on the Wabash, where he remained one year, and was then promoted to engineer and ran an engine in the freight service between East St. Louis and Chicago until 1883, when he went on the T. C. & St. L. (now called the Clover Leaf route), with his first run between Delphos and Dayton, Ohio. Later he ran the engine in the construction work during the laying of most of the track from Ramsey, Ill., to East St. Louis, and remained with that road two and a half years. In June 1886, he went with the Short Line as engineer on freight and all extra passengers. He pulled the pay car four years steady, never missing a trip. In 1894 he was given a regular passenger run, and continued there until the purchase of the road in 1896 by the Illinois Central, at which time he was running between East St. Louis and Padu-



C. H. SHAFER.



E. H. DICKINSON.

cah. After the purchase he was put on the Diamond Special, but in 1899 he was given the Creole Spring run and has that at the present time. Our subject is a member of Egyptian Lodge No. 512, B. of L. E. Mr. Sweets married Miss Edith C. Parrin and has no children. He owns two residences at No. 804 and 806 Bond avenue, E. St. Louis.



CH. SHAFER, conductor on the Freeport division of the Illinois Central Railroad, is a native of the city of Freeport, and was born June 23, 1870. He is a son of M. W. and S. A. (Hartzell) Shafer. The father died in 1894, and the mother is still living in Freeport. Our subject had two brothers, both now deceased. John T. was an employe of the I. C. R. R., and Clinton was a conductor for the same company. C. H. Shafer received his education in the schools of Freeport, after which he served an apprenticeship at the carpenter trade. In 1889 he entered the service of the I. C. R. R. as a brakeman and was promoted to his present position of conductor in August 1892. On the 26th of September, 1895, he was united in marriage with Miss Hattie C. Skinner, who was born in Warren, Ohio, March 21, 1865. Mrs. Shafer's parents Abraham DeCamp and Sarah (Rich) Skinner, were farmers. Mr. and Mrs. Shafer have one child, a daughter named Alice Rose, born September 14, 1896.



EH. DICKINSON, conductor on Illinois Central Freeport division, was born in Aurora, Ill., October 17, 1868. His father, Daniel D., a carpenter, died October 11, 1895. His mother, Abbie D. (Danforth) Dickinson, is now living in West Ridge, N. H. One son, Charles F., was a brakeman on the I. C. R. R. at McComb City,

Miss., and was killed while on duty. E. H. Dickinson was educated in the Young's school at Aurora. At seventeen he entered the service of a butcher and learned the business, remaining in that business for four years. At the age of twenty-one he began his railroad experience as a brakeman for the C. B. & Q. R. R., and remained in their service for about three years. On October 15, 1889, he came to Freeport and entered the service of the I. C. R. R. as a brakeman, but was soon promoted to the position of yardmaster at East Dubuque, Ill., in which place he remained two years, and in April 1893 was made conductor and has since that time run on the Freeport division. On the 30th of April, 1889, Mr. Dickinson was married to Miss Mary Fisher, of Naperville, Ill., where she was born July 11, 1869. She was educated in the schools of her native town. They have one son, Eddie H., born October 12, 1890. Mr. and Mrs. Dickinson attend the First M. E. church. Mr. Dickinson is a member of the O. R. C., and the M. W. of A. He is a Republican in politics.



IRA A. MANLEY, who has been an employe of the I. C. for thirty-eight years, is a native of Herkimer county, New York. He began his railroad career on the Philadelphia & Reading Railroad at Port Richmond, a suburb of Philadelphia, in 1850, as an operator and time-keeper, and was there five years. Then in 1855 in company with others he came to Illinois and settled on land granted to the I. C. at what is now called Buckley Station, but at that time no station. Just before General McClellan left the road he was waited upon by a committee, of which our subject was a member, with a petition for a station, and an order for the same was given. The station was erected in 1862, and in August following Mr. Manley was made agent and continued there until October 1872, when he was sent to Tolono, Ill., where he served as agent until 1889, one year of that

time as joint agent with the Wabash. In 1889 he came to Chicago and accepted his present position at Hyde Park, where he acts as joint agent for the Illinois Central, Big Four and Michigan Central, having full charge of all the through passenger and suburban service. When he first took Buckley Station he only had two passenger trains a day. His son, G. W. Manley, succeeded him at Tolono, Ill., and is now agent at Rantoul, Ill. Horace, another son, is clerk in the Central station, Chicago, which position he has held since 1889.



AM. ADAMS, locomotive engineer on the I. C. at East St. Louis, was born in Benton, Illinois. He commenced railroading in 1879 as a section hand on the construction of the Eldorado division and worked in that capacity four years, later in Murphysboro and East St. Louis. In May 1884, he began braking for John Pinkham on freight and continued until May 1886, and then went on as fireman, serving as such until 1889. December 20, 1889, he was promoted to engineer and his first work was between East St. Louis and Du Quoin and continued running freight to that place until 1896, when he was given a run between Pinckneyville and Paducah, remaining here until April, 1899, when he came to East St. Louis and was given preferred freight to Paducah which he has at the present time. He has a regular engine, Rogers, No. 464.

On February 22nd his engine turned over and again on October 19, 1896, had another tip over but came out without an injury. He was examined by P. H. Murphy. Perhaps no engineer has fired for more men than our subject, among them being the following well known engineers, Nick Ring, John Ash, Michael McConery, now retired, John Hendrickson, now deceased, Ira and Bert Bookstaver, Dave McConachie, Daniel Webster, "Fancy" Jackson, now deceased, Patsy Tobin, J. C. Patterson, Ira Sweets and Monroe Crewson.

Our subject belongs to Egyptian Lodge No. 512, B. of L. E., and the B. of L. F., also member of Mitchell Blue Lodge No. 84, of Pinckneyville, and was formerly a member of the I. O. O. F. Mr. Adams married Miss Sallie Robertson and has six children, Ethel, Mabel, Cecil, Gus, Carl and Willard.



AJ. LAW, one of the Water Valley engineers, was born near Tracy City, Tenn., and lived there on a farm until his eighteenth year. With the help of his brother he cleared a forty acre tract and put it under cultivation, planting twenty acres in apples. He began railroad work at Tracy City, Tenn., in the operative department in 1876. After serving four and a half years in the shops he went to Marshall, Texas, and secured work in the shops of the Texas Pacific at that point, remaining seven months before returning east to accept a place in the shops of the Illinois Central at Jackson, Tenn. Working here eight months, he was transferred to the shops at Water Valley, where he was employed until starting out on the road as a fireman three months later. After six months on the left side of the engine, he was promoted in November 1882, and began running on a freight out of Water Valley. Three years later he was promoted to the passenger service, and until June 20, 1899, was at the head of a passenger train. On that date he secured a preferred run, and has been in that service since. Mr. Law has had some exciting experiences during his railroad career in wrecks and otherwise. In 1885 a collision at Elliott, Miss., resulted in injuries that necessitated a thirty-five days vacation, and in 1891, at Toone, Tenn., the attempt of a passenger and a freight train to occupy the same track at the same time, resulted disastrously, though Mr. Law escaped. His most thrilling experience, no doubt, was on the night of December 15, 1888. The north bound passenger left New Orleans at seven in the morning and reached Duck Hill some thir-

teen hours later. In December, it is, at that hour in the evening, quite dark. As the train was moving out, Mr. Law and his firemen found themselves looking into the muzzles of revolvers in the hands of two desperadoes, who proved to be the notorious bandits, Rube Burroughs and Joe Jackson. Ordered to run the engine on a mile and then stop, there was nothing to do but gracefully comply—the intruders had the drop on them. When the train had been stopped, the engine crew was ordered to dismount and accompany the robbers back to the baggage car, which was looted, and the robbers prepared to depart. In the fight that ensued, Conductor Wilkinson was the aggressor, but to no avail, the only casualty being the killing of a passenger, Chester Hughes, of Jackson, Tenn. This is one of the most noted train robberies in the annals of American railroading. Of Mr. Law's first marriage to Miss Nannie Morgan, no children were born. Some seven years after her death Mr. Law was married to Miss Kittie Hogshead, to whom two sons have been born, Wilton and Hyer. Mr. Law is a member of the Masonic order and of Division No. 99, B. of L. E., at Water Valley. He is the owner of a handsome piece of property at the corner of Clay and Price streets. As an operative he has been a very successful man, and a favorite with his colleagues and neighbors.



DAVID D. ELLIOTT is a native of Jefferson county, Ky., having been born near Boston, twenty-five miles north of Louisville. He commenced service on the Illinois Central August 17, 1883, as freight brakeman on the Jackson district for J. A. Wilson, now depot master in New Orleans. He so continued one year and six months when he was promoted to conductor, and since that date has never made a trip as brakeman. Up to November 1885, he ran the local between Jackson and Water Valley. On that date he was given a preferred freight, and is

now the oldest man on the Jackson district running freight. In 1895 he was promoted to extra passenger and has extra on the Jackson district. January 3, 1897, he had three fingers cut off his right hand while making a coupling at Oxford, Miss. Outside of that he has been very successful, and has never been suspended or injured. Our subject is a member of Division No. 149, O. R. C., also belongs to the Knights of Honor. Mr. Elliott married Miss Nettie Nicholas, of Charlestown, Mo., and has two children, Dale Lamont and Cecil Ray. He erected a fine residence in July 1892, at 111 Fairground street, Jackson, Tenn.



JOHN J. KING, the venerable foreman in the blacksmith shops at Water Valley, has seen more changes in the mechanical equipment of the Central than any man employed by the company excepting, perhaps, George Snyder, now in charge of the air-brake car when in the yards at Chicago. Mr. King was born in Scotland of Irish parents and came with them to this country when twelve years of age. His first work in railroad employ was in 1853 at the Weldon shops at Chicago as blacksmith apprentice, having begun learning the trade from his father. The entire equipment of the shops of the road consisted of three small lathes, a planer and a drilling machine, housed in a shed-like building with a leanto roof in which the power was furnished by a small upright boiler. There was at that time but one engine on the Chicago division and that a small one running the gravel train. There had at that time been no piling driven on the lake front and Mr. King, helped make the irons that were used in driving them. He was there when the first master mechanic, Mr. Mason, took charge, and was still in the shops when his successor, George D. Clark, arrived.

In 1855 Mr. King severed his connection with the Central and going to LaPorte, Indiana, secured a place with the Michigan Southern &

Northern Indiana, now the Lake Shore system, remaining two years. In 1857 he went south and secured a place at Memphis in the shops of the Memphis & Charleston road and a few months later was on his way to Algiers, opposite New Orleans, where he had secured a place with a private concern. From here he went to Mobile for the Mobile & Ohio road and a short time after went to Pensacola, Florida, where he worked for the national government two years, building the men-of-war Pensacola and Seminole. After closing his work with the government he returned to the service of the Mobile & Ohio, at Whistler, Alabama, remaining here until 1864, when Sherman's raids made life unpleasant, so he moved. Going thence to Vicksburg he secured work in the government employ in the ordnance department, remaining one year, and at the end of that time came north again and secured work at Litchfield, Illinois, in the shops of the Terre Haute, Alton & St. Louis, now the Big Four road. Having the foremanship of the blacksmith shops of the Mobile & Ohio, at Jackson, Tennessee, offered him, he accepted and for nearly two years he remained there. In 1868 he was offered the same position by the Mississippi Central in the shops at Water Valley which he accepted and for over thirty-two years he has been in charge of the shops at that point. His presence has grown so familiar that the place will not look natural when the day comes that his face will be seen there no more. During these years he has served under twelve master mechanics, namely: Harry Gibbon, John Beaton, Jack White, Thomas Price, John Ramsay, J. W. Luttrell, George Dickel, William Hassman, F. C. Losey, M. S. Curley, T. F. Barton and J. G. Neudorfer. Our subject and son welded a steel tire in the shop at Water Valley which gave good service for eleven months and eleven days, a feat that has never been surpassed as far as known.

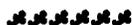
Mr. King was married to Miss Ellen Court, of Chicago, and of their eight children, six are living. Mr. King has long been a resident of Water Valley, where he owns a comfortable home, where all his friends find a hearty wel-

come. The life and recollections of one who has seen a great corporation grow from small beginnings to one of the large systems of the country, cannot fail to be of interest and profit to the younger generation, many of them grandchildren of those with whom Mr. King first labored when he struck the first blow for the Central nearly a half century ago.



W. DEKLE, one of the well known passenger engineers at Water Valley, began his railroad career in 1876 as a fireman at Savannah, on the Florida & Western road. When not on the road he spent his time in the machine shops fitting himself to be a thorough engineer. For four years he was thus engaged, and in 1880 he was promoted and given a run in the freight service. After two and a half years he was made extra passenger engineer, and was usually assigned to the train that was to convey the officers when they passed over the road. He was considered so careful an engineer that he was usually given the first run over a new branch when opened. In 1884 he came to Water Valley and entered the service of the Central as freight engineer, running between there and Jackson, Tenn., until February 1899, when he was promoted to the passenger service, pulling trains No. 23 and 24 between Jackson, Tenn., and Canton, Miss., with engine No. 949. The birth of Mr. Dekle occurred at Thomasville, Ga., a noted winter resort. His brother, Robert L. Dekle, is an engineer and in the employ of the Plant system. The marriage of Mr. Dekle occurred at Water Valley, Miss., to Miss Dollie Montgomery, to whom two children have been born, Chauncey W. and Hazel. Their home is on Clay street, and was erected in 1889. Mr. Dekle first joined the Brotherhood of Locomotive Engineers at Savannah, Division No. 256, and transferred to Division No. 99 at Water Valley. He is a member of the Odd Fellows and of the Masonic order, having taken the degrees in the Blue Lodge, Chapter and Comman-

dery, of which he is the Captain General. He has also passed through the ordeals of the Temple of the Mystic Shrine, at Meridian, Miss. He has fortunately escaped injury, both to himself and his engine. On the whole he has had a very successful railroad career.



EJ. PAYNE, general yardmaster of the I. C. at East St. Louis, first saw the light of day in Tiffin, Ohio. He commenced his railroad service first in 1880, on the Chicago & Eastern Illinois, at Danville, as a freight brakeman, and continued until 1883, when he was promoted to freight conductor, and ran as such for six months on the freight between Danville and Chicago. He then went in yard service for the same road at Chicago as engine foreman, and held that until the fall of 1887, and then went back to conductor and ran freight for two and a half years between Chicago and Momence, Ill. He then resigned and went to the Wabash at Butler, Ind., as freight brakeman, and later on the Belt line of Chicago as conductor, and continued in that position for one and a half years, when he went to the Chicago & Northern Pacific as a transfer conductor in freight service at Chicago, remaining there two and a half years. Then he ran a suburban train eight months, and on July 28, 1894, accepted a position with the Illinois Central as a switchman in the yards at Cairo, and on September 24, 1894, took charge of the yards at night and held that until June 1895, when he was made day yardmaster, and remained there until June 1, 1899, when he was transferred to East St. Louis as general yardmaster, which position he has at the present time. He has twenty-nine men on the pay roll, and has charge of all the in and out freight cars of the Clinton and St. Louis district. Our subject is a member of Division No. 1, O. R. C., of Chicago. Mr. Payne married Miss Minnie Kendall, of Chicago, and has one child, Ida, aged four.

JW. KRUEGER is a native of Troy, N. Y. He is chief clerk of the Illinois Central freight office in East St. Louis, and commenced railroad life on the Cairo Short Line in 1890, as assistant abstract clerk in East St. Louis, under Agent S. H. Brown, and held that position until May 1892, when he was promoted to chief abstract clerk and held that until November 1st, 1893, when he was appointed assistant to Cashier Henry Poss, and continued until June 1, 1896. At this time he was promoted to cashier to succeed Mr. Poss, who was killed in the cyclone of May 27, 1896. Mr. Krueger held that position until April 1, 1900, when he was promoted to be chief clerk at above station. Mr. Krueger is a member of the National Union, and the Railway and Telegraphers' Political League, of Illinois, of which he is treasurer, and also a member of the Masonic order in St. Louis.



ARCHIE T. SMITH, an engineer running out of Water Valley, was born some fifteen miles south of the town, and was reared in the county. His father, Dr. E. W. Smith, was one of the best physicians in the locality; the mother survives and makes her home with our subject. Mr. Smith began railroading at Water Valley as a freight brakeman in 1880, under Conductor Houston, deceased, and after two years' service in that capacity was promoted and for two years had charge of a freight train. Resigning, he went into the stock business on the Big Sunflower River in the Mississippi bottoms, but finding it less profitable than he had anticipated, discontinued it in some nine months, and returned to the employ of the Central, beginning at the bottom again; but at the other end of the train, firing under Jack Kennedy, since killed in an accident on the line. In 1877, after firing two years, Mr. Smith was promoted to the right side of the engine, and given a good freight run out of Water Valley, north and south. His

present run is a preferred freight, trains No. 51 and 72. Mr. Smith is prominently connected with fraternal orders. He was a charter member of Water Lily Division No. 402, B. of L. F., and had the honor of naming the Division. He is a member of Water Valley Division No. 99, B. of L. E., and of the Knights of Pythias, Knights of Honor, and the Elks as well. He belongs to the Independent Order of Odd Fellows and the Masonic fraternity, holding membership in the Blue Lodge, Eastern Star, Chapter, Commandery and Mystic Shrine, the latter at Meridian, Miss. Mr. Smith has several desirable pieces of residence property at Water Valley, and is a thrifty, substantial citizen. He has been fortunate in escaping accident in his twenty years' experience as a railroad man, and has a clear record of which he may well be proud.



J P. MUSE, deceased, was a native of Bradford county, Tenn., and had a varied railroad experience on the Cotton Belt line, the Central and the Mobile & Ohio railroads. He began on the first named road in 1881 as car inspector at Jonesborough, Ark., and a year later was transferred to Pine Bluff as general car inspector for six months. November 3, 1884, he secured a place on the Mobile & Ohio as brakeman, running between Okolona and Cairo. In June 1885, he was promoted and ran as extra conductor and brakeman until February 1887, when he joined the force of the Central at Jackson, as switchman under Charles Chandler. For a few months he was brakeman on the Cairo district, and in December 1887, returned to the Mobile & Ohio. After a few months braking, he was appointed foreman in the engine house at Corinth, Miss., and later transferred to Jackson, Tenn., and made night yardmaster, serving until Dec. 17, 1888. Returning to the Central, he was successively switchman, night yardmaster and brakeman until Aug. 10, 1890, when he was promoted to conductor and was thus employed three

years on local freight and later on the preferred run. Mr. Muse was married first to Miss Lee McCabe, who bore one child and died June 16, 1892. His second marriage was to Mrs. Naylor, whose first husband, a conductor, was killed in the service of the Central, December 22, 1893. One child has been born of the second marriage. Mr. Muse was a member of the Masonic fraternity, Blue Lodge, Chapter and Commandery, also of the Knights of Honor and Knights of Pythias. He held membership with Jackson Division No. 149, O. R. C., as well as in Phoenix Division No. 216, B. of R. T. Mr. Muse expired in his caboose, while on the run between Jackson, Tenn., and Water Valley, Miss., March 30, 1900.



F L. WALDRON, one of the passenger engineers at Water Valley, has had nearly a third of a century of railroad experience over which to look back, and a record of which he may well be proud. Born in the town of Yates, Orleans county, N. Y., he was reared in Michigan, and there began his railroad career in 1868 at Grand Junction, on a construction train of the Chicago & West Michigan road, at a time when there were only about fifty miles of track spiked down. After serving as fireman for about eighteen months, he was promoted and ran on that road some seven years as freight and extra passenger engineer. Going south in the fall of 1877, he secured a position in November on the Chicago, St. Louis & New Orleans road, on the Water Valley district in the freight service, and about 1880 was promoted to a passenger run, which is his assignment at the present time, on engine No. 948, pulling trains No. 23 and 24, between Canton and Jackson, Tenn. Mr. Waldron was married to Miss Anna Strong, who is the mother of two sons: W. L. is a fireman on the Central, and F. M. at home. They have a pleasant home on Robinson street. Water Valley Division No. 99, B. of L. E., claims Mr. Waldron's allegiance, and he has served the order as chairman of the

adjustment board. The only accident worthy of mention that has been sustained by him was a broken ankle while in the service on the Michigan road. His long record with his present employers bespeaks his standing as an operative. Incompetent men do not remain long in the service of any employer.



HUGH L. PALMER, a native of Mississippi, has had a railroad experience extending over nearly thirty years.

His first railroad work was on bridge construction on the Houston & Texas Central, and in 1872 he began in the operative department as brakeman, running between Hearne and Denison. During his two years' service with this road, he was promoted to baggageman, running in that capacity the last year. Joining the force of the Texas Pacific, he was appointed assistant receiving clerk, serving some five months. Returning to Jackson, Tenn., he was, in 1875, given a place as brakeman on the Cairo district, receiving his promotion to freight conductor in Sept. 1877, and to the passenger service ten years later. During this time he lost five months from a serious case of blood poison, and while in the service of the Texas Central he had two ribs fractured, these being the only injuries he has ever sustained during his long railroad career.

Mr. Palmer was married at Bolivar, Tenn., to Miss Florence Joy, and to them have been born the following children: Hugh J., Mrs. J. W. Thomas, of Shelby, Miss.; George D.; James J., and Aileen. Jackson Division No. 149, O. R. C., has Mr. Palmer's name on the roll of members. He enjoys the distinction of having had charge of the last train transferred at Cairo by boat, and the first that crossed the new bridge the day it was opened to traffic. He has a handsome pin, presented to him by the Union Bridge company, that constructed the great bridge.

R. F. PHILLIPS, conductor on the Illinois Central, was born near Hernando, DeSoto County, Miss. He began on the Illinois Central in 1881 as a transfer clerk at Grand Junction, and after serving in that capacity six months, acted as night watchman one year, and then went into the passenger service as flagman under Conductor M. Fouche. After serving here about a year and six months, between Jackson and Canton, he was given a baggage car and ran it two years between Jackson and Canton, and then was on as joint express and baggageman between Jackson and Cairo for about a year. February 21, 1889, he was promoted to conductor, and began running through freight between Jackson and East Cairo, but at present has a preferred run between Jackson and Mounds. In 1896 he had his index finger of his right hand cut off. Mr. Phillips has a fine record, having lost only twenty days in twelve years. He is a member of Division No. 149, O. R. C., at Jackson. Our subject married Miss Mollie Steel, of Winona, Miss., and has no children. He lives at 210 Institute street, Jackson, Tenn.



S. R. MAULDIN, night foreman in the round house at Water Valley, has spent his entire life here, his birth occurring May 4, 1871. His father, J. L. Mauldin, served as station agent at Water Valley from 1871 to 1878, and now resides in the town, retired from railroad work. S. R. Mauldin began railroad work in the shops at Water Valley, under Master Mechanic Price, serving an apprenticeship of four and a half years before taking his place at the lathe and planer as a journeyman machinist. His merit being recognized, he was promoted September 9, 1899, to the night foremanship of the round house, having charge of all the shops during the hours he is on duty, and having under his authority one machinist, one boiler-maker, one inspector and twenty-eight laborers on the night

force. Mr. Mauldin was married to Miss Fewell, of Water Valley, where since their marriage they have made their home. He is an energetic, hard-working man in whatever station he may be placed, and is probably the youngest man holding the position he does between Chicago and Water Valley.



J. A. CUNNINGHAM, a conductor on the Jackson district, began his railroad career on the Louisville & Nashville road, March 18, 1878, at Nashville, as brakeman, being promoted to conductor within eighteen months. For nearly seven and a half years he ran a freight on the road, and then resigned to accept a like position on the Houston & Texas Central, remaining three years. After some three months on the Missouri, Kansas & Texas, under the superintendency of Mr. Hartegan, he joined the force of the Central Pacific in Utah, remaining until June 20, 1890, as conductor. Coming to Jackson, Tenn., he secured a place with the Mobile & Ohio, running between Cairo and Okolona, Miss., for about a year. January 26, 1891, he entered the service of the Illinois Central as conductor, and has retained his place to the present time on the Jackson district. He stands next in line for promotion to preferred freight. In his experience with different railroad managements, he prefers his present employers to any. Mr. Cunningham was born at Nashville, Tenn., and married at Shannon, Miss., to Miss Mary Talbot, a native of Alabama. For a number of years Mr. Cunningham has been a member of the Order of Railway Conductors, at present enrolled in Division No. 149, at Jackson, having transferred from Wasatch Division No. 124, in Utah. He is a member of the Masonic order and of the Knights of Pythias, also. He has been fortunate in escaping serious injuries and has suffered only fifteen days' suspension during his whole railroad career, and that prior to his employment on the Central. Mr. Cunningham has a fine home of his own building at No. 244 Institute street, Jackson, Tenn.

F. J. GARVIN, foreman of the round house at Jackson, Tennessee, is a native of Coldwater, Mich., born in 1867. The family is inclined toward railroad careers, T. F. Garvin, a brother of our subject, being a paymaster in the employ of the Chicago & Erie road, between Chicago and Salamanca, N. Y. F. J. Garvin began as an operative on the Lake Shore & Michigan Southern at Elkhart, Ind., under Master Mechanic Stevens, in 1880, and worked at that place nine years. Coming to Jackson, Tenn., he went into the shops as a machinist under M. S. Curley, remaining here until 1895, when he was made round house foreman, holding that position until 1898. Being transferred to the Burnside shops at Chicago, he served as machinist until December of that year, when he was sent to Water Valley as engine house foreman, remaining a year when he was transferred to Jackson, Tenn.

Mr. Garvin was married at Elkhart, Ind., to Miss Nellie Ludlow, of that place. He is a member of the Ancient Order of United Workmen, of Jackson, Tenn. He is a man that has won his advancements by his own unaided efforts, and his ability to manage those under his charge makes him a trustworthy official in the stations in which he has been placed.



P. B. WILKINSON, the oldest passenger conductor on the Jackson district, was born near Richmond, Va. He commenced railroad service August 1872, on the M. & O. as brakeman between Jackson, Tenn., and Columbus, Ky., and Baldwin, Miss. Then in March 1873, he came to the Illinois Central, then called the Mississippi Central, as freight brakeman between Jackson and Water Valley. He continued eleven months and was then promoted to freight conductor by Superintendent R. N. Calhoun, now deceased, and ran freight until 1875, when he began as extra passenger and continued until 1882 when he got a regular passenger run. Since then, with the ex-



GEORGE J. ROBERTSON.

ception of two years, ran passenger on Jackson district, and since 1886 has been on regular passenger. He has never been injured and never had a wheel off the track between stations, no passenger injured and no serious accident since he has been in the passenger service.

December 15, 1888, at Duck Hill, Miss., Rube Burroughs and Joe Jackson, the former a noted outlaw, boarded the train and stopped it. Our subject, in company with a young man, went out and ordered them back. The young man was killed but our subject escaped, and the robbers got \$2,000 of express messenger. Later the men were captured.

Mr. Wilkinson is a charter member of Jackson Division No. 149, O. R. C., the lodge having been instituted September 31, 1884. W. R. Wilkinson, a brother of our subject, is now a resident of Paducah, and is in the employ of the Illinois Central. Mr. Wilkinson married Miss Annie Weatherly and has six children, five girls and one boy. He erected a residence at 120 Grand avenue, one of the prettiest locations in the city of Jackson, Tenn.



GEORGE J. ROBERTSON, foreman of the paint shops at Water Valley, Miss., began life on his own responsibility in the Illinois Central shops at Centralia, Ill., where he began learning the painter's trade under Master Mechanic Oxley, in 1857. Three years later, after completing his apprenticeship, he went to Holly Springs, Miss., and worked in the shops of the Mississippi Central Railroad until the breaking out of the Civil war in 1861, and then espoused the Confederate cause and served four years in the ranks as a private soldier. After the close of hostilities, Mr. Robertson worked one year for the Mississippi & Tennessee Railroad, at Hardy Station, and in May 1866, he moved to Water Valley when that place consisted of not more than a dozen houses, secured employment in the car department of shops there, and has made that his base of opera-

tions continuously since. In 1867 Mr. Robertson was appointed foreman of the paint shops.

Our subject was born in Madison county, Tenn. He was married at Holly Springs, Miss., to Miss Sallie Lynch, of that city, and their wedded life has been blessed by the presence of a family of four children, namely: Robert, now living in Kansas City; Stephen; Clarence, fireman for the Illinois Central Railroad at Water Valley, and Mabel. Mr. Robertson affiliates with the Masons, holding membership in the following degrees of that fraternity: Ancient Free and Accepted Masons No. 402, McConnico R. A. Chapter No. 96, St. Cyr Commandery Knight Templars No. 6. He is also a member of the Knights and Ladies of Honor, and the Knights of Honor. Mr. Robertson is well known about Water Valley and among the railroad employes, and enjoys the confidence and esteem of a large circle of friends.



AW. STEWMON, a conductor in the service of the Illinois Central at East St. Louis, is a native of Benton, Illinois. He began railroading on the Illinois Central at Benton, Ill., as a messenger boy, and continued as such one year, when he was made assistant agent and later was relief operator. In 1890 he entered train service as freight brakeman on Short Line for W. A. Dale, now in the passenger service and living at Paducah. He was brakeman three years and was then promoted to conductor and ran extra until 1895, when he was given a regular crew. January 1897 he was made yardmaster at Belleville, and also ran the Carondelet transfer. In 1899 he was given preferred freight run, where he is engaged at the present time. C. E. Stewmon, a brother, while discharging his duties as a brakeman, was killed in 1893 in the yards at Benton. Mr. Stewmon was never seriously injured, and is a member of Division No. 3, O. R. C., of St. Louis, Mo. He married Miss Fannie Horn and has one child, Mildred, who is a dear, sweet child of three years of age.

HARRY H. ANDERSON began on the Illinois Central at DuQuoin, Ill., in 1886 as station baggage agent under Agent S. K. Paynter, and continued in that capacity eighteen months and then went to the Short Line as yard switchman and brakeman, and continued until September 1891, and then went to the M. & O. at St. Louis as brakeman, and continued with them one year in that capacity, and then went switching in East St. Louis yards for about a year and then was off the road a short time and on his return he got a train between East St. Louis and Cairo, remained there about a year and then went with the Merchants Bridge company and continued with that company and the Big Four Railroad company until December 1896. He then returned to the Illinois Central as a brakeman for two months, when he was given a regular run between East St. Louis and Carbondale with caboose No. 98,329, which position he retained until March 1900, when he entered the employ of the Mobile & Ohio Railroad as yardmaster.

Mr. Anderson is a member of Division No. 3, O. R. C., of St. Louis.



HIRAM COOPER commenced railroad-ing in 1870 on the Columbus & Hocking Valley Railroad as a fireman between Columbus and Athens, and continued about a year and then went to the Chester & Tamaroa Railroad at the time of the construction and fired about two years, when he was promoted and ran an engine there until 1882. He was on a mixed train, forty-one mile run and double each day. In 1882 he came to the Short Line in East St. Louis, as an engineer on extra freight, and during the time he was on extra list he ran every train on the road. At the end of two years he got regular freight run on the Paducah division, remained there a year and then on the transfer engine until 1893, when he got yard engine No. 157 in the East St. Louis yards, where he has continued to the present time. While on

the Chester & Tamaroa road he went through a twenty-five foot bridge over Mary's river and had a narrow escape from death, breaking his shoulder, and was badly smashed up. Our subject belongs to Egyptian Lodge No. 512, B. of L. E. He is also a member of the Blue Lodge, A. F. & A. M., at Athens, and Royal Arch Chapter at Chester. Mr. Cooper married Miss Sarah Wildermuth; she died January 8, 1894.



JC. ASH, a prominent locomotive engineer, was born in St. Clair county, Ill. He began his railroad career September 8, 1871, as a local freight brakeman on the Cairo Short Line between East St. Louis and DuQuoin, and continued in that capacity three months and was then made night watchman of construction engine at Pinkneyville for two months. He then went on as extra fireman for six months and was then made regular on freight and fired three years steady for Nick Ring, and then spent a year on a coal train and was later made night hostler for a year, Mr. Warren being master mechanic at the time. Then for two years and some months he was on as extra runner, conductor, brakeman, and in fact an all round man. At the end of that time he was given engine No. 5, and pulled the regular coal train to Pinckneyville a year and then went to Belleville for two years and later got the B. & C. mixed run and the Carondelet transfer for four years. He was then promoted and given the through passenger to DuQuoin, and kept that until 1897, when he took the through passenger to Cairo, but during the summer was on a night run to Carbondale. Late in 1897 he got a through passenger to Paducah, which he has at the present time, having the best run on the St. Louis division. Mr. Ash has never been seriously injured and has never had an accident that cost the company a dollar, nor has he ever been suspended. He is a member of Egyptian Lodge No. 512, B. of L. E. Our subject erected

a fine residence at 1105 Tudor avenue, East St. Louis.

Mr. Ash married Miss Edgar and they have four children: Bessie, a young lady of rare musical abilities and a graduate of the Beethoven Conservatory of Music at St. Louis; Adele, Jeanette, and Edgar Allen, a young man of fine ability as a draughtsman.



FRANK T. MOONEY, the efficient general night yardmaster of the Illinois Central at New Orleans, Louisiana, entered the service of the company, on December 23, 1883, as flagboy in the yards at New Orleans, and remained in that position nearly two years. In June 1885, he was promoted to switchman, working in that capacity until 1886, when he received promotion to foreman in the yards, and on November 9, 1889, was appointed night yardmaster. He was promoted in March 1893 to day yardmaster, and again in November 1896, to general night yardmaster. On account of ill-health he was compelled to resign the latter position in March 1899, and was transferred to Stuyvesant Dock, as assistant yardmaster, but soon thereafter returned to his former position, which he still holds. Our subject is a native of New Orleans, having been born there, January 20, 1870. He is the son of James P. and Margaret (Dunn) Mooney, the former having departed this life in 1884, at Monroe, Louisiana, while the latter is still living in the city of New Orleans. He acquired his education in St. Joseph's parochial school, conducted by the Christian Brothers, and also in the public schools of his native city.

At the age of eleven years he began to make his own living, his first employment being in a saw-mill, and afterward, as water-boy on the Shaw R. R. He remained with the latter company nearly two years, part of the time in charge of the tool-house. He then went as assistant pilot on the "Fred Wild" running on the new canal, and remained there until December 23,

1893, when he entered the service of the I. C. and has since been in the employ of that road.

During his career with the I. C. Mr. Mooney has seen wonderful changes, and a great growth in the business of the road. When he began service with the company, the entire force in the New Orleans yards consisted of three switch engines, and twelve men; now there are thirty engines, and one hundred and thirty-five men. In those days, a switchman received sixty dollars per month, and no allowance for extra time; now, the same position pays seventy-two dollars for ten hours per day.

On the 23rd day of December 1888, Mr. Mooney was united in marriage to Miss Anna Berens, a native of New Orleans, and their union has been blessed with four children, May Alice Frank H., James C., and Mary L.

Of the social orders Mr. Mooney is a member of the Knights of Pythias, the Woodmen of the World, and the Masonic order, the latter, Alpha Home Lodge No. 72, of New Orleans. He has been master of Crescent City Lodge No. 101, of the Switchmen's Mutual Aid Association, and vice-master of Sunnyside Lodge, No. 211, Brotherhood of R. R. Brakemen of the same city.

In their religious connections the family are adherents of the Catholic church. Politically, Mr. Mooney is an unswerving Democrat.



JC. PATTERSON, a locomotive engineer on the Illinois Central, was born in Bloomington, Ind., and began his railroad career on the Louisville, New Albany & Chicago Railroad, in 1864, as a fireman from New Albany to Michigan City, and remained in that capacity four years when he was promoted to engineer and pulled freight five years. He then went to the Cairo & St. Louis Railroad and ran an engine between East St. Louis and Cairo for some time, and later was in the passenger service. He then went to the Cotton Belt and pulled freight for two years. In 1888 he came to the Short Line and began

pulling freight between East St. Louis and Du Quoin, and continued until 1896, then on local to same place, and now runs to Brooklyn on preferred freight. In his long railroad service of over thirty-five years, Mr. Patterson has never been injured. He is a member of Egyptian Lodge, No. 512, B. of L. E., of East St. Louis.

Mr. Patterson married Miss Ellen Matlock December 13, 1876 and they have two adopted children. He has erected a fine model residence at 1101 Tudor avenue, East St. Louis.



J H. JONES, the accommodating passenger agent for the Illinois Central, at Cairo, Illinois, is a native of Canada, and was born on a farm near Port Hope, in the province of Ontario, on October 1, 1846. He is a son of John and Anna Jones, the latter residing with our subject at Cairo, the husband and father having died in 1854. In 1855 the family of Mr. Jones moved to Geneseo, New York, where he received his education in the public schools, and was afterward engaged in farming there.

Beginning in 1860, he was for six years at Avon Springs, New York, in a hotel as clerk. He went to Cairo, Ill., in February 1867, and was appointed clerk and ticket agent, on the transfer steamers "General Anderson," and "Illinois," then used by the Illinois Central, and Mobile & Ohio roads, as transfers between Cairo, Illinois, and Columbus, Ky. He remained in that position until September 1873, resigning to go to the Mobile & Ohio, as commercial agent for that road. After a service of one year with the latter company, he was appointed ticket agent for the Illinois Central, at Cairo, and from that time forward has been in that position, a period of twenty-six years. In 1882 he was made ticket agent for the "Cotton Belt" Route and in 1899 for the Mobile & Ohio R. R. He is now joint agent for the three roads, all using the same depot.

On August 4, 1868, Mr. Jones was married to Miss Ada Lester, a popular young lady of Columbus, Ky. Their family consists of H. A. Jones, who is engaged in the clothing business at Cairo, Jessie May, wife of W. C. Neal, residing at Detroit, Mich., Jennie B., a young lady of high musical ability, residing in Chicago, Frank A., at home, William L., who is in the general passenger office of the I. C. at Chicago, and John H. Jr., a student, at home.

Mr. Jones and his family are members of the Protestant Episcopal church, of which he has been a vestry-man for fifteen years.

In politics he is Republican. He is a well known and popular citizen of Cairo, and discharges his duties in such a manner, as to win the confidence of his employers, and the respect of all who come in contact with him.



W G. DAY, superintendent of bridges and buildings, on the Louisiana division of the Illinois Central, was born in Magnolia, Mississippi, April 10th, 1873. Michael Day, his father who departed this life in 1892, was a shoe merchant at that city. He was a native of Germany and came to America when a young man, prior to which he had been a soldier in the German army. His wife, the mother of our subject, whose maiden name was Amelia Rhine, is still living at Magnolia, she was also born in Germany, coming to America when a child.

W. G. Day was educated in the public schools of his native place, and began life as a clerk in a general store there. In 1889, he entered the service of the Illinois Central, as a carpenter. He remained at that work until 1893, when he was appointed foreman of a carpenter force, engaged in building stations. In 1894, he was for a few months a bridge foreman, receiving promotion in November of that year, to supervisor of bridges and buildings, on the Louisiana division, and in 1896 was transferred to New Orleans in a similar capacity, and is now acceptably filling that

position. At the time of his promotion, Mr. Day was the youngest supervisor on the I. C. system. He has charge of three hundred and twenty three miles of Main line.

On April 28th, 1898, Mr. Day was united in marriage with Miss Marie J., daughter of William and Louise Lannes, natives of Paris and New Orleans respectively. They have one child, a beautiful little daughter, Marie J. Day, born February 19, 1899.

Mr. Day belongs to the Masons, the Elks, and Independent Order of Odd Fellows. His family attends the Catholic church. In politics he is independent.

He is a rising young man, possessing the confidence of his superiors, and his genial disposition has won for him the friendship and esteem of all his employes.



JOHN T. WILLIAMS, who on December 15, 1899, resigned the position of storekeeper, for the Illinois Central, on the New Orleans Terminals, was born at Natchez, Miss., on September, 19, 1842. He is a son of William J. and Mary T. (Carroll) Williams, the former departed this life in 1887, at the age of seventy-five, and the latter in 1889 at the age of seventy-four years.

Mr. Williams received his educational training in the public schools of his native city, and in 1861, at the age of seventeen enlisted in Company "A" 16th Louisiana Volunteers Infantry, and was with that company for two years, when he was discharged on account of disability. He soon after joined the 28th Mississippi Cavalry, and was taken prisoner, but escaped and joined Powell's regiment, the first regiment he came to. Later was detailed as one of Maj. Bradford's scouts, where he remained until the close of the war. During his military service he was twice wounded. In 1865, after being mustered out of service, he returned to Natchez, and became a merchant and planter, following that business for three years, and then formed a connection with

Messrs Carpenter and Morgan, and was in the cotton and mercantile business for two years. The next year was spent as superintendent of the extensive plantation of Mr. George M. Davis. In 1879 he went to McComb City, Miss., and entered the service of the Illinois Central, as foreman in the yards, and six months later was promoted to assistant storekeeper, remaining until January 1894 in that position. He was then transferred to New Orleans, as storekeeper for the company, which he held until his resignation December 15, 1899. On the 7th of September 1865, Mr. Williams was joined in marriage to Miss Susan S. Samuel, of Natchez, who was born and educated in that place. They are the parents of five children: Richard I., a machinist; Mamie S. at home; Thomas W.; Albert P. and Holcomb J.

Mr. Williams belongs to the Masonic order, and is also a member of Lodge, No. 36, Knights of Pythias, of McComb City. He has been D. D. G. C. of the latter. The Methodist Episcopal church claim Mr. Williams' family as supporters. In politics he is a staunch supporter of the principles of Democracy.



LR. BROOKS, conductor for the I. C. at East St. Louis, is a native of Cape Girardeau, Mo. He began his service in 1892 on the Cairo Short Line as a freight brakeman for J. C. Tedford, between East St. Louis and Pinckneyville, and was with him for a few trips and was then with various conductors on all divisions of the road and continued until September 1897, when he was promoted to conductor and ran extra until Christmas, 1897, when he was injured and was off the road a year. On this date he was walking his train when it broke in two and our subject fell to the ground on the track, sustaining a fracture of both ankles and had a narrow escape from death. At the end of the year, in November 1898, he returned and ran extra until the summer of 1899 when he was given caboose No.

98,343, and now runs between East St. Louis and Mounds in the chain gang and also between Carbondale and Brooklyn. Mr. Brooks married Miss Clara McLean. Socially he is a member of Division No. 3, O. R. C., of St. Louis.



JAMES W. KINABREW is a well known conductor in the passenger service of the Illinois Central, on the Louisiana division. He entered the service of the N. O. J. & G. N. R. R. (now the I. C. R. R.) in 1871, as ticket and freight agent at Johnstown, Miss., where he remained two years. Desiring a more active life, he sought, and obtained a position in the train service of the road. Beginning as brakeman, at which he served only a few months, he was promoted to extra conductor, and a year later was made a regular conductor in the freight service, between New Orleans, and Canton, Miss. He was in this branch of the service until 1878, when he again became agent at Johnstown. In 1879, he returned to the train service, as brakeman, and was soon after advanced to conductor in the freight service, and finally, in 1890, was promoted to conductor in the passenger service, on the same division, and is filling that position in the most creditable manner at the present time.

Mr. Kinabrew was born in Amite county, Miss., on November 30, 1850, and is the son of John G. and Lettie (Montgomery) Kinabrew, who were farmers of that place, and are now deceased, the former in 1852 and the latter in 1874. He was educated at the Peabody school in Summit, Miss. On October 6, 1870, while walking on the track on his way to school, he noticed a broken rail, and realizing the danger to a passenger train which was soon due at that point, he ran forward and succeeded in flagging the train, thus averting a serious disaster. In consideration of his bravery he was presented by H. S. McComb, then president of the N. O. J. & G. N. R. R., with a beautiful gold watch, bearing the following inscription: "H. S. Mc-

Comb, President of the N. O. J. & G. N. R. R., to James W. Kinabrew A token of regard for your noble effort in saving train, Oct. 6, 1870. 'Spectemur Agendo.'" On Oct. 16, 1874, Mr. Kinabrew was united in marriage to Miss Amanda Alford, of Pike county, Miss. They have two children, Hattie T., who is the wife of Mr. L. Williams, of New Orleans, and Lettie, at home.

Socially Mr. Kinabrew is identified with the Knights of Pythias and the Knights of Honor. He and his family are members and liberal supporters of the Methodist Episcopal church. In politics he is independent.



TE. CRANMER, a popular conductor running as extra in the passenger service of the Y. & M. V. R. R., was born in New Orleans, October 31, 1862. He is the son of T. E. and Jennie E. (Allen) Cranmer, both having departed this life within two months of each other during the present year (1900), the latter on January 10th, and the former on February 23rd. Mr. Cranmer Sr. was for many years a steamboat engineer on the Mississippi river, and was also in the service of the Illinois Central, L. & N. and Y. & M. V. railroads.

Our subject was educated in the public schools of New Orleans, and in 1878, at the age of sixteen, entered the government service on the revenue cutter, "John A. Dix," remaining in the service three years. In 1881 he went to Mexico and took an active part in the building of the Sonora Railroad, working there one year. He then returned to New Orleans and again entered the service of the U. S. government as registry clerk in the New Orleans post office, which position he held two years. After a short clerkship with the L. & N. express company, he became identified on July 8, 1885, with the L. N. O. & T. R. R. (now the Y. & M. V. R. R.) as baggage master, running between New Orleans and Vicksburg, Miss. He was soon offered a position as brakeman on the same division

for the same road, and accepting it, was, after two years' faithful service, promoted to conductor in the freight service. Occupying that position until 1898, he then received promotion to extra passenger conductor, and is at the present time engaged in that branch of the service.

Mr. Cranmer was, on July 24, 1891, married to Miss Naomi Powell, who was born in New Orleans on May 19, 1875. Their union has resulted in the birth of two children, Lula E. and Ettalee. In politics he is a believer in and a firm supporter of Democratic principles, and in religious views is a Protestant.



L. HATCH, a conductor in the freight service on the New Orleans division of the Yazoo & Mississippi Valley R. R., residing in Vicksburg, was born in Chenango Bridge, N. Y., on February 3, 1861. His parents were Sylvanus and Anna B. (Snell) Hatch, both of whom are living. The early life of Mr. Hatch was spent as that of most farmer's boys, attending the district school in winter, and working on his father's farm in summer. At the age of twenty-two he entered railroad life as a brakeman in the service of the Delaware, Lackawanna & Western R. R., between Utica and Binghamton, N. Y., and held that position from 1883 until 1888. He was then promoted to conductor on the same road, remaining in the service until 1896. In 1897 he went south, and locating at Vicksburg, Miss., entered the service of the Yazoo & Mississippi Valley R. R. as a flagman on a freight run between Vicksburg and New Orleans, continuing in that branch of the service until 1898. He was, in that year, promoted to conductor in the freight service, on the New Orleans division, and is now employed in that capacity, rendering the company excellent service.

Miss F. A. Bailey, a native of Syracuse, N. Y., educated in the Onondago Academy of that state, became the wife of Mr. Hatch on March 16, 1898. Mrs. Hatch is a woman of fine at-

tainments, and is deeply interested in the work of the Woman's Christian Temperance Union. Both are members of the Methodist church. Mr. Hatch is a valued member of Vicksburg Division No. 231, O. R. C. Politically he is a Prohibitionist.



PHILIP H. MURPHY, former superintendent of construction for the Illinois Central Railroad at Freeport, Ill., was born in New York city in 1832. The family moved to Detroit, Mich., when our subject was four years old. He attended school under Ludwig Stanton, and took the regular course of instruction at that time given in the public schools, and also took a course in an academy in which he acquired a knowledge of Latin and the higher English branches. At the age of fifteen he entered the service of the Michigan Central Railroad as an assistant to his father, who was a railroad constructor running an engine which pulled a supply train over wooden rails. The family then moved to Elgin, Ill., where he and his father supplied the old Galena & Chicago Union Railroad with ties and wood. He then became agent at Gilbert Station on the same road, and remained there for a short time. In 1856 he was appointed cashier for the I. C. R. R. at Galena, where he remained until 1857, when, on account of the panic which ensued, the forces were cut down, and our subject being the youngest man, was obliged to relinquish his position. He went to Chicago and worked in the office of the superintendent of transportation, and also in the office of W. P. Johnson, general passenger agent, as extra man. In the fall of 1857 he was appointed ticket agent at Freeport, and remained there about one and one-half years; was then agent at Warsaw, Ill., until 1861; then served as agent at Pana for a short time, after which he was agent at Centralia for six months. He then became cashier of the American Express company at St. Louis, but after six months was compelled on account of

ill-health to resign. He then returned to Pana as station agent for one month, after which he came to Freeport as agent, and remained in that position from 1864 to 1886. At that time he was sent over the route of the Chicago, Madison & Northern R. R. (now the Freeport division of the I. C. R. R.) to prospect, and was afterward instructed to purchase the right of way of the same. He also purchased the lands for the Freeport yards, and solicited the location of the Freeport Malleable Iron Works for the use of the company. This is now the I. C. R. R. shops. He was then appointed superintendent of construction and remained in that capacity until the road was completed, then became station agent and remained in the service until his death which occurred March 31, 1889.

On the 4th of June, 1856, Mr. Murphy married Miss Catherine O'Neil, who died September 1, 1899. Of his children, Henry is an employe of the I. C. R. R. company at Freeport; Daniel T. is freight house foreman of the I. C. R. R. at Freeport. Mr. Murphy was a Catholic in religion. In politics he was a Republican.



E. DUNBAR, a highly esteemed conductor in the passenger service on the Louisiana division of the Illinois Central, residing at Canton, Miss., was born in Copiah county, in that state, October 9, 1860. His father, Jackson Dunbar, was a prominent farmer and horse dealer of that county, and died in 1890, survived by his wife, who resides in the old homestead in Mississippi. The educational training of our subject was acquired in the public schools of his native county, and at the high schools of Hazelhurst and Beauregard. In early life he was employed as clerk in a store, at the same time assisting his father in the livery and sale business. At the age of twenty he entered the service of the I. C., as brakeman on a freight train, between New Orleans and Canton, Miss., and served in that capacity for two years. He was then promoted

to conductor in the freight service, and after a faithful record of eight years in that line, was, in 1892, promoted to the passenger service, where he is now employed.

January 4, 1888, witnessed the union of Mr. Dunbar and Miss Emma C. Bauer, of McComb City, Miss. They have one child, Charles E. Dunbar Jr., who was born December 26, 1889, and is now a fine boy attending the public schools of Canton. Mr. Dunbar is a member of the Masonic order, having passed through the K. T. degree. He is also a Knight of Pythias, K. of A. A., a member of O. R. C. and "Old Reli-ables," of the U. S. and Canada. His family attends the Presbyterian church. Politically he is a Democrat.



A. B. RIDLEY, a well known conductor in the freight service of the Illinois Central, on the Memphis division, entered the employ of the company in March 1896. He acquired his first knowledge of railroad work on the Louisville & Nashville R. R. where he began in 1884, as a brakeman between Nashville, Tennessee and Decatur, Alabama. After serving eighteen months as brakeman, he was promoted to conductor in the freight department and also ran as extra passenger conductor until 1896, when he left that road and secured a position on the I. C. under J. T. Harahan, whose headquarters are in Chicago. He has been in the employ of the I. C., as conductor in the freight service, between Memphis and Paducah, since 1896, and is a very popular man on the division.

Mr. Ridley was born near Nashville, Tenn., on June 5, 1863, and is a son of Moses McNairy and Mary E. (Baker) Ridley, both deceased. Moses Ridley was a farmer and stock raiser of Davidson county, Tennessee, and the early life of our subject was spent in work on the farm, and attending the district schools, but as he left home at the age of seventeen, the principal part of his education was acquired after that time.



WILLIAM L. ICKES.



CHARLES FAESSLER.

He was afterward employed in a mercantile house at Nashville, and later opened a grocery store at Mud Tavern, Tenn. He was in business there one year, when he began his railroad career. Mr. Ridley belongs to the Masonic fraternity, being a Knight Templar, and is a member also of the O. R. C., and is democratic in politics. He is not a member of any church, though his parents belonged to the Baptist church.



CHARLES FAESSLER, engineer on the Illinois Central Railroad, Amboy division, is a native of Baden-Baden, Germany, where he was born Aug. 5, 1868.

His parents, Rinehart and Ursula Faessler, emigrated to America when our subject was still a child, and coming west located in Amboy, Ill. Here he attended school and later worked on a farm in that vicinity until twenty-six years of age. At this time he entered the employ of the I. C. R. R. as a fireman, and remained in that position until 1895, when he was promoted to the right side where he is still engaged, running a freight engine on the Amboy division, and is making a record for stability, faithfulness and industry. On the 29th of October, 1896, Mr. Faessler was united in marriage with Miss Kate McGunigal, of LaSalle, Ill. Mrs. Faessler was born in 1871. By her union with Mr. Faessler she is the mother of one son, Charles, who was born August 17, 1897. Mr. Faessler is a member of the B. of L. F., and B. of L. E. He is a Catholic in his religious views, and in politics a staunch Democrat.



WILLIAM L. ICKES, engineer on the Illinois Central Railroad, Freeport division, entered the service as brakeman on the Champaign division in 1881, and after three years was transferred to the Centralia division, served two years and was

then promoted to conductor, serving on that division as such for one year. He was then transferred to the C. M. & N. R. R., running between Chicago and Freeport as freight conductor one year, and as passenger conductor three years. In 1891 he began firing on the Freeport division, making his first run with George Goodrode, and after three and one-half years in that capacity was promoted to the right side, in 1895, running as extra until July 1899 when he was given a regular run in charge of engine No. 489. Mr. Ickes was born in Victoria, Ill., October 15, 1862. He married Miss Flora Pendergast, whose father was section foreman at Irvington, Ill., and by whom he has four children, William G., Ralph E., Ferol R. and Irma Irene. He is a member of Racine Division No. 27 B. of L. E., also a member of the Masonic fraternity, having attained the thirty-second degree.



JA. FRATES, train master of the Fulton district of the Memphis division, has been in the railroad service since the age of fourteen. He is a son of Mr. Anthony and Mrs. Mary (Enos) Frates, and was born at Forest Hill, California, April 23, 1866, attending the public schools of his native place. While still a mere boy he entered the office of the Southern Pacific at Martinez, California, and served a year as office boy. Having learned telegraphy during the year, he was employed as operator at various points along the line for a period of three or four years. Removing to Texas he served as extra operator at a number of points in the state for several roads for about four years and in 1887 he entered the service of the Denver & Rio Grande at Leadville, Colorado, as train dispatcher remaining here until 1889. Going to Vicksburg he worked six months as dispatcher for the Louisville, New Orleans & Texas and then went to Water Valley as train dispatcher for the Illinois Central half a year. From there he was transferred to Jackson, Tenn., in the same capacity, remaining five years, be-

ing promoted to chief dispatcher and assistant train master. In 1896 he was transferred to Memphis as trainmaster and has served in that capacity to the present time. Mr. Frates' marriage was celebrated at Oskaloosa, Iowa, in 1887, to Miss Lulu Buck, daughter of Thomas and Mattie (Bonell) Buck. Their five children are Berenice, Joseph, Earl, Clifford and Ramona. The family attends the Methodist Episcopal church. Mr. Frates is a high degree Mason having passed through the rites of the Blue Lodge, Chapter, Commandery and the Mystic Shrine. His quick perception and close attention to business has won him his advancement to his present responsible position.



WILLIAM WHITE, the former efficient master mechanic at Memphis, has laid a broader foundation of learning than is usual in the mechanical arts, having taken a full course of law as well. Born at Ionia, Mich., January 28, 1863, he was reared in his native place and attended the common schools until the age of sixteen when he became an apprenticed machinist in the shops of the Detroit, Lansing & Northern, at Ionia. Serving his full term he became a journeyman machinist at the age of nineteen and then sought to add to his knowledge the practical operating of a railroad by becoming a fireman at which he was engaged some nine months. Returning to his trade he was thus engaged until 1884, when he began a course of law under the tutelage of Hon. J. H. Mitchell, of Ionia, having decided to adopt a professional career. After completing the full course, just prior to his examination for admission to the bar, he decided to return to his first choice of a vocation and secured a place in the shops at Fort Wayne, Ind., in the service of the Pennsylvania Railroad, remaining there until April 1889, when he was given charge of the air brake department which he held two years. Promoted to assistant general foreman he was transferred

to the shops of the Cleveland & Pittsburg division at Wellesville, Ohio, remaining here until late in the year 1897. December 1, of that year he entered the service of the Illinois Central and was appointed general foreman of the Freeport shops remaining at his post until May 15, 1898, when he was transferred to the Paducah shops in the same capacity. The first of December following he was appointed master mechanic at Memphis and discharged the duties there until he was tendered and accepted the position of general master mechanic of the L. E. & W. Ry., with headquarters at Lima, Ohio, where he is at present located.

Mr. White's marriage occurred at Carson City, Mich., March 21, 1889, Miss Harriett E. Trask becoming his bride. Two children have been born, Genevieve, January 21, 1891, and Stuart B., October 13, 1892.

Mr. White is the son of William R. and Lydia A. (Bliss) White. The father is a pattern maker by trade, and at present employed in the shops at Memphis. E. B. White, a brother of our subject, is general foreman of the L. E. & W. R. R., with headquarters at Rankin, Ill. The family are Protestant Episcopal by faith, and politically are Democrats. Mr. White's advancement has been solely by his own merit and efforts. Had not his qualifications been above the average, and his executive ability of a high order, he would not have attained a position above that of a journeyman in his trade.



WILLIAM L. DAVIS, chief train dispatcher for the Vicksburg division of the Yazoo & Mississippi Valley R. R. at Memphis, Tenn., is a native of Fayette county in that state, and was born January 4, 1839. He is a son of S. W. and Mary (Brown) Davis, both deceased. Mr. Davis Sr. was a farmer by occupation, and was an elder of the Presbyterian church.

William L. Davis received his educational training in the schools of his native county, and

at the Marshall, Texas, University. In the autumn of 1853 he entered a telegraph office at Marshall, Texas, and acquiring a knowledge of the business, was in 1854 sent to Crockett, Texas, as telegrapher. He taught the business to a man there, with a view of leaving the place, and turning the position over to him, which he did, and went to Rusk, Texas, where he also taught his successor the routine of telegraphy. Returning to Marshall, he was soon afterward sent to Shreveport, La., as telegrapher, but was there but a short time when he went to Mansfield, La., working there six months, and subsequently returning to Shreveport. The sickness and death of his father called him home at this time, where he remained six years. While at Crockett, Texas, he exchanged lessons in telegraphy with the editor of the *Crockett Printer* for the privilege of learning the printing business, and acquired a knowledge of type-setting and other work connected with a printing office. With a partner he bought the Hopkins County *Telegraph*, a newspaper published at Bright Star, Texas, which he published and of which he was junior editor until the spring of 1861. Mr. Davis then disposed of his interest in the paper, volunteered in the service of the Confederacy, becoming a member of Company I, of the First Texas heavy artillery, which was stationed at Galveston, and from which he was detailed until the surrender of the Confederate forces in 1865. He then went to the Indian Territory, but was there only a short time, when he became ill, and went to Brownsville, Ark., where his mother then resided. He then went to Little Rock, and secured a position with the Pine Bluff Telegraph company, assisting in the construction of that system, and afterward was for a year manager of their office at Little Rock. His next work was with the Memphis & Little Rock Telegraph company, at Fort Smith, Ark., and afterward at Van Buren. He then went to Princeton, Ark., where he took charge of an office, and remained about one year. Going to Houston, Texas, he was employed there in the office of the Star State Telegraph company, remaining six months, and was then transferred to Galveston as mana-

ger of the office. He was afterward assistant superintendent. When the Star State Telegraph lines were sold to the American Telegraph company, he became their manager at Houston, Texas. Mr. Davis was appointed assistant superintendent at Marshall, Texas, serving there for about one year. He then went to Memphis, and for a time was unemployed, but secured a position as operator at Grand Junction, Tenn. From that place he went to Union City, Tenn., where he finally became agent for the Nashville & North-Western R. R., occupying that position until October 1873. He then went to Jackson, Tenn., as train dispatcher for the Mobile & Ohio R. R., and was in the employ of that company until July 1878. In that year he entered the service of the C. St. L. & N. O. R. R. (now the Illinois Central) as train dispatcher, and December 1, 1878, was sent to McComb City, Miss., in that capacity, remaining there until September 1883. He then went to Boyce, La., as dispatcher on the New Orleans, Texas & Pacific R. R., and from there to Baton Rouge, as chief dispatcher for the L. N. O. & T. R. R. From Baton Rouge he was transferred to Wilson, remaining there as chief dispatcher until May 1885, when two divisions were consolidated, and he was transferred to Vicksburg, Miss., as chief dispatcher, and occupied that position until 1890. In the latter year, he went to Natchez, as superintendent of the Natchez and Jackson division where he remained nearly two years, until the road changed management. He then went to Vicksburg, where he secured the position of train dispatcher, on the Vicksburg, Shreveport & Pacific R. R. After a short service there, he went to the Alabama Great Southern R. R. at Birmingham, Alabama, as dispatcher, and from there on November 1, 1892, to the Louisville, New Orleans & Texas R. R. at Memphis, Tenn., where he has since remained, in his present position as chief train dispatcher.

Mr. Davis was twice married. His first wife, to whom he was married in 1868, was Miss Nannie Hamilton; she died in 1879, and in 1880, he was united to Miss Octavia W. L. Carey, who departed this life in 1889.

His children by his first marriage are Ivy, and David W., chief clerk in the roadmaster's office at Memphis. To the second union was born one child, Mary Davis.

Mr. Davis is a Knight Templar and belongs to the Old Timers Telegrapher's Association. He is a member of the Presbyterian church, and a Republican in politics.



GEORGE E. JARMAN, is the capable and highly popular supervisor of tracks and bridges, on the Aberdeen division of the Illinois Central, and a generous, whole-hearted, self-made man, who has risen by his own efforts from a poor boy, to his present responsible position. Mr. Jarman was born in Monroe county, Mississippi, where his father was a wealthy planter before the war. Although a strong upholder of the union, Mr. Jarman Sr. fought with the people of his own state, and was killed during the Smith raid, being shot down in the presence of his wife. His property and slaves were confiscated, leaving the mother penniless, with a family of twelve children. Our subject being a strong, active boy, hired out as a plow-boy, to assist his mother, pursuing his studies at night, under the supervision of an older sister, who had in their days of affluence, received the benefits of a good education. At the age of twenty-two he secured employment as porter, with the Mobile & Ohio R. R., afterward assisting with office work, and studying telegraphy. He entered the service of the Illinois Central, in 1885, as a laborer, on the section, near West Point, Miss., and from there to the Yazoo & Mississippi Valley R. R. with Captain E. J. Martin. He next worked successively, as section foreman on the Mobile & Ohio R. R. and the Kansas City, Memphis & Birmingham R. R. remaining with the latter company four years. In the fall of 1891 he returned to the I. C., being appointed section foreman on the Grenada division, and worked there until 1897. In the latter year he was made supervisor of tracks on

the Grenada division, and in April 1898, was transferred to the Aberdeen division, in his present capacity.

His jurisdiction embraces the tracks and bridges on the Aberdeen division of the Illinois Central, from Durant, to Tchula, Miss., and the coal run into Brilliant, Ala. He has a force of sixteen section-foremen, two extra gang foremen, one bridge foreman, one hundred and thirty-seven laborers, and sixteen bridgemen under his supervision. Jan. 22, 1880, Mr. Jarman was united to Miss Maggie Dance. They have one child living, a bright little girl of eight years, who stands at the head of her class in school, although the youngest. They reside in one of Durant's most beautiful homes. A brother of Mr. Jarman, Edgar, is a prosperous farmer, and a prominent citizen of Oklahoma. By the united efforts of the family, they have recovered their old home in Mississippi, where their mother is now residing. Mr. Jarman is a fine looking man, standing six feet, four inches, and weighing two hundred and thirty pounds. He is a man of sterling worth, who has the confidence and esteem of all, in the community of which he is a respected member.



BF. GALVANI, freight agent for the Illinois Central at Canton, Miss., entered the employ of the company in 1888, as brakeman on the Louisiana division of the road, out of McComb City. After two years service in that capacity, he was appointed night yardmaster at the same place, holding that position three years. He was then promoted to conductor in the freight service, on the same division, and in July 1893, was transferred to Canton, Miss., and given his present position. In the fall and winter season Mr. Galvani is one of the busiest men in the service, as Canton is in the center of the vegetable country, of Mississippi, and hundreds of car loads of tomatoes and other vegetables are weekly shipped to the Chicago markets. He has quite a force of clerks

in his office, among them his brother, Charles, who is his chief clerk.

Mr. Galvani was born at New Orleans, on April 25, 1862, and is a son of Charles Galvani, an artist of note, of that city, who is now deceased. His wife prior to her marriage to Mr. Galvani was Miss Mary McElwee, of Amite, La. Two sons are the result of their union, Ernest and Beauregard. Socially, he is connected with the Order of Elks, and is also a member of the O. R. C., of Canton. Both he and his wife, are devoted adherents of the Episcopal church.



MAURICE C. MULCONERY, engineer at East St. Louis, began his railroad career October 27, 1885, in the capacity of wiper and helper in the shops of the Cairo Short Line. Six weeks later he secured a position as fireman, worked in the East St. Louis yards two weeks, then between that city and DuQuoin under Engineer William Ash, and later under his father one year, and for others, both to DuQuoin and other points from East St. Louis. July 17, 1888, Mr. Mulconery was set up to engineer and spent his first fifteen months in that capacity in the East St. Louis yards, and later ran extra out of East St. Louis for a short time. He then moved to Belleville and worked in that city at different times in the yards, on transfer eight years, and as extra passenger engineer. In November 1898, our subject returned to East St. Louis and his present run is from that city to Mounds, and his regular engine is No. 507. His runs were 255 and 286. He is also occasionally called upon to make an extra run on a passenger train. Mr. Mulconery was born in Belleville, Ill., a son of Michael Mulconery, of whom a sketch appears elsewhere in this volume.

In August 1891 our subject was united in marriage to Miss Maggie Keefe, of Belleville, Ill., and their wedded life has been blessed by the birth of two children, Maurice and Agnes, the latter of whom died February 24, 1900. So-

cially our subject is identified with Egyptian Lodge No. 512, B. of L. E., of East St. Louis. He has been a very successful railroad man, is an able engineer and has never met with serious accident since he has been on the road.



CHARLES R. SMITH, a widely known and valued employe of the Illinois Central, is an engineer in the passenger service on the Louisiana division of the road. He was born at Auburn, N. Y., and at the age of seven years moved with his parents to Ohio, where his father, Daniel G. Smith, was engaged in the tanning business. When quite young he entered the shops of the Dayton & Union road, at Greenville, Ohio, and soon received an appointment as fireman. In 1863 he was promoted to engineer, and going to Memphis, Tenn., in 1865, became identified with what was then known as the Memphis & Charleston R. R. He worked for that road as engineer three years, and from 1868 until 1876 was with the Alabama Central Railroad as engineer on different divisions of that road. On December 26, 1876, he entered the service of the I. C. at McComb City, as engineer under Master Mechanic Greener. He remained in the service until 1880, when he resigned, and going to Ohio, worked for a short time in the service of the Big Four R. R. Returning to the service of the I. C. at McComb City, in 1880, he was given a regular run as engineer in the passenger service, which position he retains, and is filling with eminent satisfaction, having charge of engine No. 932, with George Cutrer as fireman. A brother of our subject, Edgar Smith, is a prominent engineer on the Big Four system. Charles R. Smith married Miss Davidson, whose father, W. B. Davidson, was employed for a number of years as a painter on the I. C. Their union has been blessed with the following children, viz: Glen, who is in the employ of Holmes Bros., of McComb City; Addie, a young lady at home; Howard, Geary and St. Clair. Julia May Holt, a

bright little girl with great musical abilities, is an adopted daughter. The family reside in a fine home just completed on Minnesota avenue. Mr. Smith belongs to Division No. 196, B. of L. E., and was the first Engineer of the lodge. He is also a member of the Knights of Honor, of McComb City, where he is highly esteemed by all the citizens.



JOSEPH A. DUNHAM, foreman in the shops at Centralia, was born in the town of St. Johns, New Brunswick, September 16, 1858, and spent his boyhood in Canada, where he learned the carpenter's trade. After his removal to Waterloo, Iowa, he learned the millwright's trade with the firm of Wilford & Northway, afterwards removing to Laporte, Iowa, and from there to Greene in the same state. Later he returned to Waterloo and spent two years in the employ of J. T. Burkett, as journeyman. He then followed general carpentering until October 14, 1886, when he entered the employ of the Illinois Central as a carpenter, and in February 1888, was placed in charge of the car repairing department and also of the wrecking gang on the road. On August 1, 1891, he was promoted to the position of foreman of the carpenter shops, at Waterloo, and was retained in that capacity until December 1, 1899, when he was transferred to the shops at Centralia. Our subject's father, Joseph Dunham, is also a carpenter, and is now employed in the I. C. shops at Waterloo.

December 31, 1883, Mr. Dunham was married at Jesup, Iowa, to Miss Eva M. Phillips, and to this union have been born three children, viz: Adelbert, Mary Louise, and one who died in infancy. Socially our subject is identified with the following fraternities: Howland Lodge No. 274, A. O. U. W.; Melchoir Court No. 8. Tribe of Ben Hur; Degree of Honor, A. O. U. W.; Improved Order of Red Men, and formerly held membership with the Select Knights, A. O. U. W.

MICHAEL MULCONERY, a retired engineer living at Belleville, began his railroad career as a wiper in the round house at that place in December 1858. Three months later he secured a position as fireman in the passenger service under Engineer Webb Ross, between Belleville and East St. Louis, a fourteen mile run, and retained that position until 1861, at the same time making an occasional run in the freight service. He then went to Litchfield to accept a position as fireman between that city and Terre Haute, Ind., for the Terre Haute & Indianapolis Railroad. Being unsatisfied with the place, however, he remained but two weeks, then secured a run between Litchfield and East St. Louis which he retained six weeks, and in the fall of the same year he went into the Litchfield round house in the capacity of dispatcher. In March 1862, Mr. Mulconery was sent to East St. Louis in charge of old engine No. 1, which he used in the yards during that summer and part of the following winter, doing some extra work on the line at the same time, as there were but two crews on the Belleville branch. After spending about eight months in the East St. Louis yards, our subject was placed in charge of engine No. 5, which hauled a coal train, and was thus engaged three years. He then used different engines, retaining each but a short time, until he took the levers of No. 50, a Norris engine, and had her until May 1869 on a coal train. At the last named date Mr. Mulconery was promoted to the passenger service and given engine No. 3, a new machine, Hinckley make, and for nine months she plied at his will between Belleville and East St. Louis. He then began a career of about eighteen years on engine No. 11, and one fireman, William Ryan, stood by his side during seventeen years of that time. In 1888 he got engine No. 40 for a short time, and later No. 1180, which he retained until he tendered his resignation in 1890, after thirty-two years of continuous service on the railroad. Remarkable as it may seem, this long career was entirely free from wrecks, and our subject never received an injury while on the road.

Mr. Mulconery was born in County Tipperary, Ireland, and in 1850 came to America at the age of fourteen years, and brought his sister with him. He located in Johnstown, Pa., attended school there, and made that his home until 1853, and then went west to Chicago to learn the moulder's trade. From February to October of the year 1858, he did construction work on the Pittsburg & Ft. Wayne Railroad, and then moved to Belleville, Ill., and entered the employ of the railroad.

Mr. Mulconery was married at St. Louis, Mo., in 1859, to Miss Mary Cary, and of their family we have the following record: Mary, wife of Patrick Quirk, engineer on the Short Line; Emma, wife of Michael Hayes, of Detroit, Mich.; Margaret at home; John S., an engineer at East St. Louis; Maurice C., whose sketch appears on another page of this volume; Kate; Michael T., an employe of the Mobile & Ohio Railroad at East St. Louis, Ill.; William, an employe in the round house at East St. Louis; Andrew, an engineer for the Illinois Central company at East St. Louis; Rosie and Laura. Socially our subject affiliates with Division No. 37, B. of L. E., of East St. Louis, being one of the charter members of the lodge, which was organized in 1863.



GEORGE H. STINESPRING, a popular engineer in the passenger service of the Illinois Central, on the Mississippi division, between Jackson and Natchez, became identified with the company as a laborer in the Natchez shops. He then secured a position as fireman between Natchez and Jackson, under Engineer Rand, where he worked one year, and then returned to the shops, and going to Harrison, Miss., when the shops were removed to that point. He worked at Harrison about one year, returning to Natchez as hostler, where he served two years. He then took the examination for promotion to engineer, and being successful was, on September 27, 1892, given

charge of a work train. He was, after ten months, promoted to the freight service, and in 1899 promoted to the passenger service, where he now has a regular run on engine No. 48. Mr. Stinespring was born in Winsboro, La., on March 23, 1867, and is a son of Caleb Stinespring, who died January 22, 1869. Our subject has a brother, Frank, a machinist in the employ of the Santa Fe Railroad at Cleveland, Texas. Mr. Stinespring was united to Miss Broadnax, of Natchez, and they have three children, Arthur, George and Frank, all residing with their parents, in a substantial home on Gallatin street, in Jackson. Socially he is a member of Division No. 281, B. of L. E., of Vicksburg. His career on the road has been free from serious accidents, and having risen through his own efforts, his future promises to be a successful one.



WILLIAM KIRKWOOD, foreman of the blacksmith shop for the Illinois Central company at East St. Louis, began work at this place for the Short Line in 1888, as a blacksmith, and after serving three years was promoted to the position of foreman. At present he has charge of a force of eight experienced blacksmiths and two apprentices, but his force is usually larger. Mr. Kirkwood was born in Scotland in 1841, learned his trade in the land of his nativity, and pursued it eight years in Glasgow. In 1879 he came to America, located in New Jersey, where he worked six months for Morris Sinclair & Co., and later came west and worked several years for the Mount Carbon Coal & Railroad company, at Murphysboro, Ill. Upon severing his connection with the last named firm, our subject spent some time in traveling from place to place, and finally found suitable employment with the "Southeastern" Railroad at Mt. Vernon, Ill. About eighteen months later he returned to Murphysboro for a time, then went to Ratton, N. M., for eighteen months, then returned to the east and spent five months with the Iron Mountain

Railroad company, then eleven months with the Missouri Pacific Railroad company, after which he began work for the Short Line, and continued in that connection until that line was bought by the Illinois Central company and he began work for them. Mr. Kirkwood was married at Mt. Vernon, Ill., to Miss Anna Yeager, and two children, Lizzie and William, have been born to them. Socially our subject affiliates with the Masonic fraternity, holding membership in Blue Lodge No. 504 and Chapter No. 196, both of East St. Louis, and also the Ancient Order of United Workmen, of East St. Louis. He is an efficient workman, industrious and trustworthy, and has a clean record on the books of the Illinois Central company.



ISAAC TAYLOR BLOUNT, attorney for the Illinois Central at Water Valley, Miss., was born in Ripley, Tippah county, that state, December 22, 1846. During the last year of the war he served in the Trans-Mississippi army in Tappan's brigade, and after hostilities ceased attended the law school of the University of Mississippi, under L. Q. C. Lamar, graduating and being admitted to practice in 1870. He began the practice of his profession at Pittsboro, Calhoun county, where he remained twelve years, removing to Water Valley in 1883. In 1886 he was appointed to the staff of resident attorneys by the Illinois Central, and has retained their confidence ever since. During all his years of service for the company, he has lost but one case of personal injury litigation, involving only \$1000. In fourteen years this is the entire amount of judgment in personal injury cases that has been secured against the company in cases in which he has been for the defense. He enjoys a large practice, and has appeared on one side or other of every important case that has come before the courts of Yalobusha county since he has been established there.

Mr. Blount was married at Bellefontaine, Miss., to Miss Susan M. Hubbard, now deceased.

to whom were born two sons, Walter C. and Lucius Lamar. Mr. Blount is the owner of a well of acid mineral water on his estate eight miles north-east of Coffeerville, which possesses unusual curative properties. A development of the property will make it one of the most efficacious health resorts in the state, and one at which northern patrons will find an ideal winter home. Mr. Blount is high up in Masonic circles, holding membership in Valley City Lodge No. 402, at Water Valley, Coffeerville Chapter No. 33, and St. Cyr Commandery No. 6, at Water Valley. He is also a member of the Knights of Pythias, Lochinvar Lodge, and the Knights of Honor Lodge, No. 1062, both of Water Valley. Mr. Blount's chief qualification is thoroughness, and this, no doubt, is the secret of his unusual professional success.



FORBES DAVIDSON, foreman of the carpenter department of the East St. Louis shops, began his railroad career about the year 1868 in the employ of the St. Louis, Iron Mountain & Southern Railroad, with whom he spent eleven years. In 1879 he entered the employ of that part of the Terre Haute & Indianapolis Railroad that has since been bought by the Illinois Central company, and after working in the shops as a carpenter two years, was promoted to the position of foreman of that department, and was retained by the Illinois Central company when it came into possession of the line. As foreman of this department Mr. Davidson has charge of a force of about seventy-five men, and in addition to this has charge of the carpenter work of several way stations along the line, practically the entire St. Louis division. His men do all of the car repairing, the wood work of the engines, and the repairing of coaches. As a result of many years of experience, Mr. Davidson has become a very efficient workman, and one of the best informed men in the East St. Louis shops. He is very thorough and systematic in his work, is in good



Z. J. GOODWIN.

standing with the company, and enjoys the good will of those over whom he has authority and a circle of warm friends. Mr. Davidson was born in Davenport, Iowa, and came to East St. Louis with his father, William Davidson. The latter was a bridge carpenter and worked for the Iron Mountain Railroad in 1859. He moved to St. Louis in 1861 and died in that city in 1863. Our subject was married in St. Louis Mo., to Miss Irene C. Hernden, of Audrain county, Mo., and to them have been born three children, as follows: Joseph, manager of the circulation of the East St. Louis *Journal*, East St. Louis, Ill.; Irene Helen and Edward. Socially Mr. Davidson is identified with the St. Louis Railroad Club, the Knights of Pythias, No. 55, and the Mystic Workers, No. 217, all of St. Louis.

eighteen months, when he was promoted to baggageman. Four years service in that capacity was followed by promotion to conductor in the freight service, which he held about nine years, or until 1879. In the latter year he was promoted to the passenger service in the Grenada district, and has since retained that position. Mr. Goodwin was united in marriage to Miss Ellen N. Hooper, of Grenada, on January 25, 1870. Not having any children of their own, this good couple have reared three adopted children. He belongs to the Masonic, the Odd Fellows, the Knights of Pythias, and the Elks organizations. He is also connected with the O. R. C. The Baptist church finds in Mr. and Mrs. Goodwin valued members. In politics he is a Democrat.



Z. J. GOODWIN is one of the best known employes of the Illinois Central on the Grenada district. He is a conductor in the passenger service on the Memphis division, and dates his connection with the road from 1879. Mr. Goodwin was born in Lafayette county, Miss., November 30, 1848, and is a son of Crawford and Francis (Hunt) Goodwin, both living and residing in Grenada, Miss. Crawford Goodwin was a soldier in the Mexican war, and was also in the Civil war on the Confederate side, serving part of the time as an officer. Z. J. Goodwin, after acquiring his education in the public and private schools of Grenada, Miss., began life as a salesman in a store in the latter city, and remained in that business until 1861. During the war he followed the printing business, working on the Rebel Picket. In 1865 he engaged in the drug business at Grenada, and was thus occupied for one year. He then (in 1866) entered the service of the Mississippi & Tennessee R. R. (now the I. C. system) of which he was one of the original employes, and is one of only three survivors. He served as brakeman on that road between Grenada, Miss., and Memphis for about

L ORETTO H. FOSS, one of the proficient engineers at Water Valley, Mississippi, is a native of Maine, his birth having occurred in the town of Leeds, Androscoggin county. His father, Uriah Foss, a farmer, was prominently connected with the militia of the state, and during the disputed boundary between Maine and New Brunswick, was in charge of the state forces during the campaign on the frontier. Mr. Foss was educated in the common schools of Leeds and in the Webster University, at Auburn, Me. In 1867 he entered the service of the Michigan Central at Detroit, and worked in the car shops at Jackson, Michigan, where he served something less than two years. Returning east he secured a position as fireman on the Maine Central, and in eighteen months was set up and given an engine, running official and pay car, as well as extra out of Farmington four years. Coming to the western metropolis, he secured a position on the Chicago, St. Paul & Kansas City line for a year, and in 1888 joined the force of the Illinois Central at Water Valley, under Mr. Price, master mechanic, running on the Mississippi and Louisiana divisions. At present he has a "manifest" run on

the south end of the Mississippi, one of the best runs on the line.

Mr. Foss was married in Portland, Me., to Miss Woodford, and has a son and a daughter living in Maine, the former an engineer on the Maine Central, where he has been employed some twelve years. Mr. Foss is a member of the Water Valley Division No. 99, B. of L. E., which organization he joined in Maine prior to coming west the last time. He is also a member of the Masonic order in the Farmington lodge, and of Madison Lodge No. 20, Knights of Pythias, at Canton, Miss. In the many years of railroad life, Mr. Foss has escaped serious injury, but on many occasions by a narrow margin. He is a living example of the fact that in the new south the Yankee and Southerner can live in harmony together.



W. SOMMERS, one of the most experienced engineers in the service of the Illinois Central, on the Aberdeen division, began his railroad career in 1868, on the Hudson River R. R. Working as fireman until 1875, he was in that year promoted to engineer in the freight service, of that road, and afterward ran on the elevated road, and out of Brooklyn, for four years. He then went to the Louisville & Nashville R. R. working out of Louisville, in the freight and passenger service, of that road for some months. In 1884 he was employed on what is now the Louisville division of the Illinois Central, first in the freight, and later in the passenger service, remaining there until 1890. He then accepted a position with the Norfolk & Western R. R. out of Radford, Va., and was with that road about five years. In 1895 Mr. Sommers came to the Aberdeen division of the Illinois Central, and has since remained there, having at the present time a local run, from Aberdeen to Durant, Miss., with conductor Humphries. Our subject is a man of wide experience in his work, having had charge of different makes of engines,

and made a close study of mechanics. He has perfected, and patented, a flue or boiler cleaner, which is pronounced an invention of great worth, as it saves labor and expense. Mr. Sommers was very seriously scalded in an accident, while on the New York Central, and was incapacitated for duty, for four months, bearing the marks to the present day. On August 21, 1891, he had a very narrow escape from death. While on the Norfolk & Western R. R. his conductor forged an order, and as he was going down a mountain with a train of forty-five cars, collided with another train of forty-two cars. The engines came together with a terrible crash, in a deep cut, and Mr. Sommers saved his life by jumping, and climbing a steep bank. Mr. Sommers was born in Poughkeepsie, New York, and is the son of Frederick William Sommers, a native of Germany. He is married and has several children; one of his daughters being married and a resident of Brooklyn, another daughter at home, a son in the I. C. service, and another son an apprentice in the shops at Durant. Socially, he is connected with Division No. 99, B. of L. E. He joined Vanderbilt Division in New York in 1878, and represented Paducah Division, as a delegate to the National Convention at Chicago, in 1886, and in New York, in 1887. Mr. Sommers is a very intelligent man, with a retentive memory, and his reminiscences of early railroad life are very interesting.



JOHN O'MALLEY, first began work on the Illinois Central on the section in the Chicago yards and worked thirteen months and then served as switch tender in the same yards eighteen months. He then began firing on No. 200, with Jack Tansy, engineer, and was on that two months; then in the suburban service for nine months firing on No. 226. He then went into the road service between Chicago and Champaign as fireman on the extra list. He was on the road that way three years and took charge of engine No. 309

and has been on the road ever since. Our subject is a son of Edward O'Malley of Dublin, Ireland, who was a farmer and came to America in 1846 and resided on a farm in Champaign county, Ill., until his death. Our subject was born in Champaign county, Illinois, December 24, 1866. He married Miss Bridget Campbell of Ireland, and they have five children, Edward, John, Mabel, Larry and Katherine. Mr. O'Malley never had a wreck or a "smash-up" and was never injured in any way. He is a member of Division No. 10, B. of L. E., at Burnside. The family resides at number 1841, 90th street, Chicago.



FRANK C. DALTON, began work for the Illinois Central Railroad as a fireman at Jackson, Tenn., January 14, 1896. He began his railroad career, however, in March, 1887, in the employ of the Mobile & Ohio Railroad as a fireman between East St. Louis and Cairo, Ill. Four years later he was set up to engineer and served that company in the capacity of engineer about two years and a half. He then found employment with the Centralia & Chester Railroad as an engineer and remained in that capacity until he was employed by the Illinois Central company at Jackson, Tenn. Mr. Dalton's first work on the Illinois Central Railroad was a job of firing under engineer Edgar Chandler between Jackson and Mounds. Eight months later he was promoted to the passenger service, worked one year under engineer D. R. Staley and later worked with different engineers in the freight service. His first regular engine on the Illinois Central was No. 608, the next No. 949, and the next No. 620. Our subject was set up to engineer November 11, 1899, made his first trip November 15, of that year, on engine No. 608, and has since been running extra out of Jackson, Tenn. Mr. Dalton was born in Walworth county, Wisconsin, near the town of Sharon, but moved when quite young with his parents to Waterloo, Iowa. He was married in Cairo, Ill., to Miss Ella Leahigh,

of that city, and two sons have been born to them: Clarence, born September 2, 1895, and Raymond, born January 1, 1897. Socially our subject is a member of Russell Division No. 444, B. of L. E., of Murphysboro, Ill. Mr. Dalton has never met with serious accident since being on the railroad.



FW. TAYLOR, foreman of the car shops at Water Valley, Miss., began his railroad career in the shops of the Mississippi Central Railroad at Canton Miss., in 1865. He worked there until March 1, 1867, and then went to Water Valley and began work for John Beckton who was then master car builder. In 1887, our subject was appointed foreman of the car shops and a great many new cars have been built, as well as old ones repaired under his directions. He has charge of a force of about ninety-four men. Mr. Taylor was born in Sunland, Durham county, England, but at the age of nineteen years he emigrated to America, located at New Orleans where he made his home for a time and subsequently worked in different places before coming to Water Valley.

He was married in Water Valley to Miss Fannie Holcomb of that city, and their home has been blessed by the advent of a family of three children, of whom we have the following record: John, storekeeper at the Illinois Central shops of Chicago, but for ten years previous he was time keeper at Water Valley. He married Mollie Yeager of Water Valley, and two children, Fred and Walter, have been born to them. The second son, W. F., is a machinist in the Water Valley shops, and Ed is an apprentice in the shops at Water Valley. In the social circles of Water Valley, Mr. Taylor is identified with the Knights of Honor, and the Ancient Order of United Workmen. He has been quite successful since he has been in the employ of the railroad although he met with one quite serious accident. On November 30, 1872, he had two fingers taken off his left hand by coming in contact with a saw.

PH. MURRAY, JR., general foreman of the car department and engine house for the Illinois Central, at Brooklyn, began his railroad career fifteen years ago in Omaha, on the Northwestern as a machinist's helper, after which he went to East St. Louis and went to work on the Cairo Short Line in the laboring gang. He then spent two years and eight months as a fireman, and in 1889, was promoted to engineer on the incline at Brooklyn, serving in this capacity ten years, seven of which were with the Cairo Short Line and three years with the Illinois Central; he was then promoted to his present position.

Mr. Murray was married to Miss Alma A. Pell, and they have one daughter Flora, now attending school. Mr. Murray's father was Patrick H. Murray, a farmer. Our subject is a member of Lodge No. 621, I. O. O. F., also of East St. Louis Division No. 512, B. of L. E. Mr. Murray has been successful in his chosen calling and has built two nice residences in Brooklyn.



MICHAEL GEPPER, an engineer whose home is at 394 East Sixty-fourth street, Chicago began railroading in August, 1872, and served as a brakeman eighteen months. He began firing in August, 1874, on engine No. 121, with Joseph Elwood, now deceased, on the right side of the engine. In the fall of 1879, Mr. Gepper was put in charge of the lever and throttle of a switch engine for a short time, but was soon given a freight run north from Cairo.

In 1881 Mr. Gepper left the Illinois Central company and worked with the Chicago, Milwaukee & St. Paul company until March 1884, when he returned to the Illinois Central and operated freight engine No. 179 for three years. In 1890 he was given a passenger run between Chicago and Champaign. In 1892 Mr. Gepper was appointed foreman of the shops at Champaign, but three months later he resigned this position and took his old place on the engine. It

was not long after this, however, that the company again took him from the road and made him foreman of the Weldon shops, but shop work was not to his taste and after five months of indoor work, he again resigned and went back to the line. We can note but one accident in this sketch, and that one is a head end collision at Leverett, Ill.

Mr. Gepper was born in 1850, near Strassburg, on the Rhine, and came to America in 1851. In 1870, he was united in marriage, at Watseka, Ill., to Miss Mary Thompson and they have reared a family of two sons, Albert, a fireman on the Illinois Central Railroad, and Anthony, an engineer on the Chicago Junction Railroad. Socially Mr. Gepper affiliates with Division No. 10, B. of L. E., at Burnside, and also the Masonic fraternity, Lodge No. 508, of Chicago, in the latter of which he has held a membership since 1871.



CHARLES GALVANI, chief clerk in the freight department of the Illinois Central, at Canton, Miss., entered the service of the company in January 1871, as night watchman at Crystal Springs, Miss. In October 1872 he was appointed agent for the company at Byram, in the same state, where he was employed until September 1883. In the latter year he went to Magnolia, Miss., where he was agent and operator, until March 21, 1892, when he resigned. His next work was at Kenner, La., where he remained only a short time. From there he went to Bogue Chitto, Miss., and in 1892, his brother, B. F. Galvani, being appointed freight agent for the Illinois Central at Canton, Miss., our subject went to that place and was made chief clerk of the department, which position he is now filling. Mr. Galvani was born at New Orleans, on April 10, 1853. He was married to Miss Sallie Hogg, of Alabama. They are the parents of the following children: Ilda, wife of T. J. Martin, of Harrison, Miss., Annie, Alma, Charles, Edwin and

Malcomb. Socially Mr. Galvani is connected with Jefferson Davis Lodge, Knights of Pythias, and Sincerity Lodge No. 214, A. F. & A. M., both of Magnolia, Miss. He and his wife hold membership in the Baptist church of that city. An interesting collection of old I. C. relics, such as papers, reports, etc., were given to the Historical Company by Mr. Galvani.



FRED E. PLACE, is general foreman of the locomotive department at the Burnside shops, Chicago. He began his railroad career in the Illinois Central shops at Waterloo, Ia., in the master mechanic's office, July 1, 1883, in the capacity of clerk, machinists' apprentice and journeyman machinist, and was then promoted to the office of foreman of the engine house at Waterloo. Later, Mr. Place was made general foreman at Waterloo until October 1, 1895, when he was called to perform the duties of the same office at the shops in Chicago.



JOHN W. REAGIN, a popular young engineer in the freight service of the Yazoo & Mississippi Valley R. R., between Vicksburg and New Orleans, began his career on the Tennessee Coal & Iron R. R., as a fireman out of Birmingham, Ala. He was with that company eighteen months, when he entered the employ of the Yazoo & Mississippi Valley R. R. as fireman between Vicksburg and New Orleans, serving in that capacity from 1893 to 1896. In the latter year he was examined and received promotion to engineer, and is now in charge of the local and through freight, on his old run.

Mr. Reagin was born in Huntsville, Ala., on April 9, 1873. His father is Robert Reagin, a butcher and stock buyer, of Huntsville. On February 14, 1900, Mr. Reagin was united in marriage with Miss Louise Lefoldt, a daughter

of Julius and Maggie (Landfair) Lefoldt, of German descent. He is a member of Division No. 281, B. of L. E., of Vicksburg. Mr. Reagin's work on the railroad has been successful, and although in a number of small wrecks, he has never been injured. He is at present in charge of engine No. 83, and has made some pretty fast time with it. On February 6, 1900, he left Wilson, La., with the wrecking train, at 7:30 P. M., arriving at Vicksburg, Miss., at 10:45 P. M., a distance of 112 miles, made in three hours and fifteen minutes, with a stop of ten minutes on the trip. Mr. Reagin has many firm friends on the road, and his worth is appreciated by the company. His promotion is only a matter of time.



WILLIAM DEWITT DUNNING is a man whose life affords a splendid example of what can be accomplished by industry, push and strict attention to business.

"Lives of great men reached and kept,
Were not attained by sudden flight,
But they, while their companions slept,
Were toiling upward in the night."

Mr. Dunning, during his life, has filled nearly every position between the lowest on the line and the one he holds today; working his way upward step by step.

The subject of our sketch began railroading as a freight brakeman on the Wabash Railroad, running from Springfield to Danville, entering the service of this company in August 1867, and remained with them two years. He next became a newsboy, generally known as "Peanuts", on the Wabash and later entered the service of the Hannibal & St. Joe Railroad, running from Quincy to St. Joe, in the capacity of passenger brakeman and as train baggageman until 1871. After leaving the Hannibal & St. Joe company, Mr. Dunning came to Chicago and entered the employ of the Chicago & Alton Railroad for whom he served as passenger brakeman for six

months, then assistant dock master for a time, then assistant yardmaster, train clerk, foreman of the "in freight" house, from that he rose to yardmaster and finally was appointed trainmaster and had charge of the Chicago Terminals for seven years, making an aggregate of eighteen years in the employ of the Chicago & Alton company. Mr. Dunning next found employment with the Pullman company until Aug. 15, 1890, when he became trainmaster of the Chicago and Champaign division of the Illinois Central Railroad, and performed the duties of that office until 1893, when the Chicago Terminal district was formed to handle the World's Fair traffic; he was then appointed trainmaster of Chicago passenger terminals, having charge of the suburban train service, also through passenger business on terminals.

April 25, 1878, Mr. Dunning was married in Chicago to Miss Isabella Cowan, and their wedded life has been blessed by the presence of one son, William N., who has been a student of engineering in the University of Chicago, and is now employed in the bridge department of the Illinois Central company. Socially Mr. Dunning is a member of the National Union, Lincoln Council No. 68, of which he has been twice elected president. He is also a member of the Knights of Honor, and has served this fraternity in the capacity of Grand Dictator for Illinois for four years, and also holds a membership in the Supreme Lodge of the Knights of Honor.



 S. JONES, better known as "Scott" Jones, is one of the oldest engineers on the Yazoo & Mississippi Valley division of the Illinois Central. His first work was with the civil engineering corps on that division, when it was known as the Louisville, New Orleans & Texas R. R. He was in that branch of the service for two years, covering all parts of the road, and was then employed in the freight department as fireman, where he remained three years. Promotion to engineer

followed, at Vicksburg, and he was placed in charge of an engine in the construction service, at the Hamburg gravel pit. He was then for four months on a construction train between Baton Rouge and New Orleans, when he was sent to the freight service between Wilson and New Orleans, and later between Vicksburg and Wilson. In 1897 he was promoted to the passenger service, and now has a run between Jackson and Clarksdale. Mr. Jones was born in Holmes county, Miss., October 27, 1865. He is a son of Clinton H. Jones, deceased, who was a merchant and farmer there. Our subject married Miss Voinkle, of Vicksburg, and they have two children, Jessie and Lily. Division No. 281 B. of L. E., of Vicksburg, claims Mr. Jones as a valued member. He is one of the best known men on the division on which he runs, and being a man of genial disposition, he makes friends everywhere he goes.



 AMUEL W. TATE, a well known engineer in the passenger service on the Memphis division of the Illinois Central, entered the employ of the company seventeen years ago at Jackson, Tenn. His first work was as clerk in the store room at that place, where, after working six months, he entered the regular road service as fireman on a switch engine under Engineer Alex. Hight, serving for two and a half years in the construction and freight departments, between Jackson and Cairo, and Jackson and Canton. He was then promoted to engineer on a bridge train, and later was on a freight train in the Cairo district for two months. Going to Water Valley, he ran on an extra and switch engine for six months, and July 4, 1885, entered the regular freight service on the Aberdeen district. He was employed there only three months when he returned to Water Valley, where he remained in the freight service until the spring of 1886. His next work was on the Yazoo & Mississippi Valley Railroad out of Durant, Miss. In November 1886 he

returned to Water Valley, and remained there in the freight and passenger service until June 1896, when he was appointed to a fast run on engine No. 382, between Memphis and Canton, which he now holds. Mr. Tate is a native of Orange county, North Carolina, and was born February 14, 1858. His father, George W. Tate, a mechanic, still resides there. A brother of our subject is a fireman in the service of the Illinois Central, running out of Memphis, and another brother, who held a similar position, is dead. Mr. Tate married Miss Ida Gifford, of Water Valley, Miss., and they are the parents of a bright little son, Wallace. Our subject is a member of the Knights of Pythias, also of Division No. 23, B. of L. E. He has served on the board of adjustment, and was a delegate to the convention at St. Louis in 1898, and at Milwaukee in 1900. He has just built a fine residence at the corner of Osage and Preston avenues, in Memphis.



PHILIP W. BOWERS, a veteran telegrapher in the service of the Illinois Central, at Polo, Ill., was born August 14, 1844. His father, John Henry Bowers, was a stone mason contractor, born at Lockhaven, Pa., in 1782, and died in 1866. The mother, Miss Nancy Moffley, who was born in 1802, and died in 1889. She was a woman of strong religious nature, a German Methodist, hardy and thrifty, who besides doing much to assist in the duties of the farm, reared a family of fifteen children, eight sons and seven daughters. The education of our subject was acquired in the public schools of Freeport, Ill., and in 1856 he entered the service of the Illinois Central, and the Galena & Chicago Union R. R. (now the Chicago & North-Western R. R.), and the Illinois & Mississippi Telegraph company, as a messenger boy. He acted in that capacity two years, studying telegraphy during that time. He then returned to school, continuing his studies under Professor Frick, and in 1860 went to Polo, Ill., to take charge of the railroad and

commercial telegraph office. He was thus occupied until June 1864, when he enlisted in the 142nd Illinois Infantry. He was detailed from his regiment in July 1864, and mustered into the telegraph corps, working as military operator, until the lines were returned by the United States government in 1866 to the original owners. Mr. Bowers then returned to Illinois and again entered the service of the I. C., doing press work at Freeport, Ill., until 1867. He was, in the latter year, re-assigned to his former position at Polo, Ill., and has since held that position. He is the oldest operator, holding one position, on the Illinois Central system.

In February 1879, Mr. Bowers was united in marriage to Miss Emma Kling, of Boonesboro, Iowa, and to their marriage one daughter, Millicent, was born, who is now being trained in the Chicago Conservatory of Music, after having taken a post graduate course at the high school of Polo, her native town. Mr. Bowers' long residence in Polo, together with his affable and courteous manners in the discharge of his duties, have won for him the sincere regard of all its citizens.



WILLARD W. HATFIELD, an engineer in the passenger service of the Illinois Central on the Mississippi division, dates his connection with the road from 1882. Beginning as a fireman at Centralia, Ill., with Engineer F. L. Betts, he worked there until 1884. In that year he was sent to Water Valley, Miss., working for over a year as fireman, and on August 27, 1886, was promoted to engineer, taking charge of engine No. 271, an old wood-burner. He worked out of Water Valley until June 27, 1897, when he went to Memphis, and has since had charge of engine No. 384, between that city and Canton, Mississippi.

Mr. Hatfield was born at DuQuoin, Ill., July 17, 1861, and is the son of David D. Hatfield, a carpenter by trade, now residing in Colo-

rado. Mr. Hatfield was united in marriage to Mrs. Ida Myers. He is a member of Division No. 23, B. of L. E., of Memphis, also of Lodge No. 83, I. O. O. F., and of the Knights of Pythias, of Water Valley. He has a pleasant home at No. 423 Iowa avenue, in the city of Memphis.



W COLQUHOUN, of Canton, Miss., a hardware merchant and dealer in house-furnishing goods and agricultural implements, is a well known ex-employe of the Illinois Central. He entered the service of the company in 1865 as a brakeman on the Mississippi Central, and one year later was promoted to conductor in the freight service. A service of one year in this department was followed by his appointment to conductor in the passenger service. He held the latter position until the road changed hands, but continued as conductor in the passenger service, and held that position until 1889. Resigning from the service of the I. C., he went to the Louisville, New Orleans & Texas R. R. as conductor in the passenger service, where he remained until January 6, 1899, when he retired from railroad work to embark in his present business. Mr. Colquhoun was born at Danville, Va., on April 11, 1845, and is a son of James Colquhoun, at one time clerk of the United States court, and afterward engaged in farming, and who departed this life in 1876. There were five children in the parental family, our subject being the oldest. Then came Robert M. and James, both of whom were with the engineering corps which surveyed the Mississippi Central (now a part of the I. C. system) through Canton, Miss., under E. D. Frost and Capt. Winchester. Robert afterward became a conductor on the Mississippi Central, and was for fifteen years division superintendent, occupying that position at the time of his death in 1892. James, now deceased, was also a conductor on the Mississippi Central, and was for five years station agent at Canton.

Prior to this he was trainmaster and assistant superintendent for four years. Then came Clara, wife of S. T. McKee, now sheriff of Madison county, Miss. Lastly Martha, who married J. M. Randall, a farmer residing near Canton.

The original of this sketch married Sallie Unthank, of Bolivar, Tenn., granddaughter of General R. P. Neely. They are the parents of four children: Mary Belle, Walter, Robert and Norman. Mr. Colquhoun retains membership in Division number 175, O. R. C., of Memphis, Tennessee. With his wife he is a member of the Presbyterian church. During his railroad career Mr. Colquhoun made hosts of friends, and is greatly missed by his former fellow employes, who have nothing but words of praise for him. He is conducting a large and profitable business, and is classed among the best citizens of the community in which he resides.



D ANIEL S. BAILEY, superintendent of the Springfield division of the Illinois Central, is in point of years one of the oldest men in the service of the company. His career as a railroad man began at Ashley, Ill., on January 1, 1865, where he was employed as station baggageman. His unemployed time was devoted to the study of telegraphy and on March 1, 1865, he was appointed night operator at Anna, Ill. From the latter place he was sent, June 5, of the same year, to Champaign, Ill., in the same capacity. In December 1866 he began his work as train dispatcher at Champaign, serving there for a number of years, and being promoted to a similar position in the city of Chicago in February 1873. In 1877 he was again promoted to assistant train master, going from Chicago to Amboy, Ill., in April 1880, as assistant superintendent of the Amboy division. Leaving this position he was appointed acting superintendent for the Freeport division at Rockford, Ill., in September 1889, and thence, December 1, 1890, to Superintendent



BENJAMIN LICHTENBERGER.



N. W. FRISBIE,

of the Springfield division with headquarters at Clinton, Ill.

Mr. Bailey is a native of Illinois, having been born at Danville, November 5, 1846, and is a fine example of what industry and perseverance will accomplish in the life of a railroad man.



N W. FRISBIE, engineer on I. C. R. R., was born in Detroit, Mich., April 25, 1866, and is the son of C. H. and Ruth (Antisdell) Frisbie. The father, a native of Auburn, N. Y., was an engineer on the Michigan Central R. R., and ran the first engine that entered Chicago from the east. He died in Aurora, Ill., Sept. 1898, and at the time of his death (aged seventy-five years) was one of the oldest engineers in the U. S. The mother is a native of New York, and is now living at Riverside, Ill., aged sixty-seven. Their family consisted of seven children, as follows: William, born in Detroit, became an engineer on the Santa Fe, and was killed in a wreck on that road Sept. 10, 1897; C. W. is an engineer on the Santa Fe; Hattie is the wife of Ben Reynolds, a passenger conductor on the C. B. & Q. R. R.; Jennie married Frank Boomer, an engineer on the Santa Fe R. R., and resides in New Mexico; N. W., our subject; George was a fireman on the Rock Island R. R., and died in January 1893; Frank lives with his mother, and is employed by the C. B. & Q. Ry. N. W. Frisbie was educated in the public schools of Aurora, Ill. In 1882 he entered the service of the C. B. & Q. Ry., as a fireman between Downer's Grove and Chicago, firing for his father on a passenger engine. After six years' service in this capacity he was promoted to engineer. In July 1888 he entered the service of the Illinois Central, and has been running freight engine ever since, making his home in Freeport.

July 18, 1890, Mr. Frisbie was united in marriage with Miss Flora Hagadon, of Chicago. She is the daughter of George and Mary (Puffer) Hagadon. Her father is a railroad

employee, and their home is in Mississippi. Mrs. Frisbie was born September 28, 1861. Her union with Mr. Frisbie resulted in the birth of three children: George N., born December 29, 1892; Charles H., deceased, born February 1, 1895; William W., deceased, born February 14, 1898. Mr. Frisbie and wife are members of the Baptist church. Mr. Frisbie belongs to the Masonic order and the B. of L. E. In politics he votes the Republican ticket.



B ENJAMIN LICHTENBERGER, conductor on the Amboy division of the Illinois Central Railroad, was born March 1, 1868, in Decatur, Illinois. His father, George Lichtenberger, who was a farmer through life, died in 1878, aged fifty years. The mother, formerly Anna Rucker, died in 1880. Our subject was educated in the public schools of his native town. His early life was spent in farming, and he also worked on a bridge gang for eight months. In 1890, he entered the service of the I. C. R. R. as a brakeman on the Amboy division, and remained in that position until February 16, 1893, when he was appointed conductor, which position he retains at the present time. Mr. Lichtenberger was united in marriage with Miss Kate Wheeler, of Ida Grove, Iowa, January 26, 1891. Mrs. Lichtenberger was born in Macon county, Ill., March 30, 1874, but received her education in Ida county, Iowa. This union has been blessed with four children: Sadie May, born July 16, 1892; Maggie H., born June 1, 1894; Gladys M., born May 28, 1896; Mildred L. E., born December 22, 1898. Mr. Lichtenberger met with a very serious accident which nearly cost him his life. On the 25th day of March, 1895, he was walking over his train while crossing the Illinois River at La Salle, when the tin roof of a car was blown off, hurling him into the River bottom, a distance of ninety-four feet. His left leg was broken in two places, but his recovery was rapid, and he was only off duty twenty-two weeks.

C ST. JOHN, an old and faithful employe of the Illinois Central, is the accommodating and efficient operator and dispatcher for the company at Canton, Miss. In 1852, before the I. C. road was ever commenced, he was a messenger boy. In 1854 he was a telegrapher in charge of the office at Port Gibson, Miss., where he worked for three years. His next position was at Brandon, in that state, where he was agent and operator during 1861. The following year he went to Canton, and worked at the key for some time, but returned to Brandon and was there and in other small towns along the I. C. until 1864. Returning to Canton, he worked there and at Jackson, Miss., for a short time, and in 1865 resumed his former position at Canton, where he has since remained. Few telegraphers spend a life time at the work, and the question has often been asked, "What becomes of the telegraphers when they grow old?" Mr. St. John is an exception to the rule, and has remained true to his adopted profession. Although he is now getting along in years, he is as punctual at work as the strictest of employers could desire. He has one assistant, Edward W. Stiles, a competent man, who has been in the service of the I. C. since 1884.

Mr. St. John was a messenger at nine years of age, an operator at twelve, and manager of an office at fifteen. He remained faithfully at his post through two yellow fever epidemics at Canton, and worked night and day for two weeks, with only one hour's rest out of twenty-four. He has always been strictly temperate, not a drop of liquor has ever been touched, does not use tobacco in any form, never uttered an oath, and is not a member of any church. In his business relations he has never made a mistake.

Mr. St. John is a native of Claiborne county, Miss., where he was born August 23, 1846, a son of John H. St. John, an architect and builder, well known throughout the south, but who removed to California, where he died. The wife of Mr. St. John was formerly Miss Minerva Bennett, of Brandon, Miss., whose father, Joseph Bennett, was at one time lieutenant gover-

nor of the state of Mississippi. Three children have been born to them: Henry, who is an electrician residing at Yazoo City; Mamie, wife of J. W. Norri, of Canton, and Ethel, married to S. L. North, a merchant of Yazoo City. Charles St. John Lunley, a nephew, was also reared in the family, and is now night operator for the I. C. at Canton, and although only sixteen years of age, is considered one of the brightest and most intelligent young men in the employ of the road. Mr. St. John affiliates with the Knights of Honor, the Knights of Pythias and the Independent Order of Odd Fellows. His wife is a member of the Baptist church, of Canton, and both are highly esteemed by a large circle of friends and acquaintances.



H ON. JOHN A. WEBB, a prominent citizen of Jackson, Miss., who now occupies the responsible position of Secretary of the Mississippi Railroad Commission, was born near Lexington, Va., September 16, 1843. He entered the service of the Southern Express company in 1866 as second express messenger, under now Conductor Jewett, between Jackson, Miss., and Mobile, Ala., on the Mobile & Ohio R. R. He held that position one year, and in 1867 was made baggagemaster between Jackson, Tenn., and Canton, Miss., on what was then the Mississippi Central R. R. He was then appointed assistant agent at Canton, and was a year later transferred to Water Valley, Miss., as clerk in the office of the general superintendent. He next served in the freight department at the same place, as freight accountant, and in 1869 was appointed agent at Vaiden, Miss., remaining there until 1870. In the latter year he was sent to Canton, as local agent, and in a short time was appointed general agent there, occupying that position until 1872. He was then appointed agent at Jackson, Miss., acting in that capacity until December 1882, when he was appointed traveling freight agent for one year. He then accepted a position with the Natchez,

Jackson & Columbus R. R. as general freight and passenger agent, and after one year's service went to the Vicksburg, Shreveport & Pacific R. R. as agent at Shreveport, La., where he was stationed for five years. Returning to Jackson in 1889, he was again agent for the I. C. at that city until 1894, when he was transferred to Greenville, Miss., in a similar capacity, where he remained two years. His next work was as chief clerk for the I. C. at Jackson, Miss., where he served until 1898, since which time he has been secretary of the Mississippi Railroad Commission, with offices in the State Capitol, at Jackson. Mr. Webb married Miss Sallie Gordon of Vaiden, Miss., and they have an interesting family of ten children: W. G. conducts a dray line; John G., employed as flagman on the I. C. railroad; M. S., employed as conductor on the I. C. railroad; Lula; Nina; Mrs. Bessie S. Hoar, Mr. Hoar is employed in the civil engineering department of the I. C.; Sadie E., Clara B., Lillian H. and George J. Our subject is connected with the Masonic fraternity, a member of Pearl Lodge No. 23, also a Knight Templar, member of Mississippi Commandery No. 1, and belongs to the Independent Order of Odd Fellows, all of Jackson. He is at present a member of the board of aldermen of his native city (Jackson). Mr. and Mrs. Webb hold membership with the Presbyterian church, of which they are sincere and valued members. A long and active career, has gained prominence for Mr. Webb in railroad circles, and as a citizen, he is held in the highest esteem, in the community in which he resides.



JM. CHANDLER, a capable young train dispatcher on the Aberdeen division of the Illinois Central, at Durant, Miss., is a native of Scottsboro, Alabama. Thrown on his own resources when only a boy, our subject, through his own efforts, acquired an education in the schools of his native place, afterward studying telegraphy. His first position was with the Memphis & Charleston R. R.

as relief operator, where he served some time, and then entered the employ of the Illinois Central, at Grenada, Miss., as night operator and agent, where he remained two years. He was then transferred to Durant, as day operator, and on May 1, 1899 was promoted to his present responsible position. Mr. Chandler is a young man of studious and quiet habits, who has risen through his own energy and ambition. He is connected socially, with the Knights of Pythias, of Grenada, Miss., and the Masons of Durant, Miss.



TF. WARD, an old and experienced engineer in the freight service, on the Aberdeen division of the Illinois Central, is a native of Binghamton, New York. His first knowledge of railroad work was acquired in the 60's, when he was a fireman in the freight and passenger service, and was later promoted to engineer. He next worked for the Lehigh Valley R. R. taking charge of a large double-head engine, with twelve drivers, requiring the services of two fireman, and one of the fastest trains on that road. Resigning from the employ of the latter road, he went to the Chesapeake & Ohio R. R. in the service between Richmond and Greenville, and afterward had charge of a passenger run, between Richmond and Gordonsville, and Charlottesville and Clifton Forge, which he held for six years. He was also in the passenger service of that road, between Richmond, Lynchburg, and Clifton Forge, a distance of 230 miles. Mr. Ward next worked for the Northern Pacific in Dakota and Montana, having a run at one time between Livingstone, Montana, and St. Paul, Minn. While in the north, he ran over two divisions, on a dark night, without a pilot, and on a new track, which indicates great skill. Mr. Ward's experience in the north and west are very interesting. He has plowed through snow five feet deep in winter, with the thermometer below zero. At a watering point, he once offered some men five dollars to

fill the tender tank, which they refused on account of the severe cold. He bored a hole in the tank, filled the tender, and plugged up the hole. In the warm season, the grasshoppers were so thick, that the track was greased by them so completely, as to impede the progress of the train.

Mr. Ward returned to Richmond, Va., and became identified with the Atlantic Coast Line, working there several years, and resigning to accept a position with the Illinois Central. He is at present in the regular freight service of the latter road, on the Aberdeen division, on engine No. 1312. Socially, Mr. Ward is connected with the B. of L. E., of Richmond, Va., also the Knights of Honor, and Independent Order of Odd fellows. He is married and has one son. Being a man of pleasant manners, and an interesting talker, he enjoys the acquaintance of a wide circle of friends.



MICHAEL EGAN, an ex-employee of the Illinois Central railroad, residing at Amboy, Ill., was born in Kilrush, County of Clare, in the province of Munster, Ireland, September 26, 1821.

His father, John Egan, a mason contractor by trade, and his mother Johanna Meskell, were natives of Ireland, the father dying in that country, but the mother emigrated to America, living with her children for many years, and died in Amboy, Ill., December 8, 1880. To this marriage there were eight children born, four sons and four daughters, two of each coming to this country, all of whom are living except one daughter who died in New York City.

Our subject was given every opportunity possible for an education in the country in which he was born and he acquired a very complete course. Leaving school at the age of seventeen years he went to work with his father, learning the trade, and continued with him for six years, when he was married to Miss Ellen Morrissy of the same place. He continued to work at his trade for about a year and then with his

wife, on February 9, 1846, emigrated to this country, landing in Castle Garden, New York, March 12. He worked in the east for twenty months and then removed to Springfield, Mass., where he followed his trade for seven years. While in Springfield he became a naturalized citizen of the United States and during this time he became acquainted with J. B. Wyman and was induced by him to try his luck in the west and during the winter of 1852 came to Illinois, arriving at LaSalle in March 1853, and commenced work at once for the Illinois Central railroad on bridges and culverts south of the Illinois river. He came to Amboy, Ill., the following June and began the erection of the railroad buildings which he superintended until their completion in 1855. He continued in the employ of the company until 1876, when for four years he engaged in contracting and work on his own account. In 1880 he again accepted a position in the employ of the railroad company as purchasing and disbursing agent of wood, coal and ties, superintending the work in the quarries in the southern part of the state, near Carbondale, employing two hundred men most of the time. Mr. Egan in 1885, through over-work and exposure, became ill with malarial fever resigned his position and has since given his attention to private affairs at his home in Amboy, Illinois.

Mr. Egan's record with the company was in every respect one of commendation and he was always held in high respect by his superiors, being entrusted with the handling of many thousands of dollars, the account of which always balanced to a cent. In 1885 Mr. Egan was elected Justice of the Peace and appointed Notary Public by the Governor of the state in which capacity he served for twelve years. When elected to justice he knew but little about law, but by close application soon became acquainted with his duties and his decisions were always considered fair and just. To his marriage with Miss Morrissy in 1844, and who died January 27, 1869, there were eleven children born, all of whom except five are living and prominent in railroad life, a brief mention of which follows:

John M., born March 25, 1848, at Springfield, Mass., is president of the Georgia railroad and resides at Savannah, Ga. Peter Paul, born June 13, 1851, at Holyoke, Mass., was state boiler inspector at Denver, Colo., and died October 14, 1898. Francis, born February 26, 1853, at Holyoke, Mass., is assistant division superintendent of the Union Pacific railroad located at Denver, Colo. Alfred H., born January 27, 1855, at Amboy, Ill., is assistant division superintendent of the I. C. R. R. and resides at Evansville, Ind. Joseph, born May 12, 1857, at Amboy, Ill., is chief train dispatcher at Winslow, Ari. Mary, born February 2, 1860, is living with her father at Amboy, Ill., and was formerly clerk for her brother. Benjamin F., born, April 28, 1862, at Amboy, Illinois, is assistant division superintendent of the Great Northern and is located at Grand Forks, North Dakota.

Mr. Egan was again married in 1872 to Mrs. Helen (Stewart) Barrie and of this union two children were born, Helen S. and William A., the latter of whom is now employed by the Illinois Central railroad in Chicago.

Mr. Egan has held the highest office (Mayor) in the gift of the city in which he still lives and has always been a worthy member of the social and business circles of the community. In his religious belief he has always been a firm and devoted member of the Roman Catholic church.



EDWARD D. COWAN, the accommodating passenger and ticket agent for the Illinois Central, at Canton, Miss., is in point of service one of the oldest employes of the company. His first connection with the I. C. was a position as time-keeper at New Orleans, for the N. O. J. & G. N. R. R. which he held five years. Going to Canton, Miss., during the civil war, he returned to the employ of the I. C. as clerk in the freight office there, which position he held until 1870, when he was promoted to ticket agent, where he

has since remained. That division of the I. C. was then known as the New Orleans, Jackson & Great Northern R. R., and on being absorbed by the I. C. he was retained in his old position. Mr. Cowan was born at Wilmington, North Carolina, and is a son of Robert H. and Mrs. S. T. Cowan, both now deceased. Mr. Cowan Sr. was cashier of the state bank of Wilmington, and a man of prominence. Edward D. Cowan married Miss Drew Campbell, of Canton, Miss., and they have four children: John, an engineer in the yards of the I. C. at Canton; Kate, wife of B. B. Ford of the same city; Drew, wife of John F. Dinkins, an extensive planter of western Mississippi, and Thomas, a machinist in the employ of the Missouri, Kansas & Texas R. R. In his religious belief Mr. Cowan is a Catholic, while his wife, a lady of amiable disposition, who has hosts of friends, adheres to the Methodist church. He is a prominent and popular citizen of Canton, where his long residence has made him a familiar figure of that city.



C. ELLIS, a conductor in the freight service of the Illinois Central, on the Aberdeen division, is a native of Mississippi. After leaving school, Mr. Ellis entered a drug store, at West Point, Miss., and advanced to prescription clerk, but had determined on a railroad career, and was waiting for an opening. Mr. Ellis says his first call to go on the road was made memorable by the fact that Sam Jones, the famous evangelist, was to lecture at West Point that night, and he had taken tickets and arranged to go. However, when the call came, he was glad of the opportunity, but found this work rather hard after coming from a drug store. Perseverance and determination have much to do with making a success, and our subject possessed these in abundance. He was in the service of the I. C. as brakeman, in the freight and passenger service, for some years, and was finally promoted to conductor, where he is serving at the present time. He has

charge at present of caboose No. 98,612, with W. Deloach, and Lee McComb as his crew. His career on the road has been free from accidents.

Mr. Ellis married a daughter of W. L. and Ann (Moore) Doss of West Point, Miss. W. L. Doss is a veteran of the Mexican and Civil wars. Mr. and Mrs. Ellis have four interesting children, Sidney, Hugh, Annie Moore, and Joe H. Socially, Mr. Ellis is connected with Pearl River Division No. 304, O. R. C., of Canton, Miss. A brother of Mr. Ellis is a graduate of a New York college, and the proprietor of the leading drug store in West Point, one of the finest in the state.



SAMUEL J. CALHOUN, an experienced engineer on the Aberdeen division of the Illinois Central, was born in Bedford county, Va. Isaac Calhoun, his father, is a descendant of the Calhoun family, of which John C. Calhoun, the statesman, was a member. Mr. Calhoun Sr. is a retired farmer, living at the age of eighty-four. Our subject began his railroad career on the Chesapeake & Ohio R. R. in the round house at Huntington, West Virginia. After a short service there, he went to the Richmond & Danville R. R. as a fireman, running out of Manchester, and working on that road until 1884. In the latter year, going to North Carolina, where he remained until 1887. From 1887 to 1890 he was in the service of the Louisville & Nashville R. R., with headquarters at Birmingham, Ala. He then worked successively with the East Tennessee & Virginia R. R., the Chesapeake & Ohio R. R. and the Louisville & Nashville R. R. until 1897. In that year he entered the employ of the Illinois Central, Cairo division, and later as engineer on the Aberdeen division, and has since remained there. Mr. Calhoun has never been seriously injured during his railroad career, his closest call being while with the C. & O. R. R. Considerable damage was done, in a small collision on crossing at Low Moor, Va., but no blame was attached to

him. Several brothers of our subject are successful railroad men. They are: W. R. Calhoun, an engineer for eleven years with the Chesapeake & Ohio R. R.; C. T., an engineer on the Northern & Western R. R. and another brother is a bridge foreman.

The wife of Mr. Calhoun, was an estimable lady of Richmond, Va. Mr. Calhoun believes in the usefulness of fraternal organizations. He holds membership with the following: Division No. 99, B. of L. E. of Water Valley; Division No. 402, B. of L. F.; Lodge No. 13, Knights of Pythias, of Jackson, Tenn.; Independent Order of Odd Fellows, of Hinton, West Virginia; Modern Woodmen of the World, of Durant, Miss., Ancient Order of United Workmen, of Jackson, Tenn., and the Order of Elks, at Water Valley, Miss. He is a man of wide experience in railroad work, having been in the service of different companies, thereby gaining new experience and ideas. His service with the I. C. has been satisfactory in every respect, and he is looked upon by his superiors as a valuable man.



WILLIAM C. SOUTHWICK, now farming one mile south of Water Valley, Miss., is one of the oldest railroad men in the state. He began as a machinist in the shops of the New Orleans, Jackson & Great Northern in 1856 and a year later was examined and promoted to engineer, running a passenger train between New Orleans and Canton, Mississippi, continuing in this service until the outbreak of the war. Enlisting in 1861, in the 21st Mississippi regiment in General Lee's army, he served through the Virginia campaign, participating in twenty-three engagements beginning with that of Bull Run. After being transferred to another company he was given a furlough, but never returned to the service. During this long service he escaped injury, coming through the arduous campaigns without a wound. After the war he returned to his old place on the railroad, that was then

known as the Mississippi Central, and after two years on the south end of the line, was transferred to Water Valley, on the Mississippi division, and ran out of there in the passenger service until 1895, when he was retired from road service, and given a place in the shops at Water Valley as night foreman of the round house. In 1897 he was transferred to Paducah, Ky., working in the shops as machinist, some eighteen months, until he met with an accident while out hunting, losing his left hand and fore-arm by the accidental discharge of his gun in climbing a fence. Incapacitated from working at his trade, he purchased a farm of one hundred and eighty acres, one mile south of Water Valley, and is now engaged in raising the staples, cotton and corn. Mr. Southwick is a breeder of a fine grade of registered animals, and has four blacks engaged to do the manual labor and attend to the stock. The parents of Mr. Southwick, George and Mary (Pritchard) Southwick, were both natives of the state of New York, where they died on the farm that had for many years been their home. John Southwick, a brother of our subject, who resided in New Orleans during his life-time, was the first conductor on the road, now a part of the Central system, having begun during the construction period of the old Southern Railroad, as it was then known, under contractor Harris. Charles Cone, a brother-in-law, was also one of the first conductors on the line under the early management. Mr. Southwick married Miss Emma Wellborn, a daughter of Mrs. Julia Wellborn, deceased, who owned a large plantation in Mississippi. The father died when the daughter was very young. Mrs. Southwick died September 6, 1893, having been the mother of four children—George Clifford, is now a traveling salesman for a large wholesale paint and glass firm in Louisville, Ky.; Wilhelmina died at the age of seventeen years; Charles died at the age of six months; Fay, who was born in 1889, is the light of her father's household, which is presided over by a sister of Mr. Southwick, since the death of his wife. During her life-time, the wife was a member of the Baptist church, while Mr. Southwick is a com-

municant of the Methodist Episcopal faith. He is a member of the Masonic order, affiliating with the Water Valley lodge number 33, and still holds his membership in division number 99 B. of L. E., of Water Valley. Being one of the oldest operatives on the southern end of the system, Mr. Southwick is widely known, and his friends are numbered by the hundred, not only amongst railroad circles, but in other walks of life as well.



R. J. EVERETT, locomotive engineer at Water Valley, entered the employ of the railroad company in the fall of 1870, at McComb City, where he operated a stationary engine, sawing wood for the company for about a year. He then went to Water Valley and secured a position as carpenter in the shops under John Beckton, but in 1875 he returned to McComb City to learn the painters' trade, and served an apprenticeship of four years. In 1879 Mr. Everett began work for the T. & P. Railroad, and fired two years between Goldsboro and Achafla River, crossed the cab in 1881, and for the following six months had charge of an engine on the same run. Our subject then returned to Water Valley and began working in the Illinois Central round-house, putting in engine truck springs, driving and tender springs &c. About a year and a half later he secured a position as fireman between Jackson, Tenn., and Canton, Miss., and spent about a year in that capacity, the most of the time in the passenger service, but made an occasional freight run. Subsequently he fired in the summers and ran in the winters for two years, then ran on local between Water Valley and Durant for three years, and the rest of his work has been on a chain gang. The number of Mr. Everett's first regular engine was No. 748, and later he had Nos. 709 and 268. He had No. 870 in the chain gang, and later Nos. 864, 499, 874 and the one he is using now is No. 861. Our subject was badly scalded in September 1895, at Elliott, by

the bursting of a flue, but that is the only time he has been injured on the road, and he has met with marked success as an engineer. Mr. Everett was born in Summit, Pike County, Miss. He was married, in the city in which he now makes his home, to Miss Lillie Cross, and to them have been born seven children, whose names in the order of their birth are as follows: Lillian, James, Thomas, Ira B., Annie, Ruth and Robert. Socially, Mr. Everett is identified with Division No. 99, B. of L. E., of Water Valley.



WA. HADAWAY, engineer at Water Valley, began his railroad career at Jackson, Tenn., in the fall of 1878, as an apprentice under J. M. Keith, in the Illinois Central shops. Completing his apprenticeship in August 1883, he secured a position as fireman, served in that capacity about ten months, and in August 1884, he was promoted to freight engineer, and given a run between Water Valley and Jackson, Tenn., being located at Water Valley. Subsequently he served in the chain gang for a time, and in 1889 was promoted to the passenger service until 1893, running between Jackson and Canton, Miss. Mr. Hadaway's engine pulled the first fast mail train that was put on between Jackson, Tenn., and New Orleans, and he stood at the head of that train for about a year. From 1893 until 1894 he worked with a chain gang, but since the latter date, has been in the preferred freight service between Water Valley and Jackson, Tenn. Mr. Hadaway's first engine was No. 323, of which he had charge about a year, and later he had charge of No. 304 for four years. In the passenger service, he operated Nos. 1155 and 1113, and for three years he stood on the right side of No. 621. His regular engine now is No. 632. Mr. Hadaway has not been called before the officials since 1885. He has a very good record on the company's books, and a reputation of being a very careful and able engineer. Once,

however, it was his misfortune to become the victim of another man's carelessness, resulting in a head end collision, March 28, 1894, near Oxford, between No. 53 and a banana train. Our subject was badly hurt and was laid up four months.

Mr. Hadaway was born in Jackson, Tenn. He was married in Water Valley, Sept. 1888, to Miss Elizabeth Boydston of that city. Socially he is identified with Division No. 99, B. of L. E., of which he became a member in 1885. For two terms he served that body in the capacity of division chief, attended the convention at St. Paul in 1894, and the one at St. Louis in 1898. He is also a Mason, holding memberships in the Valley City Lodge, No. 402, and St. Cyr Commandery, Knights Templar No. 6. Mr. Hadaway bought his present home on Market street in 1893.



PHILLIPS JAY, who holds the responsible position of claim agent for the Illinois Central at Durant, Miss., is largely a self-made young man. He was born December 16, 1872, in Clark county, Mississippi, and is a son of Joseph J. and Mary A. Jay, the latter a member of one of the oldest families of the state of Mississippi. Phillips Jay, having lost his father when quite young, was compelled to earn his own living. He attended the common schools of Escatawpa, Ala., and began life as a clerk in the Stonewall Cotton Mills company, accumulating sufficient funds to carry him through college, he entered Fairview College at Binnsville, Miss., and later took the law course at the State University at Oxford. He was admitted to the bar in the fall of 1896, and opened an office at Lexington, where he practiced his profession until accepting the position he now holds with the I. C. He had previously held various offices of importance, and was the candidate of the Progressive party for State Senator, to fill out the unexpired term of Judge T. A. Wood of the third district in 1897, but was de-



C. A. MORENO.

feated by Hon. Dan'l W Heidelberg. Mr. Jay's territory as claim agent for the I. C. extends over 135 miles of the Aberdeen division, and 115 miles of the Yazoo & Mississippi Valley R. R., and on the Mississippi division from Grenada to Canton, and from Aberdeen to Brilliant, Ala. His time is about evenly divided between office and road work. A brother of our subject, Edward Jay, now twenty-four years of age, holds a position with the Mobile & Ohio R. R. The success which has marked Mr. Jay's career, is very gratifying, and being still quite a young man, he is certain to make his mark in life.



A. MORENO, roadmaster on the fourteenth division of the Yazoo & Mississippi Valley R. R. residing in Memphis, Tennessee, was born in Columbus, Georgia, December 14th, 1862. His parents, Theodore and Virginia (Anderson) Moreno, are still living and are residents of Gainesville, Georgia. Mr. Moreno acquired his education in the common and high schools of Gainesville, Georgia, graduating from the latter in 1880. He then went to the engineering department of the East Tennessee, Virginia & Georgia R. R. which was in course of construction, working there for about two years, and was afterward in the office of the chief-engineer at Atlanta. In 1883 he entered the service of the Louisville, New Orleans & Texas R. R. (now the Y. & M. V. R. R.) locating between Baton Rouge, Louisiana, and Vicksburg, Mississippi, where he was engaged in making the preliminary survey of that road. After the completion of the road in 1884, he remained in the Engineering Department until 1886. He then went to the Kansas City, Memphis & Birmingham R. R. in the capacity of engineer, remaining one year, and then returned to the Louisville, New Orleans & Texas road, where he served as resident engineer, during the construction of the Branch Lines, in the Delta, until 1889. During the latter year, he was supervisor for the same road,

with headquarters at Rosedale, Mississippi. In 1890, he went to Memphis, and entered the office of J. C. Hutchins, Superintendent of Roadway, as assistant engineer, which position he held until 1894, when he was promoted to Roadmaster on the Vicksburg division, of the Yazoo & Mississippi Valley R. R. His jurisdiction embraces 218 miles of Main track, and 300 miles of branch lines.

On the 21st of June 1893, Mr. Moreno was married to Miss Susie W. Saunders, a native of Memphis. They are members of the Methodist Episcopal church, and in politics Mr. Moreno votes with the Democratic party.



JOHAN C. JACOBS, who for thirty-six years served as superintendent of the Northern division of the Illinois Central, was born near Chillicothe, Ohio, November 15, 1819, two years later his father with his family removed to Frederick county, Maryland, where our subject spent his early boyhood days. When about thirteen years old the death of his father made him to a great extent responsible for the care and support of his mother and four younger children. Undaunted by his youth he assumed this responsibility, with the same tenacity shown to have existed during his after life, and manfully starting out secured a position on a farm, where by strict frugality he was not only able to earn his own living, but to contribute somewhat to the support and maintenance of the family. He continued working around on farms until the year 1837, when he secured a position on the B. & O. railroad in the capacity of section hand, for which he was paid 87½ cents per day. Later he was made brakeman on that road on a freight train, his run being between Harper's Ferry and Point-of-Rocks. In 1838 this run was abandoned and he was thrown out of employment, nothing else offering he accepted a position at Harper's Ferry as coal heaver. He remained in this position a few months, then was given a position as locomotive fireman on the B. & O.

and served in that capacity until 1841, when he was promoted to the position of engineer, where he remained until 1849, and was then made supervisor of engines on that road, having entire charge of the motive power, consisting at that time of 107 engines. In 1853 the position of assistant supervisor of trains was added to his duties, and as such he had special charge of the movement and working of trains over the heavy grades of the Alleghenies. Mr. Jacobs remained with the B. & O. until the fall of 1856, and during his latter connection with that company, was closely identified with the construction of what was then known as the western end of their line, and in that year he severed his connection with that company at the solicitation of John H. Dole, who was then general superintendent of the I. C. system. He came west and accepted the position of division superintendent of the Northern division, extending from Dunleith to Centralia, and entered upon his duties October 8, 1856, where he remained until his retirement in 1892.

In 1892, having passed the seventy-second milestone in his journey of life, and finding that the cares and duties of his position were weighing heavily on one so far advanced in age, he deemed it prudent to step aside and let younger blood enter the service; and after consulting with a few of his most intimate friends, under date of March 7, 1892, tendered his resignation as division superintendent to President Fish, assigning for his reasons for doing so those named above. Under date of March 9, 1892, Mr. Fish replied to his letter of resignation, "accepting the same with regret." To show the high appreciation with which he was held by that gentleman, the closing paragraph of his letter will bear repetition:

"In testimony of the high appreciation in which you have been, and are still held by this company, and on account of your long and useful service, and of the faithful and efficient way in which you have performed your every duty, I take pleasure in enclosing herewith check for your salary for seven months, from March 1 to October 1, 1892.

"Rest assured that in leaving the service you carry with you the best wishes of every man in it for your continued health and prosperity, and none more so than of your friend,
STUYVESANT FISH."

If held in such high esteem by his superior officers, what shall we say for his subordinates, many of whom stood shoulder to shoulder with him in the battle for many years? Our feeble pen can not do the subject justice, more than to say that the universal expression among them was one of sadness and regret.

In token of the respect in which he was held by the men under him, the officers and employes of the Amboy division presented to him and his wife a testimonial of their appreciation of his service among them, duly signed by many old employes, and bound in Turkish morocco.

On the nineteenth anniversary of his service with the Illinois Central the employes presented to Mr. Jacobs a finely finished cabinet, and to Mrs. Jacobs a tea service of thirteen pieces of exquisite beauty and design.

Mr. Jacobs was married in Middletown, Conn., November 6, 1846, to Miss Harriet A. Hough. Of this marriage were born three sons and one daughter, viz: Mary H., born near Harper's Ferry, Va., February 6, 1848, married E. E. Chase and died September 29, 1868; John C., born at Piedmont, W. Va., May 29, 1852, died in infancy; William F., born at Amboy, December 6, 1859, was for many years connected with the I. C., serving as train master after a long service as dispatcher. He now resides at Ottawa, Ill.; Charles C., born at Amboy, December 16, 1862, was in the employ of the I. C. as civil engineer for several years and is at present engaged in the manufacture of steel truss bridges at Amboy.

In the church Mr. Jacobs always manifested the true virtues of a christian, being a member as well as a regular attendant of the Congregational church of Amboy, and was for many years one of its trustees.

Mr. Jacobs died February 27, 1893. An extract from a letter to Mrs. Jacobs from Mr. Stuyvesant Fish, on that date, says:

"Those of his family who survive him have the satisfaction of knowing that John C. Jacobs at all times did his duty, and I know of no higher praise that can be given to any man."

ROSS W. RHYNE, a jovial and popular conductor in the freight service of the Illinois Central, on the Aberdeen division, is a native of Lexington, Miss., where his father, D. W. Rhyne, is postmaster. Mr. Rhyne after acquiring a practical education, worked in a store for two years, and in 1891 entered the service of the Illinois Central as brakeman in the freight service, at Jackson, Miss. He was afterward transferred to Aberdeen, and promoted to conductor on the Aberdeen division, in January 1898, which position he is now filling with success. His caboose is No. 98,111, with S. H. Kuykerdol and Bud Mathews as crew. Mr. Rhyne was united in marriage to Miss Daniels of Durant, Mississippi, and they are the parents of two children: Lillian, aged five, and Harris, aged three. Socially, he is a member of Division No. 304, O. R. C., of Canton, the Masonic fraternity, and Protective Knights of America, of Durant. Mr. Rhyne is physically a man of large proportion, with an equal amount of good nature and practical common sense accompanying it. He is a popular citizen of Durant, where he resides with his family, on Magnolia street, in a pretty home of his own.



HOLLIE CAMPBELL, a popular engineer in the employ of the Illinois Central, on the Aberdeen division, was born in Chickasaw county, Mississippi. John Campbell, the father of our subject, is engaged as hostler in the round house, at Durant, Miss. John Campbell Jr., a brother, is an engineer on the Aberdeen division, and Joseph Campbell, another brother, is a flagman in the I. C. service. Mr. Campbell after acquiring a good common school education, entered the service of the Illinois Central in 1890, as a fireman, working in the freight and passenger department successively, and as extra engineer until 1897. He was then given a run in the regular service, and is now on engine No. 261, where he is doing satisfactory and successful work. Mr. Campbell

was joined in marriage to Miss Osborn, of Durant, a young lady of many excellent qualities. Socially he is connected with Division No. 99, B. of L. E., of Water Valley, and with the Knights of Pythias, of Aberdeen. Mr. Campbell is an active, hustling young man, possessing the good will of his fellow employes, of which he is justly deserving.



HORACE WEIR, a conductor on the Aberdeen division of the Illinois Central, is a native of Choctaw county, Mississippi, and is a son of James Weir, a farmer. The early training of our subject was acquired in the district schools of his native county, and he was for several years afterward employed in a general merchandise store. Entering the service of the Illinois Central in 1895, as a brakeman on the Aberdeen division, he was, after three years faithful service in that department, promoted to conductor. He has had excellent success while in the latter capacity and is at present in the chain-gang service. A brother of our subject is in the service of the Illinois Central, as flagman, out of Water Valley. Mr. Weir belongs to Division 304, O. R. C., of Canton, and Division No. 331, B. R. T., of Water Valley. He is a young man of pleasant manners, studious habits, progressive, and has many friends, among whom he is popular.



THOMAS S. PRIESTLEY, the accommodating assistant ticket agent and baggagemaster, for the Illinois Central, at Canton, Miss., was born February 4, 1869, at New Orleans. His parents were Thomas F. and Della (Shackelford) Priestley. Mr. Priestley Sr. who died in 1895, was a prominent planter of the state, and was sheriff of Madison county, Mississippi for a time. The subject of this sketch acquired his education in the com-

mon schools, and in 1884, when a youth of fifteen, was appointed agent for the I. C. at Calhoun, Miss. He held the position for one year, and then returned to school. In 1891 he entered the service of the Southern R. R. in the office at Greenville, Miss., and was afterward successively baggagemaster, flagman, and conductor on that road. In 1893 he decided to engage in farming, and was occupied at that work until June 5, 1898, when he entered the service of the I. C. at Canton, Miss., as flagman; he was promoted to baggagemaster in September of that year, and on February 1, 1900, was appointed to his present position. Mr. Priestley is a rising young man, possessing traits of character which make him a general favorite.

SHERMAN A. METCALF, the genial freight and passenger agent for the I. C. at Sioux Falls, S. D., was born in Epworth, Dubuque county, Iowa, September 17, 1859, and received his education at the Epworth Academy and the public schools of Winthrop, Iowa. After finishing his schooling he was engaged in teaching for two years, then commenced studying telegraphy at Winthrop, Iowa, and when competent was assigned to the I. C. office at Independence, Iowa, remaining there about six months. He then accepted a position with the B. C. R. & N. railroad and served at Greene, Vinton and Independence, remaining with that company about seven months. He then resigned and took charge of his father's lumber business at Winthrop, at which he was employed until re-entering the service of the I. C. as station agent at Winthrop, in 1883, since which time he has been continuously in the employ of the I. C. serving as station agent in Iowa as follows: Winthrop, one year; Delaware, one year; Waverly, sixteen months; Cherokee, one year; Sioux City, four years; Fonda, two years and eight months; LeMars, two and one half years, and at Sioux Falls since December, 1899.

Mr. Metcalf was married in Winthrop to Miss Camilla E. Hildreth, and they have become the parents of two children, Wayne O. and Camilla. He is a member of Sioux Falls lodge, A. F. & A. M., B. P. O. E. and A. O. U. W. of Sioux Falls, and the M. W. A. at Waverly. He was formerly a member of the K. of P.

Mr. Metcalf is an excellent business man, as is shown by his various promotions. He now has full charge of the Illinois Central's extensive passenger and freight business at Sioux Falls, the largest city in South Dakota.

JERE P. MURPHY is the yardmaster of the Chicago terminals. Mr. Murphy began railroading in the summer of 1873 as a switch tender and was thus employed one year. He then served as helper for one year, then as engine foreman until 1890, when he was promoted to his present position as yardmaster of the terminals. If one will stop for a moment and consider the thousands of cars that are handled in these yards every week, they will realize something of the amount of work that it requires to keep them moving systematically. They will appreciate the fact, too, that a man who can perform his duties to the satisfaction of a corporation for twenty-seven consecutive years is worthy of commendation.

Mr. Murphy was born in November, 1853, near the city of Cork, Ireland, and is the son of William Murphy. Our subject was married in Chicago to Miss Mary Hurley, and of the eleven children that have been born to them, we have the following record: William, who has served his apprenticeship and is now a mechanic at the Burnside shops, John, Jere, James, Helen, Francis, Theresa, Margaret and Edward are still living and two died in child-hood. Mr. Murphy was formerly a member of the Switchmen's Union, but is not now connected with any secret fraternity.

MISS ANNIE C. MEAD, ticket agent and operator at Dixon, Ill., resides at Amboy, Ill. She was born on a farm near Greenwich, Conn., was educated in the country schools of that place until at the age of thirteen years she came to Amboy, Ill., where she finished her education in the public schools. After this she went to Sublette, Ill., and learned telegraphy of Miss Lena Patton, who was operator at that place, and which position was given to her when Miss Patton was transferred to Mendota, and occupied the place for about three years. From there, she was transferred to Matteson, Ill., on the Chicago division as joint ticket agent and operator for the Illinois Central and the Michigan Central Railroad; this place she held for over five years, going to Centralia, Ill., for three months, and then was transferred to Dixon, Ill., February 27, 1893, as ticket agent and operator, which place she now holds. Miss Mead is held in high esteem by the company for whom she has worked so long and faithfully, and is much respected by all who know her, especially by the trainmen with whom she comes in contact.

Lena, aged eleven, and Beatrice, aged six. He belongs to Division No. 99, B. of L. E., of Water Valley, and the Modern Woodmen of the World, of Durant, Miss. Mr. Culley is a man who pays strict attention to his work, and is recognized by the company, as a capable and worthy man.



HARRY D. PRIESTLEY, a retired employe of the Illinois Central, and a wealthy and leading citizen of Canton, Miss., was born in that city on May 29, 1848. His parents, William and Eliza (Moosby) Priestley, were among the early settlers of that part of Mississippi, and closely identified with its history. Mr. Priestley Sr. was, for a number of years, postmaster at Canton, and was also agent for the old New Orleans, Jackson & Great Northern R. R. He was a man of wealth and influence in the community during his long and busy life. Both parents departed this life at Canton. Harry D. Priestley began railroad work in 1867, as clerk for the I. C. at Canton, and gradually worked his way to a good position. At that time, there were at Canton, two connecting roads, (now owned by the I. C.) and Mr. Priestley was appointed "through clerk" for both roads, at a salary of seventy-five dollars per month. On the consolidation of the roads he was made freight agent, at a salary of one hundred and fifty dollars per month. Recognizing his ability, the company offered him other important positions, at various times, but he refused them, preferring to remain at his old home. He acted as freight agent for the I. C. until 1889, when he retired from railroad work, and has since been engaged in business as a broker. A brother of our subject, William Montgomery Priestley, who died in 1899, was for several years cashier for the I. C. at Canton. Mr. Priestley married Miss Rachael Breeding, of Columbia, Ky., a daughter of George Breeding, deceased, a farmer and extensive land owner of Kentucky. Two children have been born to them, William

SAM C. CULLEY, one of the successful engineers in the freight service of the Illinois Central, on the Aberdeen division was born in Madison county, Mississippi, and is the son of D. V. Culley, a substantial farmer of that vicinity. Our subject entered the service of the Illinois Central, in 1891, as a fireman, under engineer William McIntyre, and served in that capacity in the freight and passenger service until 1898, when he received promotion to engineer. He has at present a regular run, between Durant and Aberdeen, Miss., on engine No. 1320. His record on the road has been a good one, being devoid of accidents of a serious nature. In 1886 Mr. Culley married a daughter of J. F. Norman, and they have three children: Norman, aged thirteen;

T., who married Miss Nola Beaman, and is a leading cotton buyer of Yazoo City, Miss.; and Harry D., engaged in the same business in the same city. Socially, Mr. Priestley is connected with the Knights of Pythias, and the Knights of Honor, of his home city. Mrs. Priestley is a devoted adherent of the Episcopal church. They reside in a beautiful home on Liberty street, in Canton, and are highly respected by the entire community, in which they have so long lived.

among the first to settle at Water Valley, Miss. He died in 1882. Our subject was married at Bessemer, Ala., to Miss Alice M. Berglund. Socially he affiliates with Division No. 99, B. of L. E., of Water Valley, and has served that body in the capacity of second assistant, or treasurer, for two years. He also holds membership in the Independent Order of Odd Fellows of Water Valley. Mr. Ohlson built his present home on Wagner street in 1891.



P OHLSON, engineer at Water Valley, began work for the Illinois Central company May 2, 1881, in the shops at Water Valley, and worked one year under Master Mechanic J. F. White. In 1882 he secured a position as fireman, running as an extra for a short time, and then got regular work under Engineer J. J. O'Rorke, worked with him eighteen months in the freight service, then with Henry White about five months, and later under different ones. August 20, 1883, our subject was set up to engineer, and served the first year in that capacity as an extra. He then worked in a chain gang on a freight until 1886, when he was promoted to the passenger service and began working on Nos. 1, 2, 3 and 4. In 1892 and '93 Mr. Ohlson worked on a through freight train, and from the spring of 1895 to the fall of 1896 he was in Memphis, as an engineer on the local passenger from that city to Canton, Miss. Subsequently he returned to Water Valley, and his present runs are on Nos. 23 and 24, between Jackson, Tenn., and Canton, Miss. Mr. Ohlson has never been hurt in any way since he has been on the road, and his record on the company's books is a remarkably good one. Mr. Ohlson was born in the southern part of Sweden, but moved from thence to America in 1880, located in Little Rock, Ark., and worked in the shops of the Memphis & Little Rock Railroad at that place for a time before he came to Water Valley. His father was August Ohlson. Mr. Ohlson's maternal grandfather, Gustav Berglund, was

W H. PRICE, foreman of the blacksmith shops at Water Valley, Miss., began his railroad career in 1885, as an apprentice in the Illinois Central shops at Champaign, Ill., under his father, who was foreman of the shops at that time. The father located in Champaign when that place consisted of only a few houses, and entered the employ of the Illinois Central Railroad about the year 1867. He moved to Water Valley, Miss., in 1886, as a master mechanic, taking the place of Mr. White, and held that position until his death, which occurred about 1892. Prior to entering the service, however, he served in the United States Arsenal at Harper's Ferry, W. Va., and also worked for a short time for the Baltimore & Ohio Railroad. Our subject worked in the shops at Champaign from 1885 until he moved with his father to Water Valley, Miss., where he has since been employed. He was round house foreman and gang boss for a time, then fired for a time, both north and south, from Water Valley, then served as gang boss in the shops, and on March 1, 1897, he was appointed foreman of the machinery of the blacksmith shops, in which capacity he has charge of a force of about thirty-five expert workmen and helpers. Mr. Price was born in Champaign, Ill. He was married in Water Valley, Miss., to Miss Rosa Black of that city. Socially he affiliates with the following fraternities: Blue Lodge, Valley City, No. 402, McConnico Chapter; St. Cyr Commandery

No. 6; Hammask Medina Temple and Nobles of the Mystic Shrine. Mr. Price is very popular in Water Valley, has an unblemished reputation, and has a good record with the Illinois Central Company.



DR. CHARLES S. PRIESTLEY, district surgeon for the Illinois Central, residing at Canton, Miss., is the oldest practicing physician of that place. Dr. Priestley was born at Canton, his present home, on September 30, 1847, and has spent his entire life in that place. His father, Dr. James Priestley, who died of yellow fever, in 1855, was a physician of great prominence in the early history of Canton. Before taking up the study of medicine, Dr. Priestley was, from 1863 to 1866, in the employ of the Illinois Central, as baggage-master on the Louisiana division of the road. Deciding on the medical profession as his life work, he entered the University of Mississippi, and began his studies, but after a time returned to Canton, and worked as a druggist for ten years. In 1876, he went to New Orleans, completed his medical course there in March 1878, and returned to his native city, participating with great credit in the yellow fever epidemic of 1878, where he has since practiced his profession. He now has a partner, Dr. J. R. Jiggitts, and the firm enjoys the largest and most lucrative practice in Canton. Dr. Priestley was the first district surgeon to be appointed on the Louisiana division. He also holds the responsible position of health officer for Madison county, Mississippi, of which Canton is the metropolis. He was united to Miss Rosa Knight, of Canton, who is a leader in society there, and a woman much admired for her many beautiful traits of character. They are the parents of three children: Nannie; Leila M.; and James D.; all residing at home. Socially, the Doctor is connected with the Knights of Pythias, Knights of Honor, and Modern Woodmen of the World. Dr. and Mrs. Priestley are members of the Episcopal faith, and are ever

ready to advance the religious interests of the church. A life long residence in Canton, together with these qualities which go with a kind hearted man, and a reliable physician, Dr. Priestley may truly be classed as one of the most prominent citizens of the place.



HL. MILLER, a popular young engineer in the freight service of the Illinois Central, on the Mississippi division, was born at Water Valley, Miss., July 9, 1873, and is a son of Milton C. and Frances (Harlan) Miller. Mr. Miller Sr., an old and valued employe of the I. C., was for years an engineer on the Mississippi division of the road. He is now dead, survived by his estimable wife, who resides with her sons at Water Valley. In 1884 H. L. Miller entered the shops of the Illinois Central at Water Valley, as an apprentice boiler-maker, and served three years. His next occupation was as fireman on the B. S. & P. Railroad, with headquarters at Monroe, La. He then went to Monterey, Mexico, working in a furnace shop for a few months, and from there to Chili, South America, where he was for two years in the employ of an English firm. Returning to the United States, he went to Springfield, Mo., and was there for a short time, when he came to his home at Water Valley, Miss., and re-entered the service of the I. C. as fireman, on the Mississippi division. A faithful service of three years in that capacity was rewarded after an examination, to promotion as engineer, where he has since remained, a capable and trustworthy employe. While working as a fireman on the Mississippi division he was in an accident at Winona, but escaped injury. A brother of our subject, Thomas Miller, is a fireman in the service of the company, on the Mississippi division, and resides at their home, in Water Valley.

Mr. Miller was united to Miss Maude Scott, of Jackson, Tenn., two children being born to them; Scott and Paul, two fine boys.

He is identified socially, with Division No. 402, B. of L. F., and will soon become a member of the B. of L. E., of Water Valley. With his family, Mr. Miller resides with his mother in a pleasant home on North Court street, in Water Valley, where he enjoys the confidence and good will of a large circle of friends.



THOMAS TATE, retired engineer at Jackson, Tenn., began work for the Southern Railroad Association, now a part of the Illinois Central system, under H. S. McComb, president, as an engineer running between Water Valley and Canton. His first railroad work was in the shops of the North Carolina Railroad, now a part of the Southern Railroad, at Company Shops, now known as Burlington, where he began work in 1859 and remained until he became an engineer in 1865 and for about two years worked between Charlotte and Goldsboro. His engine also pulled the pay car, official trains, and incidentally our subject was called into the shop for a short time. In 1865 he took Gen. Johnston on an engine from Company Shops to near Hillsboro Station to meet Gen. Sherman. After the close of the war Mr. Tate continued to work on the road and in the shops until 1868, when he went to the Northern Central Railroad, now a part of the Pennsylvania Railroad, for a short time. Subsequently he secured a position at the head of a passenger train, between Raleigh and Weldon on the Raleigh & Gaston Railroad, and still later entered the employ of the Northern Missouri Railroad, and was given a run between Moberly and Kansas City. About a year later, our subject moved to Water Valley, Miss., and in 1872, operated a freight engine for one year between that city and Canton, and between Water Valley and Fillmore, on a passenger engine. Mr. Tate then moved to Jackson, Tenn., and for twenty-five consecutive years he stood at the head of a passenger train, retiring in 1897 the oldest engineer on the Mississippi division by twelve

years. He is now in partnership with Mr. Curtis, doing a plumbing and gas fitting business in Jackson. Mr. Tate has an excellent record as a railroad man. For nearly forty years he drew wages from a transportation company every month, and in that length of time never met with serious accident, was never injured in any way and was never suspended. Mr. Tate was born near Hillsboro, Orange county, N. C. He was married at Water Valley, Miss., to Miss Alice Cook, of that place, and two sons have been born to them. W. H. is superintendent of the Union Depot at Pueblo, Colo., and W. Tate is employed in the passenger department of the Denver & Rio Grande Railroad at Pueblo, Colo. Our subject joined Division No. 26, B. of L. E., in 1868, at Company Shops, but was later transferred to Jackson Division No. 93. He has served the latter body in the capacity of chief engineer, and at another time he was first assistant for about fifteen years. He is also a Mason, holding memberships as follows: St. John's Lodge, Blue Lodge, No. 33, Clinton Chapter, and Jackson Commandery. Mr. Tate is also a member of the Ancient Order of United Workmen. He takes a wholesome interest in all matters pertaining to the welfare of the community in which he lives, and is at present serving as a member of the City Council.



E. DUNN, engineer at Water Valley, began his railroad career at the above named city, October 14, 1881, as a brakeman and worked in that capacity for eleven months, both in the freight and passenger service. He then secured a position as fireman on the Mississippi division, in the freight service, and served under Engineer Thomas Kennedy, Jud Smith, Engineer Law and others, then worked one summer in the shops, and in December 1884, he was set up to switch engineer. Three months later, Mr. Dunn left the yards and worked for some time in a chain gang. His first regular run in the capacity of



NICHOLAS STUBER.



HORACE L. SEEVER.

engineer was on engine No. 301, and since has used all classes of engines at different times. He spent five years as a passenger engineer, but for the past five years he has been in the preferred freight service, and is now using engine No. 856. Mr. Dunn was born in Wake county, seven miles from the city of Durham, N. C., and made his home there with his parents until he entered the employ of the Illinois Central Railroad, at the age of twenty years. He was married in 1885, at Water Valley, Miss., to Miss Ella Henry of that city, and they have become the parents of a family of three children: Lucius Claude is an able artist, and has produced some fine water colors that have won him quite a reputation in Water Valley and vicinity. The other two children are Eva May and Ella Clyde. Socially our subject affiliates with the Division No. 99, B. of L. E., of Water Valley, and has been the second engineer of that body for two years. Besides a good position on the railroad, Mr. Dunn owns a pleasant home at 243 Main street, Water Valley, which he built in 1890, a valuable Hambletonian stallion five years old and five Jersey cattle. His record as a railroad man is a remarkably good one. He has never met with serious accident, and has never been hurt in any way while on the road.



HORACE L. SEAVER, residing at No. 67, 23rd street, Chicago, Ill., is the second in the order of seniority of the Illinois Central Company's engineers of that city. He began his railroad career as a brakeman August 24, 1865, and served in that capacity for eight months running from Chicago to Champaign, with an occasional run as far south as Cairo. He began firing in July, 1866, under the instruction of Jack Wade on the old engine No. 4, at a time when there were not over 150 engines on the entire system. This position Mr. Seaver retained until July 24, 1872, when the company considered him proficient and set him up to engineer of a freight run from

Chicago to Champaign, on which he served for eighteen years. In 1890 there was an opening on a passenger run and our subject was given a seat at the head of a passenger train running south from Chicago. Mr. Seaver was born at Waukegan, Ill., December 24, 1846. His father, N. Leonard Seaver, was for many years prominently connected with the Illinois Central R. R., and served as the company's first land agent. Our subject was married in Centralia, Ill., to Miss Lulu Robertson, whose grandfather was a first cousin to Jefferson Davis, the President of the Confederacy. To this congenial union one son, Charles L., has been born. Fraternally Mr. Seaver is a member of Division No. 10, B. of L. E., of Burnside. Much credit is due Mr. Seaver for the skill and careful attention to business that he has exhibited as an engineer. The fact that he has never been in any wreck is not due to any lack of difficult and hazardous runs, for he has several times escaped by a premonition of danger ahead, and at times has stopped within a few feet of destruction.



NICHOLAS STUBER, whose home is at 2843 Emerald Avenue, Chicago, Ill., is fifth in the order of seniority of the engineers in that city in the employ of the Illinois Central Company. He is a native of Schabach, Canton Solothurn, Switzerland, where he first saw the light of day June 13, 1841. The family came to America in 1852 and settled near the city of Chicago.

Mr. Stuber began firing on the Illinois Central Railroad July 25, 1862, with engine No. 21, on a work train, but later went onto the road with engine No. 109. In 1869 he was made engineer of a switch engine for a short time and then went onto the road again until 1884, when he was given a place at the head of a passenger train running from Chicago to Champaign. Mr. Stuber ran the first passenger train from Chicago to Freeport. From 1893 to '99 his run was to

Kankakee, Ill., but since that date has had charge of a suburban engine.

December 30, 1872, the subject of our sketch was united in marriage to Miss Mary E. Deitmeyer, and their wedded life has been blessed by the presence of a family of seven children, of whom we have the following record: Phillip, a mechanic on the Erie Railroad; Nicholas Jr., a mechanic at the Burnside shops; Lizzie, Eva, Anna, Benedict and Clara. Fraternally Mr. Stuber is identified with Division No. 10, B. of L. E., at Burnside. Mr. Stuber was once scalded by steam in an accident at Weldon shops, and from the effects of it was unable to take his place on the road for about three months, but aside from this he has not received an injury throughout his entire career as a railroad employe.



JOHN McDERMOTT, foreman of the boiler shops at Water Valley, Miss., began working for the Illinois Central Railroad company in the spring of 1873, and learned the boiler making trade under Master Mechanic T. W. Place, and Foreman W. M. McMullen. He was there until the fall of 1877, and then went to Memphis, Tenn., and entered the employ of the Louisville & Nashville Railroad, and worked one year in the shops at that place. Later he spent two years with the Mississippi & Tennessee Railroad, then about six months with the International & Great Northern Railroad at Palestine, Texas, and in July 1882, came to Water Valley and entered the Illinois Central shops, as a boiler-maker. He also had charge of the round house at this place for about ten years, and November 24, 1899, he was appointed to his present position. He has charge of a force of thirty-five men, consisting of boiler-makers, copper and tin smiths and helpers. Mr. McDermott was born in Scranton, Pa., but moved with his parents to Waterloo, Iowa, when he was but two years of age. The father, Patrick McDermott, was a blacksmith's helper for the Illinois Central company at Waterloo from 1866

until 1893, and one of his sons is now a blacksmith in the shops at that place. Our subject was united in marriage to Miss Mary Murdock of New Orleans, and four children have been born to them as follows: May, John, Helen and Hazel. Mr. McDermott affiliates with the Knights and Ladies of Honor, No. 466, and has been honored with the office of trustee of the grand lodge of the state of that fraternity. He is also a member of the Knights of Honor, No. 1062, of Water Valley, and the Knights of Pythias No. 55, Lochinvar Lodge. He has also served the citizens of the Fourth Ward, Water Valley, in the capacity of Alderman, and three terms as member of the board of school trustees.



DR. STALEY, engineer at Jackson, Tenn., began his railroad career at the above named city as a fireman for the Mississippi Central Railroad, with a run between Jackson, Tenn., and Cairo, (with the exception of a few months, which he served as a hostler at Grand Junction in 1876) he retained this position until September 27, 1878, when he crossed the cab, had charge of the lever and throttle for a short time, and October 2nd of the same year was taken with the yellow fever, and was off the road for forty days. When he was again able to take charge of an engine, he was given a freight run between Jackson and Cairo, but since 1883 he has stood at the head of a passenger train. Mr. Staley has but once met with serious accident in his railroad career. November 11, 1891, in a collision of train No. 21 and a freight, his fireman, Tom McGuire (colored), was killed, the engineer Hillman and the fireman, Walter Spencer, of the freight train were both killed. Our subject was also so severely injured that six weeks were required for him to recover sufficiently to resume his work. With this exception, Mr. Staley has been very successful, has lost but little time as will be evidenced by the fact, that from July 4, 1874, until the year 1899, he has drawn some

money as wages from the Illinois Central company every month. Mr. Staley was born in Randolph county, North Carolina. From 1870 to 1872, prior to entering the service of the Illinois Central company, he was brakeman and conductor at different times, on the Mobile & Ohio Railroad out of Jackson. Our subject was first married to Miss Maude Hammond, of Jackson, Tenn., who died in 1895, and he subsequently was united in marriage to Miss Lulu F. Pearsy, also of Jackson. Mr. and Mrs. Staley have one child, Idol Francis. In the social circles of Jackson, our subject has been a member of the B. of L. E. since January 1879, and has held many offices in that lodge. He is also connected with the Knights of Pythias, the Knights of Honor, and St. John's Lodge No. 332. A. F. & A. M.



DAVID LONGINOTTI, one of the promising young engineers in the freight service, of the Illinois Central, on the Aberdeen division, was born in 1869, at Genoa, Italy, where his father still lives, at the age of eighty-four years. At the age of sixteen our subject emigrated to this country, landing New York City, and later going to Cincinnati, Ohio, where he was employed in a store for about two years. He then went to Aberdeen, Miss., and worked in a machine and blacksmith shop where he remained two years. In 1891 he began work as a fireman in the freight service, on the Aberdeen division, with Engineer Stanley, and later was with Engineer Blankenship. He was in the passenger service under Engineer Thomas who predicts for him a bright future. On April 3, 1899, Mr. Longinotti was promoted to engineer on a work train, with conductor Butler, and has since served in that capacity, with unvarying success. Mr. Longinotti was married to Miss Wadlington, of Durant, Miss., and has two sons, Louis, aged four years, and Robert D., aged two. He is identified with Division No. 99, B. of L. E., of Water Valley, and is connected with the Modern Woodmen of

the World. Mr. Longinotti on coming to this country knew nothing of the English language, which he since mastered being a close student. He is a man who gives the closest attention to his work, ever on the alert to grasp ideas and improve his knowledge of mechanics. His erstwhile success is in itself a proof, that the future has much in store for him.



SAMUEL HORTON, a well known engineer in the freight service on the Aberdeen division of the Illinois Central, was born in Madison county, Mississippi, on the spot where the station at Madison now stands. His father, Alex Horton, was a farmer, and until arriving at his majority our subject was employed on his father's farm. In 1893 he entered the service of the Illinois Central, at Durant, Miss., as engine wiper. He was employed around the shops for about two years, when he began serving on the road, as fireman. Working in the latter capacity in the freight and passenger service, he was on September 23, 1898, promoted to engineer, and has since successfully held that position. Mr. Horton had a remarkable and unavoidable accident happen to his train, nine miles north-east of Durant. Going at a rate of twenty-five miles an hour, on a dark night, his engine struck a cow, was derailed, and continued on the ties for half a mile, reaching a trestle and toppling over into the river. Mr. Horton stuck to his engine, and narrowly escaped drowning. It was considered by every one a very close call. On getting out, he and his crew were obliged to walk four miles to send a message for help. Mr. Horton married a daughter of George Gunter, a planter of Durant. Their union has been blessed by a pretty little daughter Gladys. The Modern Woodmen of the World, and Division No. 99, B. of L. E., each find in Mr. Horton a valued member. He is a great sportsman, owning a very fine dog, and is considered a track shot in this vicinity.

EDWARD DANKS, foreman for the Illinois Central, at Carbondale, Ill., commenced life for himself by going to work in the mines, later working in a boiler shop for four years. He then went to work at the Coltness Iron Works, at Newmains, and from there to the Moss End Iron Works as general workman. In the spring of 1880 he came to America and for three months worked in a machine shop in Philadelphia. He then came to Illinois and for a few months was employed in the mines at Murphysboro, afterwards working in the machine shop. In December 1880 he went to work for the Coal Road, having charge of the machine shop at Harrison, but at the end of three years went into the machine shops at Mt. Carbon, as a general workman, remaining there until May 1, 1895, when he took charge of the machinery department, holding that position when the road was purchased by the Illinois Central in 1897; he was retained in that capacity and was given charge of the car department. For the past five years Mr. Danks has held the position of foreman of machinery, with the exception of a short time, when he went to Kenneth, Mo., as master mechanic of the St. Louis, Kenneth & Southern Railroad. He now has charge of the men at Carbondale, Texas Junction, Grand Tower, East Cape, Creal Springs and Carterville.

Mr. Danks married Miss Elizabeth Allen, of Murphysboro, and they have three children, William, Harry and Janet.



GEORGE ALLEN, an engineer on the Aberdeen division of the Illinois Central, was born in 1871, near Durant, Miss. His father, R. H. Allen, died in 1885, leaving a family of small children, the care of whom devolved to a great extent on the mother and our subject. His education was obtained by studying at night, and reciting to Mrs. Hamlin, of Durant, who greatly assisted him. He began life on his own account when

only ten years of age, as water-boy, and afterward went with Mr. J. Moring, on a construction train, on the Aberdeen division, remaining with that gentleman, who was greatly interested in him, five or six years. He next worked as a section hand, where he served two years, and then secured a position as fireman. He was for seven years in this capacity, in the freight and passenger service on the main line out of Water Valley, and on October 3, 1896, his faithful services were rewarded by promotion to engineer. He is now in charge of engine No. 253, on a local run, on the Aberdeen division. His career has been a very successful one, free from wrecks of any kind.

Mr. Allen married a daughter of J. A. Harrison, a wagon manufacturer of Canton, Miss. Mrs. Allen is a sister of O. R. Harrison, Chief of the O. R. C. of Canton, Miss., and of J. R. Harrison, a popular conductor in the I. C. service. Mr. and Mrs. Allen have two promising sons: James Henry, aged eleven years, and George Gordon, aged four. He is a member of Division No. 99, B. of L. E., of Water Valley, Miss. Mr. Allen resides in Durant, where he has a good home, besides other property. He enjoys recreation, and has a fine horse, and several pedigreed dogs. Being unqualifiedly a self-made man, Mr. Allen deserves great credit for the success he has made in life.



BA. BOYDSTON, engineer at Water Valley, began his railroad career at the above named city in the fall of 1879, and spent his first three months in the capacity of brakeman. Subsequently he spent fourteen months in the shops at that place, and in 1883 secured a position as fireman on a switch engine. Nine months later he was transferred to the main line, and worked for a time under Ed. Stanley and different ones. Still later, Mr. Boydston went into the round house as hostler for six months, then returned to the road for a time, and from December 1885,

until February 1886, he had charge of a switch engine in the Water Valley yards before his promotion. February 6, 1886, our subject was promoted to engineer, worked for a short time as extra, then about three and a half years in a chain gang, after which he operated a passenger engine about fourteen months between Jackson, Tenn., and Canton, Miss., on runs Nos. 45, 46, 1, 2, 3 and 4, until 1891, when he was transferred to his present run on a preferred freight. His first engine was No. 347, the next 295, 346, 714 707, and the one he is now using is No. 633. Mr. Boydston has never been injured in the service of the railroad. Mr. Boydston was born six miles south-west of Water Valley. He was married in that city November 20, 1887, to Miss Sallie Bartlett, daughter of Joshua and Eliza Septama (Sitton) Bartlett. The home of our subject and wife has been blessed by the advent of a family of five children, four of whom are now living, as follows: Bartlett Nealey, Cordelia Septama, Carl Davis, who died May 8, 1896, Martin Oakley and Elsie Sitton. Socially he affiliates with Division No. 99, B. of L. E., of Water Valley. Mr. and Mrs. Boydston are members of Missionary Baptist church of Water Valley.

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MICHAEL S. CURLEY, master mechanic of the Illinois Central's shops at Memphis, Tenn., began his remarkably successful railroad career in the machine shop of the L. & N. Railroad, May 1, 1869, as an apprentice under James Montgomery, master mechanic, and W. A. Adair, general foreman, working until 1873 when he went to the St. Louis & South Eastern at Nashville, Tenn., as a machinist under E. M. Hinstone, master mechanic. In September 1877 he went to Water Valley to build an engine, worked here up to 1882, when he was made foreman of the shop, he then went to Jackson, Tenn., where he was made general foreman, remaining in that position ten years, until promoted to the shops at Centralia, Ill., remaining three years. In June

1898 he was promoted to position of master mechanic at Water Valley shop, where he had previously served as machinist. In February 1899 he was promoted to master mechanic at the Illinois Central shops at Paducah, Ky., second largest shop in the entire system, and remained here until given his present position as master mechanic at Memphis.

Mr. Curley has had a remarkable career. He was born at Nashville, Tenn., June 17, 1853. His father, James Curley, was a poor mechanic who came from Ireland locating in Nashville, Tenn. He died when our subject was but ten years old, leaving a wife and three small children. His death caused our subject to be thrown upon his own resources. His first start in life was selling papers as news boy on the streets at Nashville. Mr. Curley says this experience was what made him a financier, and where he learned to win the battle of life. He was commonly known as "Curley Mike" among the other newsboys. He sold papers with success up to the age of fifteen years, when he began his railroad career. He boarded and clothed himself on sixty-five cents per day, the first year's salary, seventy-five cents per day the second year, eighty-five cents the third year and one dollar a day the fourth year, saving one hundred dollars in the last year of his apprenticeship. Mr. Curley educated himself studying whenever possible, and the most eventful period of his life was when he was a poor apprentice boy.

Mr. Curley married Miss Boyd, of Water Valley, and they have three children: Annie, Charley and Lillie, all attending school. Our subject is a member of the Knights of Honor and the Knights of Pythias, both of Paducah. Mr. Curley has enjoyed a remarkable long tenure of service with the I. C., covering a period of twenty-three years. He is justly proud of his record, few having started in so humble a way and risen as he has done. What he is and what he has is due entirely to his own efforts and character. He enjoys the confidence of his superiors, and the respect and esteem of those under his charge. In 1884, when Mr. Curley was general foreman of the I. C. shops at Jackson, Tenn.,

occurred a thrilling incident that put his loyalty to the company to a crucial test: An engineer, who had suddenly become insane, stole an engine out of the yards, pulled onto the main line and started on a wild man's run. As soon as the fact became known, Capt. J. G. Mann, deceased, then division superintendent, with headquarters at Jackson, ordered an engine out to overtake the crazy engineer. Mr. Curley volunteered to go on the hazardous mission, but it was with difficulty that he secured a companion, a number of employes declining to incur risk. The crazy engineer was captured on his stolen locomotive at Oakfield, seven miles north of Jackson, while backing in on a siding. The extreme peril of the rescue made Mr. Curley's volunteer service an act of rare bravery and a supreme test of loyalty to the company.



JULIAN T. EVANS, a conductor, now in through freight service, but who was in construction service for fourteen months, on the Aberdeen division of the Illinois Central, is a native of Monroe county, Miss. His father, who departed this life on November the 19, 1899, was Captain J. J. Evans, state treasurer from 1890 until 1896, and was railroad commissioner from 1897 until 1899. He served with distinction in the Confederate Army in which he was brigadier general during the entire Civil war, and was a man of much prominence throughout the Southern states. He is survived by his wife who resides at Jackson, Miss.

Our subject was educated in the schools of Jackson, Miss., and also at Jackson Millsaps College. Desiring a railroad career, at the age of eighteen, he entered the service of the Illinois Central, as a brakeman on the Natchez district, and was afterwards sent to the Louisiana division. He came to the Aberdeen division in May 1897, and was soon placed in charge of a train, as conductor. He has had experience in all sorts of train work, and is at present in charge of a

coal run between Aberdeen and Brilliant, Ala., with a crew consisting of Joseph Campbell, flagman; Wallace Vasser, brakeman; on caboose No. 98,497. Mr. Evans affiliates with division No. 304, O. R. C., of Canton, Miss., Modern Woodmen of the World, of Durant, Knights of the Ancient Essensic Order, Jackson, Miss. He resides at Aberdeen, Miss.



ALLEX. KENNEDY, engineer at Water Valley, Miss., began work for the Illinois Central railroad at the above named place December 6, 1884. His first railroad work, however, was in 1864, in the employ of the Central Ohio Railroad, where he was employed until 1868. He was then brakeman for some time, and still later was off the road for about a year. Mr. Kennedy was then promoted at Zanesville, Ohio, and given a run between that place, Bellaire and Columbus, and spent three years in the freight and passenger service. Later he left that road and went to Columbus, Ohio, and entered the employ of the C., H. V. & T. Railroad, where he spent about fourteen months, and then spent about eleven months in the employ of the Baltimore & Ohio Railroad, doing construction work between Auburn and Hicksville. Mr. Kennedy's next work was at the head of a passenger train between Garrett, Ind., and Chicago, but after spending about a year there he returned to the C., H. V. & T. Railroad, at Columbus, and served as freight engineer between that city, Straitsville and Nelsonville. He was then off the road for ten months, and when he returned he was given the same run, but later was transferred to the division between Columbus and Toledo. December 6, 1884, our subject moved to Water Valley, Miss., and began work for the Illinois Central Railroad, as a freight engineer between that city and Jackson, Tenn. In 1890 he was promoted to the passenger service between Jackson, Tenn., and Canton, Mississippi, but his runs now are on Nos. 21 and 22, and for the past

three years he has used engine No. 952. Mr. Kennedy has made a record entirely free from serious accidents, and has never been injured in any since he has been on the railroad. Our subject was born in Bellaire, Belmont county, Ohio. He was first married in that city to Miss Jane Robinson. She died in 1874, and our subject was subsequently married in Columbus, O., to Miss Mary E. Hennessy of that city. By his first marriage Mr. Kennedy has a family of three children, as follows: Lizzie, widow of William Roy, a fireman on the Illinois Central Railroad who was killed at Malon Tank, Miss.; Irvin P., an engineer on the Illinois Central Railroad at Water Valley; Edgar W., a fireman on the Illinois Central Railroad at Water Valley. Socially Mr. Kennedy affiliates with Division No. 99., B. of L. E., has been chief of that lodge for four years, also chairman of the local grievance committee six years and in 1895 attended the Ottawa convention. He is also a Mason, holding membership in the Valley City Lodge No. 402, A. F. & A. M., McConnico R. A. Chapter and the St. Cyr Commandery, Knights Templar, No. 6.



A B. HIGHT, the oldest locomotive engineer at Jackson, Tenn., began his railroad career at the above named city, in the employ of the Mississippi Central Railroad in 1870. He fired a switch engine in the Jackson yards until 1874, when he crossed the cab and has since had a hand on the lever and throttle. He entered the employ of the Illinois Central Railroad when that company leased the Mississippi Central lines, and from the year 1870 he has worked continuously in the Jackson yards. Prior to 1870, however, our subject worked about two years in the shops of the Mobile & Ohio Railroad, at Jackson. Mr. Hight was born in Jackson, Tenn., and has spent his entire life in that city. He was there married in 1876, to Miss Cordelia Sarah White, also of Jackson, Tenn., and their home has been made

happy by the presence of a family of six children, whose names in the order of their birth are as follows: Maggie, Katie, Johnie, Willie, Robert and Samuel. Johnie is now in the employ of the M. Kidd grocery company. Our subject is well known among the railroad men, and enjoys the respect and esteem of all. His record is an enviable one, being free from serious accidents and one that cannot fail to win the good graces of the company.



W J. RYAN, engineer at Jackson, Tenn., began his railroad career July 28, 1884, as an apprentice in the Illinois Central shops under M. M. Curley, and served until 1888, when he began as a fireman on a switch engine in the Jackson yards, and served in that capacity for six months, after which he went onto the road, his first regular engineer being W. H. Long. This position he retained for about a year when he was given charge of a switch engine in the Jackson yards and had a hand on her throttle about five months before his promotion. In September 1890 Mr. Ryan was advanced to engineer, ran extra out of Jackson for a time, and in January 1897 got No. 610 for a regular engine and has since had a seat on the right side of her cab. His first engine, No. 737, was a mogul, and his second, No. 473, was also a mogul, but later he had charge of different engines. Mr. Ryan was born in Whistler, Ala., but has spent the most of his life in Jackson. He was married in 1898 to Miss Martha Brady, also of Jackson, Tenn. Socially Mr. Ryan affiliates with Division No. 93, B. of L. E., and also the Elks, both of Jackson. He began work on the road when a mere boy, and has since continuously followed that occupation, meeting with marked success, having never met with an accident. Mr. Ryan built the house in which he now makes his home, at 425 East Chester street, in 1891.

KO. H. LOMAX, a popular conductor on the Louisiana division of the I. C., entered the service of the company in 1887 as brakeman with trainmaster W. H. Fitzpatrick. He was promoted to conductor in 1890, and is at present in charge of a through freight, on the south end of the Louisiana division. Mr. Lomax was in one very serious accident. His train struck an open switch, and he was so severely injured, as to incapacitate him for duty, for six weeks. Mr. Lomax has had more unavoidable wrecks on the Louisiana division than any man in the service; none of which were his fault.

Mr. Lomax is a native of Holmes county, Mississippi, and is a son of Tillman Lomax, who was from South Carolina. Miss W. E. Easley, of McComb City, became the wife of our subject, and they have five children, viz: Warren, Thomas, Oliver, Kennard, and Oakley. Socially he is connected with the New Orleans Division, O. R. C., and is also a member of the Knights of Honor, of McComb City. He has a beautiful home on Broadway, in that city, and ranks high in the estimation of its citizens.



JO. B. F. GOOD, engineer at Jackson, Tenn., did his first railroad work at Aurora, Ill., in the employ of the C. B. & Q. Railroad in 1879. After serving as fireman for about six years, he was promoted to engineer in 1885, and sent to Chicago to take charge of a switch engine, and later took a run from that city to Aurora. In the fall of 1888 he severed his connection with the C. B. & Q. Railroad and came to Jackson, Tenn., to accept a position as engineer for the Illinois Central company, in the freight service, between that city and Cairo. Subsequently he stood at the head of the local between Jackson and Martin for two years, and his present run is on Nos. 51 and 52, preferred freight, and on No. 81 south from Jackson. Mr. Good was born in Ohio, near the city of Delaware. He was married in Colum-

bus Grove, Ohio, to Miss Olivia Rake, of Aurora, Ill., and two children have been born to them, as follows: Guy, a machinist in the Illinois Central shops at Jackson, and Anita Blanche, who is still making her home with her parents. Mr. Good now holds a membership in Jackson Lodge No. 93, B. of L. E., having been transferred to that society from the Garden City Lodge No. 253 of Chicago. He is also connected with the Masonic Order and the Knights of Pythias. Mr. Good has always been very successful as a railroad man, and throughout his career, has never met with serious accident and has never been injured in any way. He has also prospered financially, incidentally laying up something for a rainy day, and in 1892 purchased a home at 274 Deadrick avenue.



RICHARD C. PENDERGRAST, better known as the "Irish Lord," is a jolly whole-souled engineer, on the Louisiana division of the Illinois Central. He is a son of M. J. Pendergrast, at one time a well known manufacturer at Memphis, Tenn., who died in 1867. At the age of ten years our subject was sent to Notre Dame College, at South Bend, Ind., but ran away and returned home. He was sent back to school, only to leave again. At the age of twelve he left home, and remained away for seven years, never writing home or disclosing his whereabouts. During that time he traveled all over the country, following various pursuits and accumulating five thousand dollars. In 1868, he began railroad life in the shops at Memphis, and after a service of eight months, worked on the road for a time as fireman. He then went to Central and South America, and returning to Texas, worked as engineer on the Galveston, Houston & Henderson R. R. He was next employed on the Louisville & Nashville R. R. as engineer, and later on the N. O. J. & G. N. R. R. as conductor. He afterward took an engine on the latter road, and in 1875 went to the Mississippi Central; leaving that road



ED. FULLER.

he returned to Galveston, and was given the important position of superintendent of transfers. He then went to Memphis, and took charge of a compress machine, and when the season was over, secured a position as engineer on the Louisville & Nashville R. R. In September 1877 he reentered the employ of the Illinois Central, at McComb City, and continued there until 1889, when he was made general foreman for the road at New Orleans, which position he held for a time and then returned to McComb, and now has one of the best runs on the McComb district, between that city and New Orleans.

Mr. Pendergrast was, in March 1883, united in marriage to Miss Eliza, a daughter of Judge Gernon, a prominent citizen of New Orleans. Their union has been blessed by three children: Eliza M. at school, Julian Gray and Philip S.

Socially, Mr. Pendergrast is prominent in Masonic circles, being a Knight Templar, Commandery No. 1, of Jackson, Chapter No. 90, and Blue Lodge No. 123. He was a charter member of Division No. 173, B. of L. E., but transferred to No. 196, of McComb City. He is a remarkable self-made man, possessing traits of character which enable him to make friends wherever he goes.



ED. FULLER, a freight engineer on the Louisville division, is a native of Muhlenburg county, Ky. His father, W. R. Fuller, a mechanic, died April 12, 1879, leaving our subject on his own resources to support his mother. He first worked at the blacksmith trade on the Ohio Valley road, afterward worked in a saw mill. He then commenced his railroad service July 8, 1891, as fireman, continued at this up to December 1896, when he was promoted to engineer, and has since run nearly every class of engine on the system. He has never suffered an injury or had any accident, is trusty and well liked by all. He has worked for many master mechanics, and has given such good satisfaction that he has never been laid off. His present run is between Pa-

ducah and Henderson. Mr. Fuller married Miss Mary Abraham, of Gallatin county, Ill., and they have four children: Cordie, a gifted pianist, George Fuller, Michael and James C. Mr. Fuller belongs to Division No. 238, B. of L. F., also Division No. 225, B. of L. E., the Maccabees and Blue Lodge No. 127, A. F. & A. M., all of Paducah. While providing for his family he has, like a dutiful son, made provision for his old mother, who finds a home beneath his roof.



GEORGE McINTYRE, a popular young engineer in the freight service on the Louisiana division of the Illinois Central, is a native of Kenner, La., and is a son of George McIntyre Sr., a former well known employe of the I. C., having been with the company for about fifteen years. On November 20, 1883, at the age of sixteen, our subject entered the service of the L. N. O. & T. Ry. (now the Y. & M. V. Ry.) as a fireman. He resigned from the service in 1885, and in 1886 entered the employ of the Texas Pacific Railroad, as a fireman, where he remained until his return to the I. C. and November 22, 1889, was promoted to engineer in the yards at Jackson, Miss. The following year he went into the regular service out of McComb City, and remained there until October 21, 1898, when he was dismissed on account of a misunderstanding with caller. March 15, 1899, he went to Lumberton, where he ran an engine for a time and later a train, but resigned to accept a position as engineer on the Cincinnati Southern Railroad, but after remaining there a few months, returned to the Illinois Central, at their request. He at present has a manifest run on engine No. 715, with Thomas Brook, as fireman.

Mr. McIntyre married Miss Rosa Ricks, of McComb City, and they are the parents of one daughter. Socially, our subject is a member of Division No. 196, B. of L. E., of McComb City, where he resides and has a large circle of friends.

AT. FRANKLIN, general foreman of the shops at Jackson, Tenn., entered the employ of the Illinois Central company in the spring of 1881. His first railroad work, however, was in the employ of the Baltimore & Ohio Southwestern Railroad at Chillicothe, Ohio, as an apprentice under George Baldwin, and after working there from 1864 until 1867, he went to Texas and entered the employ of the Houston & Texas Central Railroad, worked for a time as machinist in that company's shops at Corsicana, and was then promoted to the position of foreman of the round house and served in that capacity until 1881. At the last named date Mr. Franklin moved to Jackson, Tenn., served as a machinist under J. M. Keefer, master mechanic, until May, 1890, when he was appointed to his present position. Mr. Franklin has charge of a force of eight machinists and two helpers, two boiler makers and three helpers, two blacksmiths and four helpers, two carpenters and one helper, fourteen car repairers, six coal heavers and fifty-five other laborers. In 1881 the coal used at the Jackson shops in twenty-four hours amounted to from eighteen to thirty tons, and now it is from one hundred and sixty to one hundred and seventy-five tons every twenty-four hours. In 1880 there were twelve freight engines and four passenger engines on this division, and now there are about twenty-four freight and four passenger engines used. Our subject was born in Germany, but came to America with his parents when he was quite small and settled in Chillicothe, Ohio, in 1848, and was reared in that city. One of his brothers, F. E. Franklin, is now a coppersmith for the H. & T. C. Railroad; and one brother, Philip, is a coppersmith for the Baltimore & Ohio Southwestern Railroad at Chillicothe, Ohio. One half brother, J. G. Neudorfer, is master mechanic of the Illinois Central Railroad, at Water Valley, Miss.

Mr. Franklin was married at Jackson, Tenn., to Mrs. Powers, widow of Mr. Powers. She had one son, C. E. Powers, an engineer for the Illinois Central company at Jackson. Our subject has one daughter, Mary, wife of A. Norwood,

also of Jackson. Mr. Franklin is a good machinist, an able foreman and a thorough and systematic workman. His shop and round house are among the very neatest and cleanest on the entire Illinois Central system, and many of the improvements are the fruits of his progressive and wide awake nature.



JE. YOUNGBLOOD, conductor at East St. Louis, began his railroad career at the above named city in the employ of the Cairo Short Line December 2, 1888, and served as a brakeman under conductor A. M. Dowell, on a passenger train, between Pinckneyville and Paducah. He served in that capacity until April 1889, and was then transferred to the freight service and served under Conductor A. L. Copple until 1890. Our subject was promoted to the position of conductor in the freight service, and given a run from Pinckneyville to Paducah which he retained until 1896, and was then off the road for five months. When he returned to work he was placed in charge of a freight train, from East St. Louis to Du Quoin and to Mounds, and later served on the local between East St. Louis and Carbondale. His present run is from East St. Louis to Paducah on a mixed train.

Mr. Youngblood was born at Benton, Ill., a son of F. M. Youngblood, of Carbondale, Ill., who was attorney for the Cairo Short Line from the time it was established, and is now attorney for the St. Louis division of the Illinois Central Railroad. Our subject was married in Benton, Ill., to Miss Nancie Gooch, of that city, and their home has been blessed by the presence of a family of three children, Josephine, Eveline and Francis M. Socially Mr. Youngblood affiliates with St. Louis Division No. 3, O. R. C., and is now serving that fraternity in the capacity of a member of the general grievance committee. He has been a successful conductor and has a good record on the company's books. His caboose is No. 98,467.

J F. DUNN, engineer at East St. Louis, began his railroad career as a fireman for the Illinois Central Railroad at McComb City, Miss., in 1884, but after a service of eight months entered the employ of the firm of Hoskins & Hamilton, Brookhaven, Miss., and for fourteen months he operated a stationary engine in the saw mill. In 1886 he moved to East St. Louis, Ill., and secured a position as fireman for the Cairo Short Line Railroad. In September 1887, our subject crossed the cab and took charge of the lever and throttle. For eight years his work was between East St. Louis and Du Quoin, but later his run was extended to Mounds. His present position is at the head of a preferred train between East St. Louis and Brooklyn, but is occasionally called out for extra work in the passenger service. He is a very skillful engineer and has made a record entirely free from wrecks and has never received the slightest injury while on the road. Socially he affiliates with Egyptian Lodge No. 512 B. of L. E., of East St. Louis, the Knights of Pythias, Eureka Lodge No. 81, and the Knights of Honor. Mr. Dunn was born in Brookhaven, Miss., September 23, 1867. Three of his brothers have also been in the service of the Illinois Central Railroad, as follows: James, a fireman at East St. Louis, died in October 1897; Sam, a machinist in the Illinois Central round house at E. St. Louis; and Albert, wiper at the round house at East St. Louis. Our subject is married to Miss Josie Wright, of St. Louis, and one son, Frederick W., has been born to them.



ROBERT C. JENKINS, a conductor, well known and very popular with the traveling public, on the Aberdeen division of the Illinois Central, was born at Emery, near Durant, Miss. Being thrown on his own resources when a youth of sixteen, he sought for, and obtained employment in the freight office of the Illinois Central, at Durant, serving under H. F. Lawrence, then agent, and

who resigned his position in 1888, to accept the position of cashier of the bank of Durant. Our subject was soon found trustworthy and capable, and was promoted to bill clerk, afterward to check clerk and also served as night agent for a time. In 1890 he began regular road work as brakeman, and was then placed in charge of extras, until assigned to his present run, in the passenger service between Durant and Tchula, Miss. His trains are Nos. 402, 403, 404 and 401. Mr Jenkins has worked with his present engineer, Mr. McIntyre, for ten years, with the best of good feeling and without mishaps or injuries. He is connected with Division No. 304, O. R. C., of Canton, and with the Masonic fraternity of Durant. In 1891 Mr. Jenkins and Miss Carson, of Yazoo City, were united in marriage, and they are the parents of three children: Myrtle Laurine, Robert Carson and Emerson Mangrum. He has a fine home of his own in Durant, presided over with grace and dignity by his estimable wife. Mr. Jenkins is a self-made man; active, energetic and studious. He is a general favorite, among the employes of the I. C. and with the traveling public there are none who stand higher.



DANIEL WEBSTER, engineer at East St. Louis, began his railroad career in this city, as a fireman on the Cairo Short Line. His first run was from East St. Louis to Du Quoin and later his run was extended to Brooklyn and Paducah, serving in all three years as a freight fireman. He was then promoted to the passenger service and served one year under Michael Mulconery and Don Hendrixson. In 1883 Mr. Webster was promoted to engineer, worked for a short time in the East St. Louis yards, then his engine did construction work between East St. Louis and Du Quoin and later he served on a freight engine until he was promoted to the passenger service in November 1899, and has since stood at the head of the Fast Mail between St. Louis and Cairo, the Dixie Flyer, Nos. 202 and

203, and also the local passenger between East St. Louis and Brooklyn. Mr. Webster has had charge, at different times, of all of the engines that run out of East St. Louis, but the first one he used in the passenger service was No. 1181. He has never been injured in any way and never met with accident since he entered the service of the railroad.

Socially Mr. Webster is identified with Egyptian Lodge No. 512 B. of L. E. of East St. Louis and has served on the general board of adjusting committees and has always taken a wholesome interest in the welfare of that fraternity. He is looked upon by his fellow workmen as a social leader, enjoys the confidence of his employers and the respect of all who know him. Mr. Webster was married in June 1883, to Miss Anna Meyers and four children were born to them, Edgar, George, Earl and Daniel, deceased. On March 25, 1897, he was married to Miss Augusta Wehring, of Belleville, Ill., and they have one son, Clarence Dewey.



THOMAS M. LEONARD, a locomotive engineer on the Illinois Central Railroad, began his railroad career in June 1886, at East St. Louis, as a wiper in the shops of the St. Louis, Alton & Terre Haute Railroad. One year later he secured a position as fireman and for the following nine months he stood at the left side of a switch engine. Next, Mr. Leonard was transferred to a regular run under Engineer Ira Bookstaver, between East St. Louis and Du Quoin, which position he retained until he was set up to engineer four years later, or in the year 1890. Mr. Leonard's first work in the capacity of engineer was on a switch engine in the yards at East St. Louis, where he spent three years, the most of the time with the night crew. He was next employed for a time on extra trains, but since 1896 he has had a regular run, but has been transferred several times. His present trip is from East St. Louis to Brooklyn. Mr. Leonard has been a very suc-

cessful railroad man, has made a record free from wrecks and has never been injured on the road.

Mr. Leonard was born in Ireland. He was married in East St. Louis to Miss Mary Hodder of that city, and two children, George and Marion, have been born to them. Socially our subject affiliates with Egyptian Lodge No. 512, B. of L. E., and also Division No. 44, B. of L. F., both of East St. Louis, and at different times has been honored by both of these fraternities with offices. He built his present comfortable residence at 608 Bond avenue, E. St. Louis, in 1898.



R. L. CHANDLER, locomotive engineer at Jackson, Tenn., began work for the Illinois Central Railroad in 1880, as a call boy at East Cairo, Ky., under Foreman I. J. Randall. Two years later he left this position for that of switchman in the yards at East Cairo, and later secured the position of fireman on the incline, which he retained for about a year. During the following two years and seven months he performed the duties of fireman on the main line, between Jackson and Cairo. In January 1887 our subject was set up to engineer, and worked in that capacity in the Jackson yards for about six months, then ran extra about a year and was then given a regular run on engine No. 293, a Jack White make. Eight months later he was transferred to engine No. 351, later to 751, a Weldon mogul, then No. 761, after which he was placed in charge of No. 611, a new engine, and she is still in his hands. Mr. Chandler had charge of the first freight engine, No. 351, that crossed the Cairo bridge, drawing for its load a special Knights of Pythias train. Since 1897 our subject has been in the preferred freight service, between Jackson and Mounds, but also does a great deal of passenger work. Mr. Chandler was born in Ripley, Tenn., a son of Carroll A. Chandler of Jackson, Tenn. The father was also an employe of the Illinois Central Railroad, beginning his career with a job of construction work in 1874, and re-

mained in the employ of the company about thirteen years. He also worked for the Mobile & Ohio Railroad at Cairo and East Cairo, running the transfer boat between those points for several years, but retired from service in 1892. He has held many public offices in Jackson, is now constable, and a candidate for the office of sheriff of the county. The father married Miss Mary E. Griggs, of Ripley, Tenn., and of their family we have the following record: Edgar, an engineer on the Illinois Central Railroad from 1875 until 1897, died July 28th, of the last named year; Millie J., wife of Thomas J. Hunt, of Jackson, whose biography appears on another page of this volume; R. L., the subject of this sketch, married Miss Maggie McColpin, of Jackson, and one daughter, Ruth Lee, was born to them March 22, 1897; Lillie Belle, at home; Callie, an engineer on the Illinois Central Railroad, married Claude Pitts, of Jackson, and one son, Eddie, has been born to them; C. P., an engineer on the Illinois Central Railroad, is still single and making his home with his parents. Socially Mr. Chandler affiliates with Division No. 93, B. of L. E., the Elks, No. 192, and Madison Lodge No. 16, I. O. O. F., of Jackson.



DD. McCONACHIE, a prominent locomotive engineer at East St. Louis, began his railroad career at the above named city March 17, 1882, in the employ of the Cairo Short Line. He worked for a time in the shops, then fired in the yards six months with different engineers, then fired between East St. Louis and Du Quoin with different ones for a short time, and later served as a fireman on a coal train.

In December 1886 our subject was set up to engineer and for the following six months he had charge of a switch engine in the East St. Louis yards, and then accepted a run from Pinckneyville to Brooklyn, which he retained for seven years, then between Du Quoin and Eldorado, and later between Pinckneyville and Brook-

lyn. In August 1898 our subject accepted a position at the head of the Creal Springs Local, and in December of the same year, he was appointed to runs on engines Nos. 203, 201, 202, and 204, and later was given the Dixie Flyer and the Fast Mail. Mr. McConachie was born in Perry county, Ill., near Coulterville. He was married at Belleville, Illinois, to Miss Mary Schwender, who was born in Uniontown, Ky. One daughter, Freddie May, has blessed their home. Socially our subject affiliates with Egyptian Lodge No. 512 B. of L. E. of East St. Louis. He is a fine engineer, very popular among his fellow workmen and with one exception never met with accident of any kind. This one occurred July 18, 1899, in which our subject received serious injuries from scalding and a cut on his head, but was at his post of duty again after about three months. Mr. McConachie still owns his home in Pinckneyville, which he built in 1890.



WILLIAM McINTYRE is a highly popular engineer on the Aberdeen division of the Illinois Central. He was born in St. Louis, Missouri, but went to Mississippi with his parents when young. His father was well known on the Louisiana division of the I. C., having served in various capacities on that division, and was at the time of his death a bridge foreman. Our subject began railroad life in the blacksmith shops of the I. C. in McComb City, where he was employed about one year and a half. In 1886 he took a position as fireman, and was four years in that branch of the service, when he was promoted to engineer, his first engine being No. 50, I. C. build. He was sent from McComb City to Durant, in 1890, as substitute for an engineer who was sick, and has since remained there, on his present run, in the passenger service between Durant and Tchula, Mississippi. He has now served ten years with conductor Jenkins, in the most complete harmony and best of good feeling. The career of Mr. McIntyre has been

most successful, not so much as five cents worth of the company's property being damaged through any fault of his. His closest call was three miles west of Durant, where three cars were thrown over a trestle and three persons were injured, caused by the spreading of a rail. He had just crossed the trestle when the accident happened, and escaped without injury. Mr. McIntyre married Miss Langan, of Canton, Miss., the result of their union being three children, viz: Annie W., Winifred and Georgie. He is one of those whole-hearted men of sunny disposition, whom one takes pleasure in knowing and cultivating. As an employe of the I. C. there is probably not a more popular man on the Aberdeen division, and as a citizen of Durant, where he resides in a fine home of his own, he has the confidence of the entire community.

severely scalded and was obliged to discontinue his work for some time on account of his wounds. The wreck occurred in Freeburg. Aside from this he has a good record and has quite a successful career.

Mr. Krewson was born in Newtown, Pa. In 1850 he came west and located at Cherry Vale, Kans., and engaged in the stock business at that place for three years, before he entered the employ of the railroad company. In 1893 he was united in marriage to Miss Kate Elithorp, of Paducah, Ky. Socially he affiliates with Egyptian Lodge No. 512, B. of L. E., of East St. Louis, and also the Masonic fraternity, Blue Lodge and Chapter No. 183. The last named lodge he joined in Pinckneyville.



M KREWSON, engineer at East St. Louis, began his railroad career as a fireman on the Cairo Short Line, with engineer Henderson, between East St. Louis and Du Quoin, spent two years with him and then fired a year and a half for Engineer Joseph Jackson. In 1880 Mr. Krewson was advanced to engineer and worked for a short time in the yards. Later he was given a run between Belleville and Pinckneyville, after which he was at the head of a coal train for a year, then ran a through freight for a time, was on the paper train four months, and in 1887 was given a passenger run between Pinckneyville and Paducah. This run, however, was soon changed for one between East St. Louis and Paducah, and the latter for one between Creal Springs and Murphysboro, and his present run is East St. Louis to Creal Springs. Mr. Krewson's first engine after his promotion was No. 3, and since that time, he has occupied a seat, at different times, on the right side of nearly every engine running out of East St. Louis on the Illinois Central Railroad. Mr. Krewson has been caught in one wreck, in which he was quite

G EORGE SIMPSON, engineer at East St. Louis, Ill., began his railroad career with a labor gang, spending three months in that capacity, and later worked three months in the shops as a helper, and then worked in the store room four months. He began as a fireman on the "Short Line" in April 1887, with a run from East St. Louis to Du Quoin and Brooklyn and an occasional run over the other Illinois Central lines in southern Illinois. The first engineer under whom he worked was Mark Mollenaux and subsequently, at different times, served under William Biffett and John Ash, in the passenger service under Ira Sweet, on freight, William McCreary and others. In 1891 Mr. Simpson was placed in charge of the levers of a switch engine, in the East St. Louis yards for about six months, and was then set back to firing for a time on account of slack business, and subsequently served on extra trains until 1895. During that year he was placed in charge of engine No. 345, and later No. 879 and his work was extended over the entire Illinois division. Mr. Simpson was born in Coleville, Pa. One of his brothers, William Simpson, is also an Illinois Central engineer at East St. Louis. Our subject affiliates,

socially, with Division No. 512, B. of L. E., and also Division No. 44, B. of L. F., both of East St. Louis. He has been a very successful railroad man as may be deduced from the above record and from the fact that he has never been injured on the road, nor participated in any serious accidents. Mr. Simpson was married to Miss Lottie Hardgrove, of St. Louis, Mo., and their home has been blessed by the presence of a son, Clarence.

was a section boss for the Illinois Central company for several years, and laid the first steel bolted switch and frog for the company. He was on the road from 1865 to 1886, but is now living at Du Quoin. Our subject was married at East St. Louis to Miss Kate Driscoll, of that city and their wedded life has been blessed by the presence of a son named John.



* * * * *

PETER CONATY, engineer at East St. Louis, began his railroad career at the above named city in the employ of the St. Louis, Alton & Terre Haute Railroad as a fireman, under engineer Charles Walker. He was employed as an extra until May 15, 1884, when he was transferred to Belleville as a hostler, and later had charge of the round house at that place for twenty-two months. Later he was given a regular run with Engineer J. C. Ash, on engine No. 4, on the Belleville Branch, and after retaining that position twenty months, he was given a place between East St. Louis and Du Quoin under Engineer Peter Tobin, engine No. 14, and was thus employed fourteen months. In September 1888 our subject was set up to engineer, worked one month in the East St. Louis yards, then for a time ran extra on the road and in the yards, was on the road during the years 1896 and '97, and since that date has had charge of engine No. 152 in the East St. Louis yards. In October 1896 Mr. Conaty had the misfortune to sprain his ankle while at work, but with the exception of this slight injury he has met with no misfortune since he entered the service of the railroad company. He is well known along the line, is pleasant to meet, jovial and has a good word and a story for all. To retain a fit of the "Blues" in the presence of Mr. Conaty is next to impossible. Socially he is identified with Egyptian Lodge No. 512, B. of L. E.

Mr. Conaty was born in the eastern part of Ireland, a son of Thomas Conaty. The father

E. H. POPE, engineer at East St. Louis, began his railroad career in the shops at this city September 8, 1886, and worked there under Master Mechanic Murphy. He then secured a position as fireman on a switch engine and was then transferred to the road service between East St. Louis and Du Quoin, where he fired for Engineer West E. Salisbury, and later with Jake Miller. After serving for some time as a passenger fireman, Mr. Pope crossed the cab and took charge of the lever and throttle. In this capacity he worked on a switch engine for five months, then six months on an engine doing construction work between Murphysboro and Metropolis, after which he ran extra between Belleville and Pinckneyville for a time, then served on engine No. 15 between East St. Louis and Paducah for eighteen months, and on No. 31, on the same run, then on No. 25, a Baldwin, for five years between East St. Louis and Paducah, after that No. 336 for about six months on short local between Pinckneyville and Carbondale. Later was assigned to Nos. 274 and 275 between East St. Louis and Paducah for seven months, then Nos. 253 and 53 on the I. C. system and then No. 505, a Rogers, between East St. Louis and Mounds.

Mr. Pope was born in Du Quoin, Ill., December 2, 1867. He was married at Pinckneyville to Miss Ethel Traffitz of that city, and four children have been born to them; Mable E., Helen L., died January 6, 1895, Brownie and Harry. Socially our subject is connected with the following fraternities: Egyptian Lodge No. 512, B. of L. E., of East St. Louis; the Masonic

fraternity in which he has attained the Royal Arch Degree No. 244, at Du Quoin; Eastern Star No. 242; Home Forum No. 1059, at Pinckneyville; and the Sons of Veterans. The first named lodge Mr. Pope has served in the capacity of Chief one term and is also now holding an office in the lodge. As a railroad man he has been very successful, has skillfully avoided accidents and made friends among his fellow workmen and employers.



ARTHUR H. MILLS, one of the many engineers that make Water Valley their home, began the life of railroad man in 1881 as fireman at Du Quoin, Ill., in the yards and on a freight run between Centralia and Cairo. About 1888 he was transferred to Water Valley, and a year after examined and promoted to engineer and given a freight run. From 1896 he was employed in the yards in the switching service. January 20, 1900, he was accidentally shot, the ball entering his left side and left lung, and confined him to his room for four months. On his recovery he was re-instated on the road, where he has a regular run. Mr. Mills was born at Grantham, Lincolnshire, England, May 25, 1862, coming to America when eight years of age. His schooling was secured in his native place and at Du Quoin where he was reared after coming to the new world. He was married at Water Valley to Miss E. V. Freshwater, whose father was a cabinet maker in the employ of the I. C. shops at Water Valley, until he was transferred to McComb City as foreman. Mr. and Mrs. Mills have two children living, Charles and an infant son. Mr. Mills is a member of the I. O. O. F., and the Water Valley Division, No. 99, B. of L. E. Prior to the accident above narrated Mr. Mills had been through several wrecks and twice went down with his engine in a wash-out, where the road had been undermined, but escaped injury. He is considered a careful engineer by his colleagues and a good neighbor by his fellow townsmen.

HAROLD U. WALLACE, superintendent of the Freeport division of the Illinois Central Railroad, with headquarters at Freeport, Ill., was born at Rock Island, Ill. Mr. Wallace was educated at the Chicago Manual Training School and Purdue University, at LaFayette, Ind. He began work for the Illinois Central Railroad, June 1, 1894, as assistant engineer; worked in this capacity until September 30, 1896; road master of the First division until February 20, 1898; road master of the Tenth Louisville division until March 1, 1900; assistant superintendent of the Evansville district of the Louisville division until April 1, 1900, when he was promoted to his present position.



DR. JAMES H. SHOFFNER, the official surgeon of the Illinois Central at Water Valley, Miss., is a native of Carroll county, Tennessee, his birth having occurred May 27, 1841. His parents shortly after moved to Mt. Pleasant, where he was reared and received his education. He read medicine with the physicians of Marshall county and attended the New Orleans School of Medicine, and later the medical department of the University of Nashville from which he graduated. The war breaking out, he enlisted in the surgical department and served the Confederacy during the entire war from Virginia to Louisiana. After peace, he located for practice at Mt. Pleasant, Marshall county, Mississippi, where he remained until 1875, he then removed to Coldwater in Tate county, practicing there some four years. From 1879 to 1882 he engaged in practice at Moscow, Tenn., and during the latter year removed to Water Valley, where he has since resided and built up the largest practice in the city. In 1886 his skill in his profession was recognized by the Illinois Central Railroad, and was requested to accept the position of official surgeon for the district extending from Grand Junction, Tenn., to Winona, Miss. Dr. Shoffner was married in 1862 in Marshall county, to Miss Sue



HENRY FOGERTY.



JAMES FITZPATRICK.

Hinton to whom six children have been born. The eldest child, Dixie, died in infancy; William F. is station agent for the Central at Water Valley; Lulu, married O. C. Savage; Emmett is assistant station master under his brother; Zola and Janie are still within the parental household.

The doctor is a member of the Masonic fraternity at Water Valley, and is also a Knight of Honor. He is official examiner for the New York Life and the Equitable insurance companies of New York. He is a typical old school doctor taking an interest in the personal welfare of his clientele as if they were members of his own household and is in turn loved by them as if he were their kin. As a professional man his ability is recognized as the highest, and it is well known that he keeps abreast of the times.



JAMES FITZPATRICK. No engineer in the employ of the Illinois Central is better or more favorably known, both among the officials and the employes than our subject. It has been said that he is one of the most proficient men in the service, and the fact that he has often been detailed to pull Presidential and other official trains, vouches for the above. He is not a man who has reached the top round of the ladder without beginning at the bottom. He began as brakeman in 1876 with John Humphrey, but most of his braking service, which continued for two years, was done for Bill Stempson. At the end of this time he went in the yards for one day and then began firing on the road for Chas. Draper in the through passenger service and continued with him for three years, or until December 21, 1884, when he was set up to engineer, and his first running was done in North Cairo yards on No. 22. He remained there three months, then returned to Chicago and was in the switch and road service until February 18, 1886, when he was given suburban engine No. 226 and continued there two years, then pulled freight until 1893, when he was put in the World's Fair service. At the

close of the Fair he continued in the suburban express service until Nov. 1896, when he went on the road pulling a through passenger train, where he has remained up to the present time. He runs No. 969, one of the most modern and fastest engines owned by the I. C. Co. In Oct. 1898 he was sent to Springfield, Ill., with this engine to bring the Presidential train to Chicago as the President and party were en route at that time to attend the Peace Jubilee. During that trip, Traveling Engineer Davis, and Mechanical Engineer Rosing rode in the cab. The Springfield papers contained very fine notices of the engine which was handsomely decorated.

Mr. Fitzpatrick was born in Chicago in 1857. His father, Peter Fitzpatrick, was at one time in the employ of the I. C. as a watchman in the car works at 27th street.

Mr. Fitzpatrick married Katie O'Connor, of Valparaiso, Ind., and has one child, Sarah Lillie, aged sixteen years. He is a member of Division No. 10, B. of L. E., of Burnside.



HENRY FOGERTY, a locomotive engineer in the employ of the Illinois Central, was born in Chicago, September 5, 1864, a son of John and Maria (McAvoy) Fogerty, natives of Ireland and New Jersey respectively. The father died in 1892, while the mother passed away in 1895.

Mr. Fogerty entered the employ of the Illinois Central, October 7, 1885, as a fireman on switch engine No. 136, with Thomas Spales, and was with him three days, after which he went on through freight and passenger service, firing on the former for T. F. Murphy, for two years and eight months, and in the passenger service for Frank Rugg. October 30, 1889, he was promoted to the right side of the cab and went into the construction service on engine No. 239, remaining there three months, when he was put on a through freight and served until April 9, 1893, when he went into the passenger service on the Chicago division, and for six years

had charge of engine No. 209. He now runs engine No. 1409 in the passenger service. He has never had any serious accidents and has never been injured. Our subject has two brothers in the service, as engineers, on the Illinois Central: Steve C. has been an engineer for four years and John for one year. Mr. Fogerty married Miss Annie Mathews, of Chicago, Feb. 6th, 1894. He is a member of division No. 10. B. of L. E., of Burnside.



GEORGE J. HATZ, master mechanic at the shops at East St. Louis, is a man of wide experience in mechanical arts, having been employed in several different localities. He began his trade in 1879, at the age of fourteen years, in Terre Haute, Ind., serving an apprenticeship in the shops of the Vandalia Railroad company. After completing his apprenticeship, Mr. Hatz worked one year for the Wabash Railroad at Moberly, Mo., and then returned to the Vandalia company at Terre Haute for about six months. His next experience was at Marshall, Texas, where he spent a year with the Texas Pacific Railroad, after which he spent a few years with various railroad and manufacturing companies, as follows: a short time with the Kansas City Frog and Switch Co., of Kansas City, four years with the Chicago & Eastern Illinois Railroad at Danville, Ill.; one year with the Toledo, St. Louis & Kansas City Railroad at Delphos, Ohio; with the Atchison, Topeka & Santa Fe Railroad at Raton, N. Mex., a short time as machinist. Mr. Hatz next went to Chicago to accept a position as general foreman for the Chicago, Lake Shore & Eastern Railroad company, but a few months later he left to take the position of journeyman for the Illinois Central company at Burnside, Chicago. After spending a year in this capacity, and also a year in charge of the machinery, Mr. Butterworth left and Mr. Hatz succeeded to the foremanship, and retained that position for three years. January 23, 1899, he was placed

in charge of the shops at Twenty-seventh street as general foreman, but in the fall of the same year he was transferred to East St. Louis, where he has since performed the duties of master mechanic.

Mr. Hatz, was born at Hennepin, Ill., June 1, 1867, the son of George Hatz, a blacksmith, and inherited from his father a taste for iron work. He was married at Danville, Ill., in 1891, to Miss Josephine Miller, and one son, Herbert, has been entrusted to their care. Mr. Hatz is identified with Custer Lodge No. 131, K. of P., at Grand Crossing, Chicago.



TO M. YOUNG, foreman of machinery for the Illinois Central, at Jackson, Miss., entered the service of the company in 1892, as a machinist in the shops at McComb City, where he remained until November 1898, when appointed to his present position at Jackson. Mr. Young's career in railroad work began on the St. Louis & South Western R. R. at Tyler, Texas, where he was for nine months in the shops of that road as a machinist. From Texas he went to Mexico, where he worked for a short time for the Mexican International R. R., and from there to the California Southern R. R. at San Bernardino, Cal. From the latter place he took a position with the Union Iron Works, of San Francisco, when, after a short service, he went to LaGrande, Oregon, working there three months for the Union Pacific R. R. He next went to Honolulu, in the Sandwich Islands, but returned to the United States and located for a short period at Wadsworth, Nev., working there for the Central Pacific R. R. From the latter place he came to McComb City, entering the service of the Illinois Central, and has since remained with that company. Mr. Young was born in Pittston, Penn., in November 1867. His father was John Young, a native of Scotland, a moulder by trade, who came to America and worked in Scranton, Penn., for a long time at his trade. Mr.

Young Sr. returned to Scotland in 1874, where he is now residing, and pursuing his trade of moulder. Our subject went to Scotland with his father, and there learned his trade, afterward returning to the United States.

Mr. Young was united to Miss Belle Patterson, of New Orleans, and they had two children, of whom Louise Signe, is living, and Jack, is dead. The family reside in a comfortable, well furnished home on Minerva avenue, in the city of Jackson, Miss., and are highly respected residents of that place. Mr. Young's career with the Illinois Central has been a successful one, officials and employes alike holding him in high regard.



JAMES H. DOUGLASS, report clerk in the freight department of the Illinois Central, at Jackson, Miss., has been with the company ten years. He entered the service of the road at Water Valley, Miss., as night yard-clerk, and was afterward promoted to day-clerk, serving there about four years in that capacity, and as assistant to the agent. He then went to Winona, Miss., as cashier in the freight department, serving three months. His next work was as assistant agent for the Southern R. R., at West Point, Miss., where he was employed six months. He then returned to the Illinois Central at Water Valley, as day-clerk, and on January 1, 1897, was transferred to Jackson as report clerk, where he is now creditably serving. Mr. Douglass is a native of Water Valley, where his father was the proprietor of a saw-mill and an extensive lumber yard. Two brothers-in-law of our subject are connected with the I. C. They are, W. F. Shoffner, agent at Water Valley, and E. McIlwain, a conductor in the passenger service, residing at Jackson, Tenn. Mr. Douglass was united in marriage to Miss Adine, a daughter of George R. Gordin, freight agent for the I. C. at Jackson. They have a pleasant home at number 316 Clifton street in that city.

WILLIAM T. HENRY, chief clerk in the freight department of the Illinois Central, at Jackson, Miss., entered the service of the company in 1874 as clerk in the freight office at Jackson, and was also in the same capacity at New Orleans. He remained in the employ of the I. C. from 1874 until 1880. In the latter year, he went to the Alabama & Vicksburg R. R. as chief clerk in the freight office, at Meridian, Miss., occupying that position three years. He then retired from railroad service, and entered mercantile life, at Bolton, Miss., where he worked as book-keeper for one firm, for fourteen years. Returning to Jackson he accepted his present position, under George R. Gordin, where he has since remained and is rendering efficient service.

Our subject is a native of Mississippi, born in January 1855. His father, during his lifetime, followed the occupation of a book-keeper and accountant. Mr. Henry was united to Miss Anna B. Bush, and two children are the result of their union, they are, Allie Philips and Myra Belle. Mr. Henry, with his estimable wife and children, occupies a good home on North President street, in Jackson, of which place he is a highly respected citizen.



FRANK G. MARGADANT, the capable foreman of the tin shops of the Illinois Central, at Waterloo, Iowa, was born in that city on April 13, 1872. His early life was spent in acquiring a practical education in the schools of his native town, and after finishing he entered the service of the I. C. Ry., serving for three months in the machine shops of Waterloo. He then entered the tin shops as an apprentice, and served a full apprenticeship, finishing on April 13, 1894. Continuing in the employ of the company in the shops, he was on June 1, 1894, promoted to foreman of the shops, which position he has held ever since and is acceptably filling.

Mr. Margadant is one of the third generation of his family to see service with the I. C.

His grandfather, Florian Margadant, who was born in 1818, at Tani, Switzerland, was in the employ of the company from 1861 until 1883 at Dubuque, Iowa. He retired in that year, and died in 1899. Christian Margadant, the father of our subject, was born at Davos, Switzerland, in 1847, and was married to Miss Frederica Loat, a native of Germany. He emigrated to America in 1858, and in 1863 entered the service of the I. C. at Dubuque.

The marriage of Frank G. Margadant and Miss Mae R. Jackson of Waterloo, Iowa, occurred on May 20, 1896. One daughter, Irene Mae, now deceased, was born to them. Mr. Margadant is a member of Helmet Lodge No. 89, Knights of Pythias of Waterloo, Iowa. Being a skilled workman, and a man of genial manners, he is held in high esteem by his superiors and fellow employes.



NICHOLAS SCHILLING began with the Illinois Central in 1879. He then worked in the shops with Mr. Renshaw for six weeks, when he began firing on freight, he worked as fireman nineteen months and then went to the Rock Island Railroad as fireman, remaining for two years. He worked in Marshall Field's dry goods store in Chicago in the carpet department two years, in the retail department, and then for Libby, McNeil & Libby, of Chicago, until 1890. He then returned to the Central railroad and began firing on road engine No. 35, between Chicago and Champaign with Dennis Kenny, engineer. He then fired for John Powers, engineer, for one year, and then fired for "Hank" Smith on engine No. 925 on passenger train on the Chicago division. He fired there until 1892 and then he took charge of a switch engine No. 1344 and ran same until May 1, 1893, and then went on the road with engine No. 315, where he has since been on a regular run.

Our subject married Miss Sarah Rance, who was born in 1865, in Bloomington, Ill., and they

have two children, Clarence, ten years old, and Frank, eight years old. The father of our subject, John Schilling, died when Nicholas was three years old. Our subject was born in Chicago, Aug. 5, 1863. He was never injured or in any but small wrecks. He owns a pleasant home at 2607, 99th Place. Mr. Schilling belongs to Division No. 10, B. of L. E., of Burnside, and is a very prominent engineer.



STEWART GILKINSON, who was born in Scotland and saw his first service in his native country, is today one of the most trusted engineers in the employ of the Illinois Central Railroad. He was born in Glasgow June 23, 1856, and first worked in the Dubbs Boiler Works. His first railroad-ing was done in 1869, on the Caledonian R. R. of Scotland, as a freight brakeman. He continued as such three years and was then put in charge of a freight train. In that country at that time, the order of promotion was from brakeman to fireman, then to what was called first brake, same as conductor in this country, and then to engineer. He continued as first brake two years and was then set up to extra engineer between Glasgow and Carlisle, south; north to Perth, and west to Greenock. He continued as extra until 1881, when he resigned, and sailed for America, and on the 30th of April began firing on the Chicago & Northwestern, where he worked one month, then left the road and took charge of the engines in the N. W. Taylor building, Chicago and remained there two years. At this time he entered the service of the Illinois Central as fireman on the Chicago division, on engine No. 16, J. C. Wausser, engineer, with whom he served one year and ten months, being in the road service one year and six months of that time. In Sept. 1886 he was promoted to engineer and was put in charge of engine No. 12 in the yards on night work for two years and four months, then went on road service with engine No. 316 which he ran eight years. He now

has a regular run, pulling freight on the Chicago division. Mr. Gilkinson has never been injured and his worst accident was the breaking of the fender off his engine in July 1899.

Mr. Gilkinson married Miss Sara Neilson, of Glasgow, and has two children, Janette and Margaret Isabelle. He belongs to Division No. 10, B. of L. E., of Burnside, and Division No. 47, B. of L. F., of Chicago. Mr. Gilkinson has traveled a great deal and has crossed the ocean thirteen times.



THOMAS WILSON, locomotive engineer in the Illinois Central Railroad yards at Burnside, began service in 1888 as fireman on switch engine No. 20, John Sparr engineer, in the Randolph street yards, where he remained for six months, then went on a freight engine with William Rosenbaum. He worked in this capacity for six years, and in 1896 was promoted to the position of engineer. His first engine was No. 130, but his only trip in her was from Burnside to Chicago. He ran an engine in the yards for six months, when he was sent to Memphis, Tenn., and there took a switch run in the yards on the Y. & M. V. division for three months after which he returned to Burnside and has worked in the yards and as extra road man up to the present time. Mr. Wilson was born in Chicago in 1857.



J. RIGGIN, a prominent and popular conductor in the passenger service of the Illinois Central, on the Natchez division, who has been with the company since 1886, began railroad life on a section on the Raleigh & Gaston R. R. in North Carolina. After a service of three years on that road, he went to the Wilmington & Weldon R. R. for one year, returning to the R. & G. as extra foreman for one year. He next worked for the

Norfolk & Petersburg R. R. as section foreman for two years, after which he was for four years on the South and North divisions of the L. & N. as conductor on a work train. He next worked successively with the Mobile & Ohio R. R. seven years, the North Eastern R. R. two months, the Alabama & Vicksburg two years, and the Louisville, New Orleans & Texas, where he was for a time foreman on a work train, then foreman of a section, and finally brakeman in the freight service. An accident caused him to lose his position with the last named road, and he then, in 1886, entered the service of the Illinois Central, on the Natchez division, and has since remained there. He now has a regular run, covering two hundred miles daily. Two brothers of our subject are rail-road men. One, an engineer on the Mobile & Ohio R. R., the other a foreman on the Alabama & Vicksburg R. R. Mr. Riggin is a native of Warren county, N. C., where his father was a prominent farmer. The latter died, a prisoner in Elmira, N. Y. during the Civil war. Mr. Riggin's estimable wife was, before her marriage, a Miss Ewing. They have one child, Gertrude. A career of fourteen years in the service of the Illinois Central, has gained for our subject many friends, and his popularity increases every day.



WILLIAM D. WEBB, an old and trusted employe of the Illinois Central, holds the responsible position of cashier in the freight department, of the road, at Jackson, Miss. Mr. Webb's career on the I. C. began in December 1876, as check clerk, at Jackson, where after three months service, he was transferred to the ticket office, serving six years as clerk and cashier there. In 1885 he went to the employ of the Queen & Crescent Route, and was two years with that company, when he returned to Jackson, to accept his present position with the Illinois Central. The native place of Mr. Webb is Lexington, Va., and the date of his birth, June 1838. He is a

son of M. D. Webb, who died when our subject was young.

John Webb, a brother, is an ex-employe of the I. C., now secretary of the Mississippi Railroad Commission, another brother, James H. Webb, is a prosperous farmer in Virginia. Miss Mary E., daughter of E. B. Gordin, of Jackson, Miss., became the wife of Mr. Webb, and they reside in a well-appointed home on West Capitol street, in that city. Mr. Webb is one of the oldest employes of the Illinois Central in the south, both in years and in point of service. He has the confidence of the officials of the road, and the respect and regard of all who know him.



GEORGE R. GORDIN, depot master and station agent for the Yazoo & Mississippi Valley Railroad, at Jackson, Mississippi, an old and prominent employe of the road, entered the service in 1872, at Canton, Miss., as cashier and chief clerk, holding that position two years. He then went to McComb City, as agent and yardmaster, and at the expiration of six months, returned to Canton, as assistant agent, until being transferred to Jackson, Miss., where he served as chief clerk in the office of the I. C. for nine years. His next service was with the Alabama & Vicksburg R. R., at Jackson, Miss., as chief clerk, working for that road nine months. He then went to the Natchez, Jackson & Columbus R. R., at Jackson, and was agent for that company nine years, or until the purchase of the latter road by the Illinois Central, when he was appointed station freight agent, at Jackson, Miss., and is the present incumbent of that office. Mr. Gordin is a native of Carroll county, Miss., and was born September 7th, 1850. His father, Edward B. Gordin, now deceased, was a merchant of that place. Two brothers of our subject are in the service of the railroad company, Walter E. being yard master at Gulfport, Miss., and James A. Gordin, a passenger conductor on the Natchez division. The wife of Mr. Gordin was formerly Miss Susan O.

Brock, of Holmes county, Miss. To their union six children have been born, viz; Cora May, Adine Virginia, Myra, Sallie Webb, Georgie Clingan and Gussie Folkes. Mr. Gordin's duties are many and arduous. He has a large force of clerks to supervise, and a large amount of work to accomplish. The fidelity with which he is performing these duties are appreciated to the fullest extent by the company, who value him as one of their most trusted employes.



HENRY S. WYMAN, locomotive engineer on the I. C. R. R., Amboy, Ill., was born in New Haven, Conn., June 12, 1853, a son of Gen. John B. Wyman, who was born in Shrewsbury, Mass., in 1817, and began his early life by being employed in a general store in his native town, but after staying a short time went to Worcester, Mass., to engage in the wool business where he remained for four or five years. He then went to Springfield, Mass., and entered the employ of Connecticut River R. R. Co. as division superintendent, where he remained for three years. During this time took an interest in military affairs to such an extent that he organized a company, of which he was captain. He resigned his position to go to Chicago, Ill., to enter the employ of the I. C. R. R. Co., under the management of R. B. Mason. During his stay in Chicago he organized a military company, the Chicago Light Guards, which was prominently known for many years. He was transferred to LaSalle, Ill., as division superintendent of the division, extending at that time, from LaSalle to Bloomington, being extended north to Amboy as soon as track was laid and the bridge completed over the Illinois river, the construction of which he had charge; he also had general charge of the construction of shops and buildings at Amboy, the work being under the supervision of Michael Egan, and completed in 1855. Mr. Wyman continued with the Company until he resigned to engage in private business, building a flouring mill and distillery at Sheldon,

Ill., (now better known as "Rockyford"), which he operated until the breaking out of the Civil war, at which time he engaged in the mustering in of the troops of northern Illinois, being associated with such men as Gov. Richard Yates; Jessie R. Du Bois, Secretary of State; Adj. Gen. Mather and others, at the completion of which he was appointed colonel of the thirteenth Illinois Volunteers by Governor Richard Yates, all of which regiment was raised or enlisted in northern Illinois and going into camp at Dixon, Ill., from which place they were mustered into service, going to Rollo, Mo., to which point a railroad was just completed, and being a railroad man of long experience Col. Wyman was given charge of the road and was also made commandant of the post, it being the distributing point of supplies for the South-west, and where he remained for one year; being then ordered to the front via Helena, Arkansas, taking part in the first engagement at Vicksburg, Miss., where he was killed on December 28, 1862.

Maria S. (Bradley) Wyman, wife of John B. Wyman, and mother of our subject, was born in Worcester, Mass., in 1828. Miss Bradley was the second daughter of Hon. O. Bradley, noted as being the first promoter and builder of railroad cars in the United States, both passenger and freight.

To the marriage of Mr. and Mrs. Wyman were born four sons and one daughter. Three sons are living, two of whom are in the employ of the Chicago & North-western R. R. Co., the other being H. S. Wyman, the subject of our sketch.

H. S. Wyman, our subject was educated in Amboy, Illinois, where his parents located in 1854, and in Shrewsbury, Mass., where he went to live with his grandfather when he was nine years old and where he remained until 1870, when he returned to Bloomington, Ill., being employed by the Holden Milling Company and with whom he remained until December 1871, when he entered the employ of the Illinois Central R. R. Co. as freight brakeman on the Northern division under Trainmaster Capt. Wells, being transferred the following June to passen-

ger service on the Southern division, remaining until November 1, 1872, when he accepted a position of locomotive fireman, which he retained until January 19, 1878, when he was promoted to the right side, which position he still retains, being in passenger service at the present time. He is justly proud of his record, no serious accidents having occurred to him during his long service, nor are his thoughts disturbed by the memory of any misfortune befalling those entrusted to his care.

Mr. Wyman was united in marriage with Miss Lillian W. Daniels, at Amboy, Ill., on February 23, 1876, who was born at Shippings Port, Ill. (near LaSalle) in 1854. One son, Harry W. born October 6, 1877, is now in the employ of the machinery department of the I. C. R. R. Co.

Mr. Wyman is a member of the B. of L. E., being for a number of years a member of Amboy Division No. 72; he is also a member of the A. O. U. W., being a charter member of Palestine Lodge No. 122 of Amboy, Ill. In religious faith Mr. Wyman is an Episcopalian.



JOSEPH KELLY, who has been identified with the Illinois Central since 1886, began railroad life as a fireman at Dundee, Scotland, and served in that capacity four years and was then promoted to engineer and remained there until 1881, when he came to the United States and settled in Chicago. For four years he was employed as stationary engineer in the Taylor building, 142 Monroe street, then in the above mentioned year went to the I. C., as a fireman on the Chicago division and was promoted to engineer in 1888, in the freight service, but is now located at the Burnside shops. During his service with the company he has never been injured.

Mr. Kelly was born in North Scotland, March 26, 1857, a son of John Kelly, who died in Scotland when our subject was but one year old. Joseph Kelly was married in Scotland, in

1880, to Miss Anna Gilkinson and they have one child, Belle. The family now reside in a pleasant home at 9321 Greenwood avenue, Chicago. Socially, Mr. Kelly is a member of the A. F. & A. M., of Scotland and is also a member of Division No. 10, B. of L. E., of Burnside.



E. A. COLLINS, a representative conductor on the Illinois Central, is a native of Northfield, Vermont. Perhaps there is no employe of the Illinois Central company who has worked harder to make a success of his chosen profession than our subject. He began work for the I. C. in July 1867 as a bridge watchman at LaSalle, on the Illinois river, it being the first bridge on the system changed from wood to iron. He continued there one year and a half, when he accepted a position in the yards at the same place as a switchman and served in that capacity two years when he was promoted to yardmaster and served as such for six months. At this time he determined to become a passenger conductor and to attain that position he resigned and went to braking on a freight, on the Amboy division for Ed. Williams. After only ten months in that service he was promoted to conductor at the age of twenty-one years. The following seven years he ran freight and was then transferred to the Chicago division. Prior to this, however, he was on the Dubuque and Iowa divisions. At that time thirteen ten ton cars was a big load to pull out of Dubuque. After coming to the Chicago division he ran freight ten months and was then promoted to passenger conductor and in October 1881 went in the suburban service. The following spring the town of Pullman was commenced and he used to turn in as high as two thousand tickets a day. At this time the Company experienced considerable difficulty with the laborers as the conductor was unable to get the tickets, but when they put Collins on that train the trouble came to an end. In 1888 he was promoted to through passenger service and has con-

tinued there to the present time with the best of success. In June 1889 he had charge of a special train, filled with officials, which made a twenty-three hundred mile trip on all divisions north of the Ohio river. As a token of the esteem that the party had for him, President Fish, who was a member of the party, presented Collins with a handsome gold headed umbrella. In 1894, during the strike, our subject was the only man who ran a train out of Chicago that was stopped by a mob and after threats on the part of the mob to take his life he finally got his train going again and pulled into Centralia with the same number of coaches he had when he left the Twelfth street station. At the time the town of Pullman was opened he ran the special from Twelfth street, carrying the officials and prominent guests. It was said to be the finest train that ever left Chicago. Since his first day with the Company there has only been one month that he has not drawn pay and then he was on a trip through the East. He has run a train twenty-seven years and has never had an accident as the fault of anyone on his train, and only once in seventeen years has he had a car off the track. When our subject was with Engineer Humphrey Roberts, with engine No. 966, pulling the New Orleans limited, he made one hundred and twenty-five miles in one hundred and fifty minutes with ten stops.

Mr. Collins is a member of Division No. 1, O. R. C., and was also a member of the Conductor's Brotherhood, the first organization of Railway conductors.



JOHN HOLLY, locomotive engineer on the I. C. Railroad was born in Chicago. Mr. Holly began railroading May 1, 1881, as a fireman in the yards on the Chicago division, at Chicago, for Frank Sweeney and continued in that service about one year and then fired on a construction train for a time at El Paso, then in suburban service for William Leach about six months, when he quit the road



CHARLES K. DIXON.

for six months. When he returned he went in road service and fired for James Sweeney, on engine No. 176, remained with him about a year and then went on through passenger with Horace L. Seaver and Ed. Barker. After this he was back on the freight with Richard Ormsby where he remained until 1885, when he was promoted and began running in the yards on engine No. 13, in which service he continued one year and then took suburban engine No. 221 now No. 201, then No. 62 now No. 216 and continued in suburban service until 1889, when he was given engine No. 186 in the freight service, later ran No. 388, then No. 446 and then No. 320 which was new from the Cook works. He was finally given the fruit express with engine No. 305. In 1893 he was promoted to through passenger service and ran to Champaign during the World's Fair, on engines No. 928 and No. 301. In the fall of that year he was put in the Grand Crossing Express service and from that to the Bloomington freight run which he held for two years. He then went back to suburban service for over a year and then to through passenger service in which he has continued up to the present time and has never in all his work been injured. He is a member of Division No. 10, B. of L. E., and is also a thirty-second degree Mason, belonging to the Oriental Consistory of Chicago.

Mr. Holly married Miss Theresa M. Sullivan and they have four children, Elroy, Ethel, Grace and Viola. His father, Michael, was an old employe of the Illinois Central and worked on the Chicago division for a number of years. He began as brakeman and his last service was gate tender at the Indiana avenue crossing.

 **HARLES K. DIXON**, superintendent of the Cherokee division of the Illinois Central R. R. is one of the veterans of the system, having begun his railroad career in 1864, shortly after his return from service in the Union army in the civil war. Born at the village of Granby, Province of Quebec,

July 10, 1847, he attended the public schools of his native place and the academy of Frost Village in the same province.

Shortly after reaching Illinois he enlisted May 24, 1861, in Company H, 15th I. V. I., the first regiment from the state to enlist for three years or during the war. Participating in the battle of Shiloh where he received a shot through the body, the battle of Hatchie and the siege of Vicksburg, he was on Sherman's world famous march to the sea.

At the close of the service he returned to Illinois and soon after secured a place as assistant in the office of the Central at Forreston, Illinois, where he learned telegraphy and served as operator for a short time when he was assigned to a key in the dispatchers office at Amboy, was promoted and served six years as chief dispatcher. In 1881 he accepted the position of trainmaster at Fort Dodge and in 1887 his executive ability was recognized in his appointment to the position of division superintendent, since which time he has had charge of the Cherokee division. As a railroad man few have a more thorough grounding in the principles of railway construction and operation than Mr. Dixon. Having begun at the bottom he has learned all the details of his work from many years experience, and has a thorough knowledge of all that pertains to railway operation and an executive ability to carry it vigorously into the management of the division of which he is the head.

On November 2nd, 1881, Mr. Dixon was married, at Amboy, to Miss Katie A. Beals, daughter of Henry H. Beals one of the old time conductors of the Illinois Central system, a sketch of whom appears elsewhere in this work.

On the beginning of the track laying on the Omaha branch, Mrs. Dixon drove the golden spike at Council Bluffs, Iowa, May 25th, 1899, at which time she made a very appropriate address, recounting the fact that her entire life had been connected with the railroad from girlhood to maturity.

Mr. and Mrs. Dixon are the parents of five children: Bruce and Charles Jr., deceased; John Beals, Ruth Kittie and Faith C. K. Mr. Dixon

is far advanced in the Masonic order holding membership in the Illinois Central Lodge at Amboy, Nathan Whitney Chapter at Franklin Grove, Dixon Commandery in the jurisdiction of Illinois and the Kaaba Temple of the Mystic Shrine at Davenport. With Mrs. Dixon he is a member of the order of Eastern Star.

Mr. Dixon is one of the old timers and has witnessed wonderful changes in railway operation and management during the third of a century and more that he has been engaged in the work. Many of the younger generation of railway men have received their first instruction under his supervision, some of them rising to the heads of divisions. Superiors, subordinates and patrons of the line all testify to his uniform courtesy and consideration.



F T. GUTEAU, a prominent conductor in the employ of the Illinois Central, was born at Du Quoin, Ill., a son of Benjamin Guiteau, a carpenter by trade, who erected the I. C. station at Du Quoin and also built the Big Muddy bridge, near De-Soto. Our subject began railroading Aug. 28, 1868, at Champaign, on the Chicago division, as brakeman under John Gibson, now deceased. He continued in this capacity for about one year and a half and then went into the through passenger service as brakeman under Charles Gilmore, remaining about one year; following which he ran baggage for John Owen for five years. At the end of this time he went into the sleeping car service, running between Chicago and New Orleans, making one trip a week. At the end of three years he entered the Illinois Central suburban service as collector and January 6, 1885, he was promoted to conductor by Trainmaster Jones and has since served in that capacity, now standing at the head of the list, followed by John Dolan. Our subject has been in one serious accident; while in the extra baggage service he was called, as brakeman, to St. Louis, and while on the return trip the train was derailed and our

subject was caught between the cars and so badly injured, that he was laid up in St. Luke's hospital for three months. Socially our subject is identified with Division No. 1, O. R. C., of Chicago.

Mr. Guiteau married Miss Emma Ludington and they have one daughter, Olive May. They reside in a comfortable home at No. 257, 79th street, Chicago.



M H. KEMPTON is a native of Rochester, N. Y., where he was born in 1854. He commenced railroading December 1871, serving as an apprentice in the shops at Weldon for four years, after which he worked as journeyman, one year, when he began firing in the freight service remaining there three years and a half. Among the well-known engineers for whom he fired was J. J. DeLacy, now one of the city smoke inspectors of Chicago, and Antone Fortin, better known as the "wild Frenchman" now deceased. In the fall of 1879 he began running in the suburban service when there were only two engines. After being in that service a short time, owing to his knowledge of engines, about eighteen months were spent on different divisions of the system. At the end of that time he was given a regular engine in the freight service and since then there has never been a time but what he has had an engine including all kinds, conditions and classes. He continued to pull freight until 1891, when he was promoted to passenger engineer and he it was who brought the first Diamond Special from Clinton to Chicago, which he continued to pull for about eight months, when he got a through passenger run to Champaign, with engine No. 968.

At the time of the Atlanta exposition President Fish had a special train which was devoted to invited guests and our subject was chosen to pull it to Champaign. In 1896 our subject was running No. 962, on which there was, for a week, nine students and one professor

from the state University of Illinois. This class of young mechanical engineers was an experiment to determine just what that class of engine could do, and as a token of esteem the class presented our subject with a fine framed photo of his pet engine. During the eighteen months already mentioned he was south to Cairo and west to Fort Dodge. He was never seriously injured. He is a member of Division No. 10, B. of L. E., having held the office of assistant engineer for several years. Mr. Kempton came west with his parents when he was a youth, lived in Michigan until 1869 and then came to Chicago. In 1877 he married Miss Sarah E. Connor and they have five children, Charlotte Marie, Edna Maude, Ollie Ogrita, Mortimer LeRoy and Herbert Eugene.



GEORGE L. HODGE, conductor on the Illinois Central railroad, residing at Amboy, Ill., was born at Magnolia, Illinois, March 14, 1853. His father, a carpenter, was born at Wheeling, W. Va. His mother, Margaret A. Wilson, was born in Nova Scotia, April 21, 1819, and is now living at Wenona, Illinois. The parents were married, and came west in 1851, locating in Magnolia, Ill., from which place they removed to Wenona, Ill., at the time the Illinois Central was being constructed. They had four sons and four daughters, of whom two sons and three daughters are living.

Our subject was educated in the public schools of Wenona, Ill., left school at the age of sixteen and accepted a position as brakeman on the Illinois Central railroad where he remained for a few months, after which he went to work for his father in Wenona, learning the carpenter trade which he followed until March 1884 when he again entered the employ of the Illinois Central as brakeman, being promoted to yardmaster after two years service, working at various points on the Amboy division until he was promoted, in 1890, to the position of conductor and

has since served in that capacity.

He was married July 23rd, 1880, to Miss Rosa E. Morris, of Rutland Illinois; a sister of Mrs. J. C. Dailey, whose husband is the present superintendent of the St. Louis division. To this marriage two sons have been born, William, born April 13, 1881, and employed in trainmaster's office at Clinton, Ill., and Edward, born June 14, 1883, still attending school.



WILLIAM B. DAVIS began work for the Ill. Central in March 1872, as a machinist's apprentice at Weldon, under James Heap who was foreman at that time. He served four years and then worked as a journeyman until the fall of 1879, during which time he assisted in the rebuilding of transfer boats on the Ohio, at Cairo. He was there during the year of 1878, which was the time of the yellow fever scare. In November 1879 he accepted a position as foreman in the shops at Centralia and remained there until September 1885. As a token of esteem the employes of the shops at that place presented him with a very fine gold watch.

He then accepted a position as general foreman of the shops at Champaign and remained there until the fall of 1887, when he returned to Weldon as foreman of engine house, remaining in that capacity until August 19th, 1889, when he began running suburban engine No. 202, which he ran for a short time and then returned to Champaign and acted as foreman of shops. He was there three months, then returned to Chicago and began running engine No. 227, and after three years he was given engine No. 212, then No. 214 for one year and in the fall of 1894 he took engine No. 248, which he ran until Sept. 30, 1899. With this engine he made a record of seventy-two miles an hour, which is the best time ever made by a suburban engine. On the last named date Mr. Davis was promoted to the position of general foreman of the 27th street

round house, where he is employed at present.

The subject belongs to Division No. 10, B. of L. E. December 29, 1880, Mr. Davis married Miss Lizzie Thillman, the eldest daughter of N. W. Thillman, who is a well known Illinois Central employe. They had four children, three of whom are living, Allie, Katie and Lizzie.

Mr. Davis was one of the first to take examination in air brake service and holds certificate number one dated January 14, 1895. It is worthy of mention that Mrs. Davis is an artist of no mean ability and also a fine musician. Allie, their eldest daughter, is a graduate of music under Professor Mathews. Mr. Davis owns fine property at 11714 State st., Chicago, Ill.



JAMES J. ORCHARD, locomotive engineer on the Illinois Central Railroad, resides at Freeport, Ill., and was born in London, England, March 5, 1856. His father, James Henry Orchard, was born in London, England, November 21, 1831, and was a ship carpenter by trade. He emigrated to America in May 1871, located in Amboy, Ill., worked at carpenter work for about a year when he entered the employ of the Illinois Central Railroad, in the car building department, where he remained until the time of his death August 4, 1892. His mother, Prudence Hall was born in Limehouse, London, England, February 18, 1832, emigrated to America in July 1872, and is now living at Amboy, Ill., enjoying the best of health. They had two children, our subject and Rebecca Elizabeth, born in London, England. She came to this country with her mother and was married October 1896, in Amboy, Ill., to William Parks, of Utica, New York.

Our subject was educated in his native country, but did not have many advantages, going to work when but a boy. He came to this country with his father in 1871 and went to work in the construction department of the Chicago and Rock River Railroad, now a part of the C. B. & Q.

system, where he remained for one year and then apprenticed himself to a blacksmith for three years. He continued to work at his trade for fourteen months and then accepted a position as locomotive fireman in the employ of the Illinois Central Railroad, September 26, 1876, holding this place until he was promoted to the right side on August 19, 1885, which position he now holds.

Mr. Orchard was married in Clinton, Ill., on September 8, 1896, to Mrs. Linna Joyce, of Peru, Ill.



NS. FARRINGTON who was born in Donaldson, Ind., began railroading as a water boy on the Nickel Plate when that road was being built; from that he rose to time keeper, driver and tie nipper, his father having charge of the tie layers at the time. Our subject continued on that road until it was completed and was a brakeman behind the first engine run on that road. Then at the age of seventeen, in 1881, he commenced as freight brakeman on the Pennsylvania road, at Fort Wayne and continued there one year, running from that place to Chicago. He then began braking on the Chicago & Alton out of Braidwood to Chicago, remaining there four months, and then went to the St. Louis division of the Wabash, later coming to the Chicago division and for three years served as brakeman, when he was promoted to freight conductor. He continued as such six months, when he resigned and went to the International & Great Northern Railroad, of Texas and ran three ways out of Palestine as freight brakeman and extra conductor for four months. In August 1885 he left there and went to the Grand Rapids & Indiana road and worked at Grand Rapids and Big Rapids as a switchman eight months and then on July 9, 1886, came to the Illinois Central and for one year and one month was freight brakeman on the Chicago division. September 19, 1887, he was promoted to conductor and began running freight. For three years he was in the "chain gang" and then

took the way freight between Chicago and Gilman, ran that until April 15, 1892, when he was promoted to suburban conductor and continued in that service until July 1896, during which time he ran as extra through passenger man. On the above date our subject took the Gilman accommodation and ran that until July 1, 1897, when he was given a through passenger run to Centralia, which he has held up to the present time. When he was examined he was the youngest member of a class of thirteen and is the only one out of that number on the road today. He has never had an accident to his train or to himself.

Our subject is a member of the O. R. C., Division No. 1. He has lived in Chicago since 1882, and owns two fine pieces of property, a two story flat at 7349 Madison avenue and a handsome stone residence at 7350 on the same avenue.

Mr. Farrington married Miss Mary Woodworth in July 1887 and they have had five children three of whom are deceased.

JAMES BURNS has been with the Illinois Central company for fifteen years. He began in the general offices of the road, worked there about six years and then began as fireman on engines in the yard and on the road, beginning under Joe Elwood, engineer, and was engaged as fireman about five years, when he took charge of engine No. 322, in the freight service between Chicago and Champaign. He now has a regular run.

Our subject was born in the southern part of Illinois, June 25, 1869, and is a son of John Burns, a contractor, who was very prominent with the Illinois Central road for many years, and built many of the bridges on the road.

Mr. Burns married Mabel Blocksidge of Chicago and they have two children, William and Edward. They live at 2575, 100th Place. He was never injured or in any wrecks of any kind. He belongs to Division No. 10, B. of L. E., of Burnside, Illinois.

CHARLES R. STROMGREN who was formerly in charge of the tin shops of the Illinois Central, at Waterloo, Iowa, was born in Sweden, in January 1837. He learned the trade of a copper-smith in his native country, emigrated to the United States in 1863, and followed that occupation at various places until 1869. In the latter year he became identified with the I. C. R. R. at Dubuque, Iowa, where he was employed in the shops until 1870. He then went to Waterloo, Iowa, taking entire charge of the tin shops of the company at that place, and continued in that capacity until 1894. Mr. Stromgren was married to Miss Anne L. Anderson, of Falkoping, Sweden. Their union has been blessed with six children: Louis, born in 1861; Charles O. F., born in 1863; Anna M., born in 1867; Clara H., born in 1870; Alberta, born in 1872; and Rudolph, born in 1874; of these the two eldest are married. All have received the benefits of a good education. A continuous service of twenty-six years with the company marks Mr. Stromgren as a mechanic of ability as well as a valued and faithful employe.

WILLIAM BROWN first saw the light of day in Covington, Indiana. About eighteen years ago he began on the Monon Route at Lafayette, Ind., as a freight brakeman and then he went to the Peoria division of the Big Four, (then the I. B. & W.) He then went to the Clover Leaf as a freight brakeman, and then to the St. Louis division of the Big Four Route in the same capacity. When he came back to the Peoria division he was promoted to freight conductor, and he then went to the Cairo division of the Big Four and for two weeks he served as brakeman on the Cotton Belt. After this he returned to Lafayette, serving in the capacity of freight conductor and brakeman and then he went to Birmingham, Alabama, serving as con-

ductor on the Louisville & Nashville. His next post was on the Central division of the Big Four at Indianapolis, where he was freight brakeman. Our subject then returned to Peoria as freight conductor and then went to Monon, Indiana, on the Monon Route, serving in the capacity of yardmaster. On December 26, 1890, he came to the Illinois Central and began braking on the freight for N. S. Farrington and served here until the following September, when he was promoted to freight conductor, running the freight until September 1896, when he was put in the suburban service and has remained in that until the present day. He has never been injured, is a member of Division No. 1, O. R. C. and the K. of H., of Chicago.

Mr. Brown was married to Miss Long of Boston in 1896. Her father was an old sea captain.

JE. ZIMMERMAN, is a native of Watertown, New York. He began railroad-ing when he was eighteen years of age on the Rome, Watertown & Ogdensburg, of New York state, as a brakeman on the way freight between Rome and Watertown, but at the end of five days he was hit on the head by a low bridge, but through the influence of Roscoe Conkling secured damages. After being laid up about eight weeks he began work again and continued braking on freight and passenger for two years, when he was promoted to baggage-man and served in that capacity and as extra conductor for eight years. At the end of that time he quit the road and located in California on a potato ranch remaining there two years, when he sold out and came to Chicago and secured a position as street car conductor and remained in that position four years when he resigned and in 1882 secured a position on the Illinois Central as a brakeman. He then went into the suburban service under Conductor Mogg and continued there one year and a half, but during that time, owing to his former experience, he ran

as extra conductor most of the time. Then he was on a baggage car a short time, then collector, running as extra conductor and in 1884 was regularly promoted to conductor and has remained in that capacity up to the present day. During the strike in 1894 he ran the military train to Riverdale. In all these years our subject has never cost the company a dollar, never been suspended and has never had a black mark, which is a record to be proud of. While on the Rome, Watertown & Ogdensburg Railroad our subject was mixed up in several serious accidents. Mr. Zimmerman belongs to Division No. 1, O. R. C.

PLEASANT A. SMITH was born in Wabash county, Indiana. Before entering the railroad service he learned the cooper's trade and photography. He began his railroad work, in 1891, as a fireman in the yards at Randolph street, with Henry Fisher on engine No. 9. He continued in yard service for eleven months and was with the same engineer nearly all the time. He then went as extra road fireman and made his first trip with John L. Gerry on No. 310. He fired on the road until the spring of '93, and then went into the World's Fair service, in which he remained until the following fall, then returned to the road, where he continued as fireman until Thanksgiving Day '95, when he was examined and went on as extra engineer, continuing in this capacity until Oct. 15, 1898, when he was put on regular. He now has No. 316 in the road service. On December 31, 1897, Mr. Smith was sent south to the Mississippi division at Water Valley, and ran between Jackson, Tenn., and Canton, Miss. He remained there until October 12, 1898, when he returned to Chicago and has been in road service since. Mr. Smith was never seriously injured.

He was married to Miss Anna Ihrk, of Michigan City, Ind., April 18, 1900. He is a member of Division No. 10, B. of L. E., of Burnside, and K. of P., No. 382, of Chicago.

THOMAS F. MURPHY, engineer with the I. C. since June 5, 1875, began in the Chicago shops, at welding iron in the boiler department one year and then began firing on engine No. 45, with Jno. Murphy, engineer in the Kankakee yards, remaining there four years and four months and then took charge of an engine and went on the road between Chicago and Champaign, Ill. He spent five years in the suburban service, when in April 1899 he gave it up and has since been on road service.

Our subject has lived in Dauphin Park for two years and Homewood two years. He is a son of Patrick Murphy of Ireland and his mother was Mary Brennen also of Ireland. His father used to work in the Illinois Central shops. Both parents are now deceased.

Our subject married Mame Cavanaugh of Iowa and they have three children, Frank T., Robert E., Lillian R., all at home. Our subject was never injured in any way and never had an accident while running a train. He is a member of the Division No. 10, B. of L. E., of Burnside.

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WA. HUME, an old and valued employe of the Illinois Central, is an engineer in the passenger service on the Grenada division. He began his railroad career on the Mississippi and Texas division of the I. C., in 1859, and has since been with the company, a period of forty years. When the I. C. bought the Great Western R. R., Mr. Hume was sent to that division of the road, and was for eighteen months there, running between Springfield and Naples, Ill. He was then transferred to the Grenada division, and served in the freight department until 1868, when he was promoted to the passenger department on the same division, and has since remained there. He bears the distinction of being the oldest engineer on the southern lines. Possessed of a sound constitution, his life has been one of incessant in-

dustry and activity. He is even now one of the most reliable employes of the company, never absent from his post, and his endurance would put to the test many a younger man. Mr. Hume was born in Pike county, Illinois, August 31, 1833. His parents, both deceased, were highly respected farmers of that part of Illinois.

Miss Elizabeth O'Neil of Springfield, Ill., became the wife of Mr. Hume, and six children resulted from their union, viz: William, a machinist at Memphis; Elizabeth, at home; Charles, a clerk in the freight department of the I. C., at Memphis, since 1879; Lillie E., wife of W. E. Howard, a conductor; Frank, a member of the Memphis police department; and Tabitha, wife of Walter Moore, of Memphis. Mr. Hume, with his family, occupies a beautiful home on Rayburn avenue, in Memphis, of which city he is a highly esteemed and valuable citizen.

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GEORGE G. BENNETT, locomotive engineer, has been in the employ of the Illinois Central Railroad since 1888. His first railroad work was at Grand Island, Neb., where he began as caller in the round house for the Union Pacific Railroad. He worked at same six months and then began as fireman on engine No. 13, on the St. Joe & Western branch of the Union Pacific Railroad, held that position three months and then began braking on the same road between Grand Island and North Platte, Neb., remaining six months and then came to Chicago where he was engaged as fireman on engines Nos. 1 and 14 on the Chicago & Western Indiana Railroad, running four years. In 1888 he began as fireman on road engine No. 381 for the Illinois Central company and was soon after promoted to engineer, has a regular run on engine No. 311 on the Chicago division of the Illinois Central Railroad company.

Mr. Bennett was born in Herkimer county, New York, April 10, 1869, and is a son of Hiram

Bennett of the same county. Our subject married Miss Maggie Keefe of Richmond, Vermont, and they have two children, Alfred and Mary. He is a member of Division No. 10, B. of L. E., of Burnside and other societies. He was never in any wrecks, or never injured in any way. He owns a nice residence at No. 2594 Ninety-ninth street, Chicago.



THOMAS F. GRACE, foreman in the Illinois Central blacksmith shop at Freeport, was born in Little Falls, Herkimer county, N. Y., March 7, 1848.

His father, John Grace, born in New York City, was a horseman by occupation. He died December 18, 1895. The mother, Mary E. (Splann) Grace is now living at Florence, N. Y. Their family is as follows: Pierce, division roadmaster of the N. Y. O. & W. Ry., resides in Oswego, N. Y.; Thomas F.; John E., carpenter and builder, resides in Florence, N. Y.; M. W. is employed as shaft hammersman in the Delamater Iron Works, N. Y. City, doing government work.

Thomas F. Grace received his education in the public schools of Camden, N. Y., and also took a special course in drafting. When a boy he carried water on the Utica & Black River R. R. At nineteen he was promoted to brakeman on the same road, first working on a freight train and afterward was promoted to a passenger train. In 1868 he entered the service of the Delaware & Hudson River R. R. Co., and learned the blacksmith trade in their shops at Oneonta, N. Y., where he served the company in that capacity for three years and four months. In 1872 he was employed by the Remington Arms Co., for eight months; then worked for the Midland R. R. Co., at Oswego, N. Y., as a blacksmith one year; then worked eight months in the shops of the N. Y. L. E. & W. R. R. at Susquehanna, Pa.; then was employed in the Schenectady Locomotive Works, at Schenectady, N. Y., six months; then entered the service of the Meredith Iron & Lumber company, at St. Mary's, Elk county,

Pa., where he remained two years and six months; then went to Ridgway, Pa., and worked for K. White & Co., for four months; then entered the service of the Lehigh R. R. Co., at Sayre, Pa., for four years and eight months; worked in Chicago for the Preston Fire Engine Co. for four months. December 1, 1883, he entered the service of the I. C. R. R. at the Weldon shops in Chicago where he worked building locomotives four years; then served the Everhard Mfg. Co. at Cleveland, Ohio, as foreman six months; then returned to Weldon on the I. C. R. R. for eight months; went to Streator, Ill., as foreman in the shops of the Chicago, Santa Fe & California, for eight months, and when the shops were moved to Ft. Madison, Iowa, he also went and remained three years; then went to Louisville, Ky., and worked for the Meredith Coal & Lumber Co., four months. In June 1892 he again entered the service of the I. C. R. R., this time as foreman of the blacksmith shops at Freeport, Ill., where he still remains.

Mr. Grace was married August 10, 1896, to Miss Maggie Mervin of Freeport. They have one child, William Monroe, born September 14, 1897. Mr. Grace is a member of the Catholic church. In politics he is a Democrat.



DOLPH MASON, an engineer on the Illinois Central, was born in St. Johns, New Brunswick, and is the son of Christopher Mason, an old time engineer on the C. B. & Q. Our subject started his railroad life as a fireman in the C. B. & Q. yards at Aurora, Ill., remaining there two years, when he commenced firing in the road service and remaining there five and one-half years, when he was promoted to the right side of the cab, and for the following four years served in the road and switch service. In 1888, Mr. Mason went to the Illinois Central as an engineer in the freight service between Jackson, Tenn., and Cairo, Ill. He served there two years and was then trans-



MARSHAL R. HEDGPETH.



W. C. WAGGENER.

ferred to Chicago, where for three months he pulled a train on the road, when he was placed in the switch service where he is at the present time. Our subject has never been injured. Socially he is a member of Division No. 10, B. of L. E., of Burnside.

Mr. Mason married Miss Julia Moysant, and their union has been blessed with eleven children, viz: Joseph, deceased; Arthur, William, Bernie, Frank; Alberta and Bertha, twins; Ed. and Alfred, twins, deceased, and George and Carrie, twins.



W. C. WAGGENER, superintendent of bridges and buildings of Evansville district of the Illinois Central, was born near Elizabethtown, Quaker Valley, Hardin county, Kentucky, where he was educated. His people are of the best families of Virginia and Kentucky. At the age of sixteen he entered the service of the Gulf, Colorado & Santa Fe road, under Chief Engineer Temple. He drove a scraper team at twenty-five dollars a month. Having no use for his money he left it in the care of the contractor for whom he was working, and when three months pay had accumulated the contractor decamped taking the money and leaving Mr. Waggener without a penny, with poor clothes and an old straw hat with a piece of calico sewed over the top to protect him from the sun's rays. Not disheartened he started out on foot to seek work and came upon a crew driving piles from Navasota to Navasota Junction and secured a place with them. He continued with them to the Brazos river, camping on the river bottom where the moss hung from trees, a novel experience, for one who was then but a boy. In June he got through to Houston, Texas. During this time the foreman took sick and our subject acted as foreman some times receiving one hundred dollars a month. July 1882 the road was completed from the Navasota river to Brazos river, and our subject secured a place with the Canton Bridge Company at Houston, Texas, built several

large bridges, and afterwards went with the Canton Wrought Iron Bridge Company. He quit and was on a farm for six months, from which place he entered the service of the L. & N., working on several bridges, and went south to Alabama as assistant foreman, helping to build the bridge over the Alabama river. The crew boarded eighteen miles from the river on account of the damp and the fog at Deatsville, the village by the bridge. Becoming ill he resigned and then worked for the Louisville Bridge & Iron Company, on the E. Tennessee, Virginia & Georgia Railroad, and the N. C. & St. L., the Knoxville division of the L. & N. also worked on the well known Jacob's bridge. In 1888 he came south on the N. N. & M. V., also on the L. & B. and finally in 1889 he began work on the C. O. & S. W., when he took charge of a bridge crew and was soon made conductor of the pile driver, working irregularly until December 1896, when the Illinois Central took charge. He then acted as foreman until May 28, 1899, when he was made supervisor of bridges and buildings of the Evansville district with headquarters at Henderson, and in addition has charge of the water supply. He has thirty to seventy men in his department and three foremen, J. K. Earl, J. H. Morgan and E. Wellington. Mr. Waggener is a man of energy and strict integrity and shows by his advancement what a poor lone boy can do by perseverance. He married a daughter of Richard Whittemore of Kuttawa, Ky., and has one child, four years old. Our subject is a prominent mason, and belongs to Cumberland Lodge, No. 185, K. of P. He resides at 123 Adams street, Henderson, Ky.



MARSHAL R. HEDGPETH, an engineer in the yards at Memphis, Tenn., became identified with the Illinois Central on March 24, 1894, as fireman on the Yazoo & Mississippi Valley division, with Engineer Frank McLain. He was engaged in that branch of the service for three years, and was then promoted to engineer, taking charge of

engine No. 63 in the Memphis yards, where he is now employed. While engaged in firing he was in 1897 in a head end collision, between engines No. 13 and No. 58, in which Mr. Fletcher, the engineer, was injured, but he escaped. Mr. Hedgpeth was born at Springfield, Mo., March 13, 1872. His father, Calvin Hedgpeth, is still residing there, and is a prominent stockman. He was united in marriage to Miss Bessie Walson, and they have three children: Damon, James and Clara. Mr. Hedgpeth is a member of Division No. 364, B. of L. F., of Memphis. He and his family are adherents of the Methodist Episcopal church, and in politics he is a believer in the principles of Democracy.



W A. BRADLEY is the obliging store keeper in the Illinois Central shops at McComb City, and is a general favorite in the shops on account of his genial disposition and general good qualities. He was born in the state of New Jersey, April 19, 1857, and is a son of Calvin R. Bradley, who was an attorney of prominence in the east, and is now deceased. At the age of sixteen, the subject of this sketch, left home to carve his own fortune, and going to Baltimore, Maryland, worked there for the Southern Express Company. He was employed at various points in the east by that company and by the American Express Company until 1878, when he went to New Orleans and engaged in the restaurant business. He continued in that business until 1884, when he entered the service of the Illinois Central at McComb City, as timekeeper in the railroad shops there. After a service of five years as timekeeper he was appointed bookkeeper in the office of the Master Mechanic, which position he held three years. He was then placed in charge of the store room and has since held that position. His duties consist in disbursing a general line of railroad sundries to the employes of the shops, on orders from the officials and foreman. This office re-

quires ability of no small means and Mr. Bradley is filling it acceptably to all concerned.

Mr. Bradley was married to Miss Nettie Beaman, of McComb City, their union resulting in the birth of two children, Winston and Gaynell.

He is a member of the Knights of Pythias, and both he and his wife are members and substantial supporters of the Christian church.



F RANK DUNHAM. Amongst the eldest and most prominent engineers in the suburban service of the Illinois Central, our subject stands at the head. He began in the service in 1869, as a brakeman on the Chicago division for Al. Bellows, and continued in that capacity until 1874, although in 1871 he did some running. In 1874 he had his left hand injured. While laid off he attended Bryant and Stratton's business college. After recovery he went to El Paso and began firing in the yards. At that time they ran from Chicago to El Paso and he was engaged in making up trains. He remained there about seven months and then went to Gilman where he acted as hostler two months, then returned to Chicago and went to firing No. 191 with Geo. Weatherhead, Sr., and fired for him five months. At the end of that time he was sent on the Southern division and fired No. 188 for Frank Sweeny on freight from Centralia to Cairo, then returned to Chicago and fired No. 200 three years and two months for Ed. Monroe. During this period No. 200 was in the shops and our subject fired No. 34 for Frank Jennings. In 1881 our subject was promoted and his first day's run was on No. 54 in the freight yards at Randolph street. He continued in this service nine months and was also extra road man, as was customary in those days. He then went into the suburban service and ran No. 91 for one year, No. 44 two months, and was then given No. 227, a new engine which he ran until the latter part of '87 when he got No. 216, then No. 62 and he now has No. 1416. In the

summer of '99, when the black smoke question was being agitated, our subject demonstrated to smoke Inspector John C. Schubert how the road could abate the smoke nuisance when it feels so inclined. We quote from the Chicago Tribune of August 10, '99.

"The trip was made in the cab of engine No. 216, with a star crew and a choice supply of coal. The results of the trip were an object lesson in smoke prevention. No. 216, with Engineer Frank Dunham in charge and Fireman Smith at the shovel, made a trip on schedule time that was all that the complaining patrons of the road could demand. No. 216 ran south with the gauge indicating 130 pounds of steam, showing that the fireman was not 'favoring it,' and this with a minimum of smoke. Inspector Schubert was accompanied by William H. Quirk, smoke inspector of the Illinois Central Railroad. His position in the cab gave opportunity to see what a competent and careful fireman can do in the way of preventing smoke. At the end of the run Inspector Schubert said to Inspector Quirk: 'That was first-rate. If all your engines were run like that there wouldn't be any smoke on the lake front.' And Inspector Quirk replied to Inspector Schubert: 'That's the best crew on the road and that's the way they do it every time.'" * * *

Mr. Dunham has never been laid out by accident. He is a member of B. of L. E. and secretary of insurance, which office he has held for the past three years. He was born at Charles City, Iowa, and came to Chicago in 1854. His wife was formerly Miss Katie Tillman, daughter of N. W. Tillman, now superintendent of construction in the machinery department.



BENJAMIN BUSCH, locomotive engineer, has been in the employ of the Illinois Central for twelve years. He first began on the C. B. & Q. Railroad as fireman on No. 222 and fired under Jerry Deegan for two years and then began on the Illinois Central as fireman under William Perry on engine No. 470. Our subject fired with him in road service for several years and he was also in the pool part of the time. Afterwards he took charge of engine No. 329 and now has a regular run in the freight service.

Our subject was born in Chicago, March 18, 1867, a son of Charles Busch, who was a cigar manufacturer and is now deceased.

Our subject married Catherine Young of Chicago, and they have a nephew, Harry Young, living with them. Mr. Busch owns a home at number 2584 One-hundredth street. He has been in a number of wrecks and was in several wrecks of great note and was only slightly injured. He is a member of Division No. 10, B. of L. E., of Burnside and is prominent in the organization.



THOMAS AMES, a locomotive engineer in the employ of the Illinois Central, is a native of England, but came to the United States when but twelve years old. His first railroading was in 1873 when he worked on the Chicago division of the Michigan Central as a fireman. He began in the freight service and remained there until December 1876, when he went into the Kensington yards where he ran a switch engine for four years. He then ran between Chicago and Kensington, for two years, and in 1882 he took a run on the Fergus Falls division of the Great Northern Railroad, remaining there for seven months, when he returned to the Michigan Central where he worked until September 1883, when he began on the Illinois Central. His first work was done on the Cairo incline, being extra engineer between Cairo and Centralia. He was there until October 1884, when he came on the Chicago division running freight for one year. In 1885 and up to 1887 he was on the Middle division between Minonk and Buckingham, then he ran between Amboy and Dubuque until May 1888, after which time he returned to the Chicago division on freight until 1892. He next served on a pay car for eighteen months and then became extra passenger man, and August 1, 1896, he was given a regular passenger run to St. Louis on the Daylight Special and Diamond Special. On April 28th, 29th and 30th he pulled the special Tribune paper train to

Springfield which was one hundred and ninety-four miles, making the run to Kankakee, fifty-six miles, in fifty-seven minutes, to Gilman, eighty-one miles, in eighty-three minutes, stopping five minutes at Kankakee and to Springfield at 3:57.

Our subject is a member of Division No. 10, B. of L. E. Mr. Ames married Miss Wilce and they have six children, George, Edith, Florence, Walter, Raymond and Amy.

He owns fine property at 7025 Kimbark avenue, Chicago, Ill.



LR. VIALL, conductor on the Illinois Central, is a native of Illinois. He commenced service on the Illinois Central in 1880 as a freight brakeman on the Chicago division. His first trip being made with Joe Jackson. Our subject continued braking on freight until December 1883, when he was promoted to conductor and ran freight until March 1893, when he was promoted to the suburban service and continued in that service until 1896, running extra passenger. In that year he was given his present run, on through passenger to Centralia.

Our subject has never been seriously injured, and has lived in Chicago ever since he began on the Illinois Central. Mr. Viall was married to Miss Mary Parker and has two children.



JOSEPH H. KIBLER, an engineer in the freight department on the Memphis division, of the Illinois Central, entered the service of the company in 1885, as fireman on the Aberdeen branch, with engineer Coeshafner. After serving as fireman three years, he went to the Kansas City R. R. and worked there three years. He was promoted to engineer and had charge of a switch

engine at Kansas City for one year. Returning to the service of the Illinois Central at Memphis, he worked as fireman for two months, and then as switch engineer for six months, when he was appointed to the regular freight service on the Memphis division, and has since remained there in charge of engine No. 731. Mr. Kibler is a native of Stanton, Va., and was born on May 4, 1866. His father, Joseph W. Kibler, is a mill-wright by occupation and a respected citizen of that place. Mr. Kibler married Miss Mattie L. Low, of Sardis, Miss. He is a member of Division No. 23, B. of L. E., of Memphis, his home city. His wife is an active member of the Baptist church. In politics, Mr. Kibler is a staunch Democrat.



DAVID GUTSHALL is a native of Germantown, Perry county, Pa., where he was born in 1846. In the spring of 1867 he began his service on the I. C. as a freight brakeman on the Chicago division and at that time there were only six freight trains a day, he continued as freight brakeman for about two years and then was passenger brakeman for two years for Conductor Patten. At the end of that time he was promoted to baggageman and ran a car one year and a half. At this point he was transferred to what is now the Springfield division, was freight brakeman there one year and a half and then he returned to Chicago and began braking on freight and continued about two years. At the end of that time he took charge of the Pullman work train, the first year they were building that town and then he quit the road and went with the Toledo, Peoria & Western Railroad as freight brakeman for a year. In the spring of 1881 he returned to the Chicago division when he was promoted to conductor at once and began running freight to Champaign and El Paso, and continued nine years steady with good success as he had no accidents and never cost the company a dollar. At the end of nine years he was promoted to suburban

conductor and continued in that service for two years when he was promoted to the fast mail and has held that run for the past nine years. Since entering the through passenger service Mr. Gutshall has been in one wreck though he was in no way to blame. While passing over the junction switch at Otto, Ill., a freight on the Bloomington branch collided with his engine. There were nine people injured, but none seriously.

Our subject first began railroading on the Pennsylvania Railroad between Pittsburg and Altoona as freight brakeman and flagman. At the time the call was made for troops and near the close of the war he enlisted in the Pennsylvania reserves, but was never in a battle. Mr. Gutshall was married to Miss Ellen Wendt and they have one daughter, Ruth.



CHARLES STUART, engineer on the Amboy division of the Illinois Central Railroad, and one of the old reliable men on the road, was born in Illinois, February 28th, 1855. His father, William B. Stuart, was a lawyer by profession and a prominent man in the city of Amboy where he held the offices of mayor, justice of the peace, and for many years city attorney. He died in 1881. The mother, whose maiden name was Mary Johnson, died in 1874. In their family were the following children: William H., for many years an engineer of the I. C. R. R., is now a veterinary surgeon and resides in Amboy; James H., deceased, a former engineer of the Yazoo Valley; J. B., now residing in Amboy, was an engineer on the I. C. R. R. for a long period; Frank M. is a locomotive engineer; Charles; Hamilton W. went to California in 1849.

Charles Stuart attended school at Amboy and at the age of eighteen entered the service of the I. C. R. R. as a fireman on the Amboy division, where he remained in the same position until 1881 when he was licensed to handle the throttle which position he holds to date, running on the Amboy division.

Mr. Stuart was married on the 24th of October, 1876, to Miss Mary Bridgman, of Amboy, where she was born and raised. Of this union five children have been born: William H., born in Amboy, and was educated in the public schools of that city is now a passenger brakeman on the Amboy division of the I. C. R. R., and resides with his parents at Freeport; Grace is the wife of Alonzo Williams and makes her home in Clinton; James H., living at home; Jennie and Catharine, who are students in the Freeport schools. Mr. Stuart is a member of the B. of L. E., and politically is independent. Mrs. Stuart is a Catholic in religion.

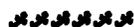


JR. LANGHAM began railroading on what is now the Monon Route in 1865 at Lafayette, Indiana, as fireman and continued as such eighteen months, when he began braking on freight on the same road and continued six months when he was promoted to conductor and ran a train there until 1871, also extra passenger.

In that year he left that road and commenced running freight on the Wabash between Lafayette and Fort Wayne, remained there several years when he resigned and went to the N. Y. L. E. & W. railroad; later to the Big Four where he ran freight and passenger and while there brought one of the first passenger trains to Chicago. From that road he went to the I. I. & I. road and from there he came to the Illinois Central, in 1882, as freight conductor on the Chicago division and continued in that service until the Freeport division was opened, when he was given a passenger run between Chicago and Dubuque and has continued on that division up to the present time. For six years he had the Freeport passenger run. Our subject has never been injured nor had a passenger injured. He belongs to Division No. 1, O. R. C.

Mr. Langham, who is a native of Auburn, New York, married Miss Caroline Meek and has four daughters.

TH. ECCLES was born near Metropolis, Illinois. He commenced railroading on the Cairo Short Line in 1891, as a passenger brakeman for A. M. Dowell between Pinckneyville, Ill., and Paducah, Kentucky. He continued in that capacity a year and was then promoted to baggage car between East St. Louis and Paducah and continued in that capacity six years. He then began braking on the mixed train between Pinckneyville and Paducah for J. C. Thetford for a year and then on September 26, 1899, was promoted to freight conductor and since then has been braking and running extra. He has never been injured. He is a member of the K. of P. at Pinckneyville and the Railway and Telegraphers' Political League of Illinois. Mr. Eccles married Miss Ollie Hollan of Paducah and has one child, Ann Louise. He is a young man of thrift and is popular among his associates.



ALBERT W. BELLOWS, assistant depot master at Chicago, began his railroad career at Delavan, Wis., as office boy in the telegraph office of the Racine & Mississippi R. R., which is now a branch of the C. M. & St. P. Railway. After spending a year in this capacity, he secured a situation as brakeman between Racine and Freeport and was thus employed until 1865. Mr. Bellows then severed his connection with the Racine & Mississippi company and from the spring of 1866 until December of the same year he worked for the Chicago & Alton Company. August 6, 1867, Mr. Bellows began with the Illinois Central company, serving as brakeman one year and a few summers in charge of the gravel pit at Kankakee, and subsequently served in the capacity of conductor from Chicago to Champaign and from Chicago to El Paso until 1881. Since the last named date he has been assistant station master.

January 1, 1881, Mr. Bellows married Miss Chloe E. Fosdick, and their wedded life has been

blessed to them by the birth of one child, Mildred Alberta. Socially our subject affiliates with Division No. 1, O. R. C., and Camp No. 422 M. W. A., of Chicago. Twice he has suffered from the effects of wrecks, in each of which he had one of his legs broken. The second time that this occurred was September 6, 1881, on the Air Line, his last trip on the road.



JOHAN S. WEITZEL, assistant general freight agent of the Illinois Central at Omaha, began the life of a railroad man on the Ohio Central at Corning in the Buckeye state, as bill clerk in the offices there, serving some seven months.

Securing a clerical position with Thomas & Co., railroad contractors, he was in their employ some two years at points in Georgia. When the road was completed and opened, as the East Tennessee, Virginia, & Georgia road, Mr. Weitzel secured a place as clerk in the general freight office. In February 1885 entering the service of the Louisville, New Orleans & Texas road at New Orleans, he was chief clerk for the general agent for a time and was retained in his service when he was promoted to assistant general freight and passenger agent, and was in this service when the Illinois Central assumed control on September 1, 1892.

Mr. Weitzel served as clerk for the division freight agent at New Orleans until November 11, 1894, when he was made chief clerk for the assistant general freight agent, Mr. W. D. Hurlbutt at Memphis. On promotion of Mr. Hurlbutt to general freight agent for the Mississippi Valley Route at Louisville, Mr. Weitzel was retained as chief clerk until August 1, 1897, when he was made assistant general freight agent with head quarters at Evansville, Ind. On December 20, 1899, a further advancement was tendered and accepted, and Mr. Weitzel was assigned to his present position on the opening of the new line to Omaha.

HENRY C. MULLAN, an Illinois Central passenger conductor, residing at Sioux City, Iowa, began railroading in 1873, on the B. C. R. & N. Railroad, at Cedar Rapids, as a fireman under Engineer Mike Doud; but at the end of six months quit the road and returned to his home at Waterloo, Iowa, and attended school for one term. In December 1874, he entered the service of the Illinois Central as bill clerk in the office at LeMars, remaining one year. He then secured a place on the Central Pacific Railroad as a fireman, running between Ogden, Utah, and Wells, Nevada. At the expiration of eight months, however, he returned to Waterloo and re-entered the Illinois Central employ as a brakeman at Waterloo. After a service of between three and four years he was promoted to freight conductor, and in the spring of 1888 was promoted to passenger conductor and given a regular run on the Cherokee and Sioux Falls branch. Since 1893 he has held his present run between Sioux City and Fort Dodge.

Mr. Mullan was born at Waterloo, Iowa, November 2, 1850, and was married at Albion, Ill., to Miss Mary E. Bunting December 11, 1881. They are the parents of five children, as follows: Guy, Ivan, Harry, Kenneth and Paul. Our subject is identified with Cherokee Lodge, A. F. & A. M.



VICTOR LABBE was born near Montreal, Can., coming to the states at the age of three months with his parents who were natives of France. He began railroading on the Big Four at St. Anne, Illinois, learning telegraphy and at the age of sixteen was able to take the position of night operator at that place and continued two months and then went to the Chicago, Danville & Vincennes, now the C. & E. I., at Watseka, Illinois, as a ticket agent and operator and held that position for three years. Then he went to Chicago and took a position as operator in the dispatcher's office and held the same two weeks,

when he was promoted to night train dispatcher and continued until 1881. October 8, 1881, he came to the Illinois Central and was sent by the general manager, Edward T. Jeffery to open a station at South Park and later to 22nd street where he served as joint ticket agent for the Illinois Central, Big Four and Michigan Central, and also had the American Express business to look after. On December 23, 1899, he was promoted to city passenger and ticket agent at Council Bluffs. Our subject has not lost a day in nineteen years and never a day on account of illness. Mr. Labbe speaks French, Italian and English.

Mr. Labbe married Louise Grandpre of Watertown, N. Y., and has three children, Robert E. aged thirteen, Verna aged seven and Percy aged four. Mr. Labbe is a member of Whittier Lodge No. 384, Knights of Pythias, of Chicago, and is past chancellor of the lodge. Of seven years service as keeper of records and seals he lost but two meetings of the lodge, which service was recognized by the body by presenting him a beautiful emblematical ring.



A. LOOMIS, conductor on the Illinois Central, was born in Westfield, Mass. He commenced railroading on the Illinois Central in 1863, as a train boy on the Chicago division and continued about a year and a half and then began braking on passenger, where he remained until 1865, when he went on freight a short time and in 1868 was promoted to baggageman and ran through to St. Louis. In 1870 he resigned and went with the Wagner Palace Car Company as superintendent on the L. S. & M. S., between Chicago and Cleveland. He remained with them until 1873 and then accepted a position as freight conductor on the Missouri Pacific, running out of St. Louis, continuing there until 1878. He then went to the Pennsylvania road and ran freight between Chicago and Logansport, Ind., and was there until 1879 when he returned to the

Illinois Central and after making two trips as freight brakeman, was given a freight run which he held until 1883, when he was promoted to the passenger service and given a suburban run which he held until 1890, when he took the New Orleans Limited, running to Centralia, he now runs the Daylight Special between Chicago and St. Louis. Mr. Loomis was in the Thomasboro wreck, which was a head end collision between a passenger and a fruit train. He was running as baggageman at the time and his car was torn in pieces and our subject was thrown to the top of the next car. Our subject is a prominent member of the O. R. C., he is past chief of his division, and is now serving as assistant chief.

Mr. Loomis is president of the Freight and Passenger Conductor's Mutual Aid and Benefit Association, which is an insurance company for railroad men. He is a member of Blue Lodge No. 662, A. F. & A. M., Chapter No. 148, R. A. M., Commandery No. 35, K. T., and Medinah Temple, Nobles of the Mystic Shrine, all of Chicago.



ARTHUR M. SHAW, roadmaster of the Omaha division, has risen to his present position in a remarkably short period of time. While a student of civil engineering in Cornell College at Mt. Vernon, Ia., he spent the open season of several years in the field, gaining practical experience in an engineering corps, and the winters pursuing his studies in the college class-rooms. His first experience in the field was at Cherokee, in 1891, as chain man in the service of the Illinois Central engineering corps and the following summer was rodman in the same service. The summer of 1893 he was transit man of the corps in the service of the Duluth & Iron Range Railroad. At the close of the college year in 1894, he went into the real estate business at Algona, Ia., for a short time and has since been in the service of the Illinois Central, except for a period of eight months of 1898, when he enlisted in the govern-

ment service during the Spanish war, serving as sergeant of the 2nd regiment United States Volunteer Engineers, being stationed at Montauk Point and Savannah. On the close of hostilities in the spring of 1899 he re-entered the service of the Central and was sent as instrument man in charge of the work at Crystal Springs, Miss., in February 1899. Promoted as assistant engineer in August following he was in charge of the work at Grenada, Miss. He was on duty in Alabama when he was selected to serve as roadmaster of the new Omaha division, March 1st, 1900, with headquarters at Council Bluffs. Mr. Shaw was born at Lee Center, Ill., December 12, 1870. He is a member of the Knights of Pythias, affiliating with the lodge at Mt. Vernon, Ia., and became one of the early members of the lodge B. P. O. E., recently instituted at Council Bluffs.



GEORGE A. CLARK, superintendent of the Omaha division has been a railroad man since the age of fifteen, beginning in 1883 as telegraph operator on the Chicago, Milwaukee & St. Paul system at Castalia, Iowa. The following year he accepted a position on the Chicago, St. Paul, Minneapolis & Omaha line as station agent at Worthington, Minn., from which point he was transferred to the train dispatcher's office at St. Paul. In 1886 he accepted an offer of the "Soo Line" as train dispatcher at Gladstone, Mich. When Mr. Shields was appointed general superintendent of the Chicago & Great Western in 1887, Mr. Clark was offered position as dispatcher at Oelwein where he remained for two years. For a year following, he served as chief dispatcher at Larimore, N. D., on the Great Northern line, and then returned to the service of the "Soo Line" as chief dispatcher at Minneapolis for two years. August 15, 1895, he entered the service of the Illinois Central as train dispatcher on the Chicago division at Champaign, remaining there for two years. Transferred to Clinton, Illinois, he served



HON. W. Q. COLE.

one year as train master on the Amboy division, and the following year in the same capacity on the St. Louis division, with headquarters at Carbondale, where he remained until promoted to his present position as superintendent of the Omaha division, March 15, 1900.

Mr. Clark was born at Mona, Iowa, June 29, 1869. His father Mr. Clark, a mechanical engineer, was in the government service's engineering department during the Civil war.

Mr. Clark was married in 1897 at Larimore, North Dakota, to Miss Phe Eastgate, to whom one son, Clinton, has been born. Of the social orders Mr. Clark is a member of only one, the Masonic lodge at Champaign. As a railroad man he is thoroughly conversant with all that pertains to the management of a division, having learned it from the foundation up. He is a man of strong executive ability and is one of the youngest superintendents on the line.



HON. W. Q. COLE, state auditor of Mississippi, residing at Jackson, a man of prominence throughout the state, is a former employe and official of the Illinois Central. Mr. Cole entered the service of the Illinois Central, (then known as the Chicago, St. Louis & New Orleans R. R.) in March 1878, at Durant, Mississippi, as clerk, under Roadmaster E. J. Martin. In August of that year he was appointed pumper at the Kosciusco Junction water tank and remained there until October 1879, when he was transferred to Water Valley, Mississippi, as clerk in the office of the master mechanic. He occupied the latter position until November of the same year, when he was sent to Jackson, Tenn., as clerk to Superintendent J. G. Mann. By request of E. J. Martin, assistant superintendant, he was in November 1880 transferred to the latter's office at Water Valley, as chief clerk, and in February 1882, was promoted to expense accountant for the road, in the auditor's office, at New Orleans, under S. B. McConnico, then auditor. When

the Illinois Central took possession of the Chicago, St. Louis & New Orleans R. R. he was sent to the auditor's office in Chicago, under J. C. Welling. On May 1st, 1883, Mr. Cole was appointed traveling auditor for the southern lines of the I. C. which he held until January 1st, 1898, when he accepted a place as bookkeeper for Jennings Bros. in Water Valley. In 1899 he was elected auditor of Mississippi.

Mr. Cole was born in Holmes county, Miss., June 28th, 1856. William F. Cole, his father was a prominent railroad man in his day. He was agent for the Yazoo & Mississippi Valley R. R. (now the I. C. R. R.) at Lexington, Miss., when the road was first built, and continued there until 1884, when he resigned. He is now eighty-two years old and peaceably spending his declining years at the home of his son, in Jackson.

The subject of this sketch has four brothers, three of them being in the service of the I. C. at New Orleans. They are: Walter, Jesse, and Edwin Cole, another brother, Thomas, resides at Galveston, Texas. Mr. Cole was united in marriage to Miss Alice West, of Water Valley, Miss., and they have a family of five children, viz: William West, Alice, Welling, Eva May and Wilfred. He is connected with the Knights of Pythias, Knights of Honor and Order of Elks, all of Water Valley. With his family he occupies a spacious residence at 509 north State street, in Jackson, and has his office in the state capitol building. Mr. Cole is a man possessed of great ability, ambition and tireless industry. He is a prominent figure in the affairs of the state, and possesses those characteristics which are worthy of emulation by younger men who are seeking the road to success in life.



HG. YOUNG was born in Chicago, January 17, 1860. He began railroading on the C. & A. in 1877 as fireman on the Chicago division and continued for three years, then went to running on switch and transfer engines. In 1887 he came

to the Central and went on suburban engine No. 217, November 23rd of that year and ran that same engine for eight years, and then by request of the master mechanic took engine No. 250, and has run that up to the present time. Peter Young, father of our subject, was on the road forty-eight years ago as a fireman, and was foreman in the round-house at Weldon. He is now retired and has not been on the road for twenty years. H. G. Young married Miss Minnie Kunzer by whom he has had two children, one now living, Miss Julia aged eighteen years. Mr. Young belongs to Division No. 10, B. of L. E. He owns a fine three story flat at No. 486, 27th street, Chicago.



ENGELBRECHT, a native of Bavaria, came to this country at the age of sixteen and has been with the Illinois Central company ever since.

It was in the fall of 1875 that he began as an oiler in the freight yards at Randolph street, where he worked at oiling, cleaning lamps, etc., until Jan. 3, 1878, when he began firing in the yard service with John Costello on No. 30, a road engine; then went on the road making his first trip with John Fenton on No. 201, which was at that time a first-class freight engine. Then he fired No. 213, now No. 201, which was the first double ended suburban engine, for John Blackberry. After this he was put on the meat run with Mike McMahan, on No. 74, then with Doc. Israel in suburban service, on No. 34, and the following year and eight months with John McAvoy, now deceased. June 16, 1882, he was promoted to engineer, but prior to that had done some running in the yard. His first engine was No. 16. He continued in the yard service, off and on, for about a year, and was then transferred to the suburban, then south and ran out of Buckingham, after which he was placed on No. 7, and later, on No. 70, in the construction service between Kensington and Maumee, building the double track. His next run was on a freight for one

year, after which he went into the suburban service, first on No. 204, an eight wheeler, then on No. 223, the first suburban engine built by the I. C. Co., which he ran for one year, next on No. 60, now No. 215, and ran her seven years steady. For a time he ran No. 243 and now runs No. 249 which he has had since 1894. He has never been injured, and never lost a day from neglect of duty.

Mr. Engelbrecht married Miss Emma Denninger and has four sons, all in school, one attending a manual training school and one a business college. Mr. Engelbrecht has acquired considerable means. He owns a fine piece of property at 8049 Commercial avenue, also 50 feet in Dauphin Park. He is a member of B. of L. E., and B. of L. F. and also belongs to Home Lodge No. 508, A. F. & A. M. Mr. Engelbrecht is a man of untiring energy and devoted to his profession. During our interview he remarked, with a smile, that he could not live six months if he didn't do any work.



AH. HILL, a conductor in the freight service of the Central at Jackson, Tenn., is a native of Dresden, the county seat of Weakley county, Tenn.

Mr. Hill's first railroad work was in the construction department, driving a cart on the grade between Jackson and Cairo. In November 1878 he entered the train service as brakeman under conductors Reno and Spragins. At that time wood burning engines were in service and the darkey was not so much in evidence in railroad work, there being only one on the entire Mississippi division. After two years service Mr. Hill was compelled to resign owing to ill health and did not return to the service for a year. In September 1883 he was promoted and ran as extra conductor or brakeman for two years. Since 1885 he has had a regular run in the Cairo district, at present between Jackson and Martin, Tenn., and is second in line for promotion to the passenger service.

Two of Mr. Hill's brothers have been in railroad service. Richard Hill at the time of his death in April 1877 had for six years been a conductor in the freight service of the Central and another brother, Charles, is at present braking on the N. C. & St. L. on which road he had previously served on the left side of the cab. He was at one time conductor on the road but resigning began again at the bottom of the ladder. Their father, W. C. Hill, prior to his death in 1880 was a prominent physician in Union City, Dresden and Martin, Tenn.

In April 1885 Mr. Hill was married to Miss Mollie T. Henry to whom were born two children, Mollie and Raymond, deceased. Her death occurred in 1891. Four years later Mr. Hill was married to Mrs. Willie V. Booker, widow of Captain Mat Booker, an old time conductor on the Central. Of the second marriage a son was born, Dewitt Johnson Hill.

Mr. Hill is a member of Division No. 149, O. R. C., of Jackson, Tenn. He has been instrumental in building up the city where he makes his home, having erected two comfortable dwellings at Nos. 142 and 148 East Deaderick street.



S N. PECKENS, an old time conductor on the I. C., is a native of Naperville, Ill. He commenced work on the Illinois Central in 1877 as a section hand on what is now the Springfield division, at Gilman, and worked in that capacity two years, and in 1879, at the age of seventeen, began as a brakeman on the Chicago division. His first trip was made with O. A. Berry, then trainmaster. Mr. Berry and our subject brought a train of stock from Gilman alone. Mr. Peckens continued as brakeman one year and a half on the Chicago division and was then sent to the Cairo division and in December 1880, lost two fingers; then at request of his mother he left the road and returned to his home in Gilman, but in a short time he took up railroading again and served as brakeman for a year and a half on

the Springfield division, when he was promoted to freight conductor and ran freight and extra passenger until 1891, when he was again promoted to regular passenger and came to the Chicago division, at which time the Diamond Special was put on and he took the first special through from Chicago to St. Louis. He ran the night train until 1896 and was then given the day run. Our subject belongs to Division No. 206, O. R. C. He has never had an accident, owing to his fault, that ever cost the company a dollar. Mr. Peckens married Miss Hanes and they have one child, May.



DOMINIC T. HUMPHREY, yardmaster at Monroe street, Chicago, began railroading on the Chicago, Rock Island & Pacific Railway, in 1878, on the Chicago division and was thus employed for two years and a half. From there he went to the Lake Shore & Michigan Southern Railroad and from the spring of 1881 to the fall of 1882 served that company in the capacity of switchman. Upon leaving the Lake Shore Company, Mr. Humphrey found employment with the New York, Chicago & St. Louis Railroad, generally known as the Nickel Plate Railroad, and made up the first passenger train that this company pulled out of Chicago from Weldon yards on October 22, 1883. With this company he remained in the capacity of switchman for eight or nine months when he became yardmaster, but in 1887 he retired from railroad work and for three years was in business in Chicago. In 1890 he returned to his former occupation and after switching one year for the Stock Yards Company, secured a similar position with the Illinois Central company, and in 1892 was appointed to his present position as yardmaster at the Monroe street yards.

Mr. Humphrey was born in Chicago, January 12, 1858, a son of John Humphrey. He was married in the city of his nativity, in 1880, to Miss Katie Burns and of the ten children that

have been born to them, we have the following record: Maggie, deceased; William, Edward, Blanche, deceased; Dominic, Harry, Irene, Gertrude, Lillian, deceased, and Howard. Mr. Humphrey is a member of the National Union, Chicago Council No. 71.



HENRY M. METZ, representing the Illinois Central as commercial agent at Council Bluffs, is a native of Freeport, Illinois, his birth occurring November 5, 1866. Until 1884 he attended the public schools of his native city, entering the service of the Illinois Central, June 1st, of that year in the local freight office, having previously learned telegraphy. January 1, 1888, he was transferred to the office of Mr. W. R. Bascom, assistant general freight agent at Dubuque, as chief clerk. In 1892 he filled a like position in the office of Mr. Benson, commercial agent in that city, remaining until appointed as freight agent at Freeport, February 4, 1895. When the Omaha division was opened to traffic Mr. Metz was appointed commercial agent, December 16, 1899, with head quarters at Council Bluffs, having entire charge of the company's business at this important point.

Mr. Metz was married, at Dubuque, to Miss Mary Simplee. Two children have been born, Genevieve, and Russell, deceased. In the Evergreen Lodge No. 97, at Freeport, Illinois, Mr. Metz was made a mason and he was initiated into the mysteries of the Pythian Knighthood in Orient Lodge No. 210, at Dubuque. On his removal to Council Bluffs he became a member of the lodge of Elks No. 531, recently organized in that city.

Mr. Metz's business ability and thorough training in the commercial departments of railroad work are the secrets of his success in his chosen calling, and his fitness for the place was his recommendation when the management was casting about for competent men to fill the important positions, in the opening of the new line.

JOHN HALL, conductor on the Illinois Central Railroad, was born at Marshall, Michigan, and for three years prior to his connection with the Illinois Central, acted as baggage agent on the Michigan Central at New Buffalo, Lawton and Dowagiac. Otis, his father, was in the employ of the Michigan Central for seventeen years as a freight and passenger conductor. Our subject began work on the Illinois Central July 17, 1886, as a brakeman on the suburban train for P. D. Sawin and then with Ed. Collins until October 1890, with the exception of three months he was baggageman for Collins. Then he went into the freight service and ran with Charles Lehigh for three months, and then returned to the suburban service as collector and continued in that capacity until 1892, when he was promoted to conductor by Superintendent J. C. Jones, and has continued as such to the present time. He has never been injured and socially is a member of Division No. 1, O. R. C., of Chicago.



WILLIAM B. ORMOND, chief train dispatcher on the Omaha division, began his railroad career in Nov. 1876 at Milwaukee, where he learned telegraphy in the office of the Chicago, Milwaukee & St. Paul lines, and served as operator for five years at various points in Wisconsin, also in the general offices in Milwaukee, being promoted to dispatcher in 1881. When the offices were removed to Chicago, in 1883, Mr. Ormond was transferred to that point, remaining until 1892, serving the last five years as chief. In 1892 he was appointed train master, serving until his resignation in November 1893, to go into business with his brother in Milwaukee. He then returned to railroad service some eighteen months later, accepting a position with the Great Northern, in the state of Washington, where he remained one year.

The two succeeding years he served as train dispatcher for the Colorado & Southern at

Trinidad, being promoted to chief while in the service. On the opening of the Omaha division of the Illinois Central Mr. Ormond was offered the position as chief train dispatcher of the division, with head quarters at Council Bluffs, which he accepted.

Born in Milwaukee, May 15th, 1859, Mr. Ormond was educated in the schools of that city, and in Wales, where he spent two years visiting his grandmother, when a boy. He was married at Trinidad, Colorado, in 1898, to Miss Carrie White. Careful in all his business relations, Mr. Ormond stands high in his chosen profession. He is a member of the Train Dispatcher's Association.



A J. DAWSON, a native of Hicksville, Ohio, began railroading on the Illinois Central in September 1888, as a switchman at 104th street, Chicago, and continued there about two weeks when he began braking on a freight for conductor Green, an old employe of the road, and then for Bennie Schaffer and later for Frank Woods. He remained in the freight service two years when he was set up to conductor and ran extra about three months, when he was given a regular car, and held it for six years.

In 1890 our subject, Charles Litchfield, Frank Allen, deceased, Mr. Trotter, Frank Adams, Mr. Cooper and Harry Earl, of Champaign, as representatives of the O. R. C., waited upon the company and it was through their efforts that the standard schedule of wages was made. At the end of six years he was promoted to his preferred run and remained on that until November 12, 1898, when he was promoted to the passenger service and since that date has been in the suburban service.

Our subject has never received a severe injury. He is a member of Division No. 1, O. R. C., and in May 1897 he was a representative to the O. R. C. convention held at Los Angeles, California. He is also a member of Blue Lodge

No. 140, A. F. and A. M., Chapter No. 50, R. A. M., both of Champaign, Commandery No. 16, K. T. and Council No. 19, both of Urbana.

On October 6, 1891, Mr. Dawson was united in marriage with Miss Lulu Barber, of Grand Rapids, Mich.



HENRY GARMES is a native of Germany, having been born near Hanover in March 1856, and came to this country when he was seven years of age. In 1873 he began railroading in the yards at Champaign, as a switchman and continued there for five years, when he began on the Champaign division as a freight brakeman, remaining there about four years, and was then promoted to conductor in the freight service, remaining until the spring of 1893, when he came to Chicago and ran a through passenger until November 1st, 1893, then he returned to Champaign and was in the freight service until December 12th, 1894, when he came to Chicago and has since been on the fast mail to Centralia. In all his years of railroad service, our subject has never been injured and during that time he has only been off the road about six months. Socially he is a member of Division No. 112, O. R. C.

Mr. Garmes married Miss L. C. Cappis and they have four children, Gertrude L., wife of Frank Duncan, of Chicago, Eva C., Arthur Eugene and Earl D.



ELI CLARK, one of the conductors in the through passenger service, is a native of old England, where his birth occurred in the city of Boston, in the year 1848. In 1865, with his father, he came to join two elder brothers who had established themselves on farms near St. Joseph, Michigan, after serving through the Civil War. In October 1872 Mr. Clark came to Chicago and secured a

position as brakeman on the Illinois Central, serving two and a half years in this capacity he was promoted to conductor in the freight service early in seventy-five, and eight years later was advanced to the passenger service, running at present in the through service between Chicago and Centralia. During nearly thirty years in the service Mr. Clark has escaped serious accident and has brought through safely all the passengers in his charge.

The marriage of Mr. Clark occurred at White Pigeon, Michigan, in December 1876, when Miss Millie Bottomly became his helpmeet. Of their three children all are living: William H. is a clerk for the Featherstone Manufacturing Company, of Chicago; George F. is a fireman in the Chicago terminal yards of the Central; Lottie Mable is a student in the Chicago schools. Both sons graduated from the Chicago Athenaeum. Mr. Clark is a member of Division No. 112, O. R. C., of Centralia.



JA. WHEELER, traveling passenger agent for the Illinois Central, whose home is at Manchester, Iowa, began work for this company in July 1881, as assistant excursion agent under Capt. J. F. Merry, whose biography appears on another page of this volume, and was in that capacity until 1883, and since that date has been traveling passenger agent under Mr. Merry. His duty is to look up and organize excursion parties all over the United States and to personally conduct them.

Mr. Wheeler was born in Herkimer county, N. Y., in 1842, and came west with his parents, Asa and Mary Wheeler, in 1854, at the age of thirteen years and located in Jackson county, Iowa. The father was a hotel keeper by occupation and subsequently moved to St. Charles, Minn., where he operated a hotel for two years, but spent the latter years of his life on a farm. Our subject, in his early life, was a brakeman on the Illinois Central Railroad for a short time, and was also engaged in the mercantile business

at Manchester with J. F. Merry, above mentioned. In 1864 he enlisted in Company F, Forty-sixth Iowa Volunteer Infantry, as a private and served six months, but participated in no battles and was never injured in any way.

Mr. Wheeler was married at Manchester to Miss Mary N. Catron, of that city. Their only child is Dr. Earnest C. Wheeler, of Fargo, N. Dak.

Our subject affiliates with the Masonic fraternity, the Knights of Pythias and the Legion of Honor, all of Manchester.



CHARLES B. FLETCHER, train master of the Cherokee division of the I. C. is a native of southern Illinois, his birth occurring at Sparta, July 14, 1856. He attended school at Centralia, Ill., and a short time at Jamestown, N. Y., finishing his education in the printing office of his father, J. Warren Fletcher, who established the Centralia Sentinel, the first journal in that city. During the years 1875-6 while in his father's office he learned telegraphy under the instruction of L. A. Louis, former superintendent of telegraph, studying and practicing mornings, noons and nights. In 1876 he was appointed night operator at East St. Louis for the Bridge & Terminal Company. Resigning some three months later, he returned to the case in the office of the Sentinel, where he was employed until January 1, 1877, when he became night operator at the Relay depot, East St. Louis, and two months later went onto the day shift, remaining a year and a half. Resigning, he accepted a position with the St. Louis & San Francisco Line as agent and operator at Pierce City, Mo., but shortly after returned to his former position at the Relay depot, where he remained until sickness compelled him to resign. After his recovery Mr. Fletcher again entered railroad work November 24, 1879, as night operator, at Clinton, Ill., for the Illinois Central and has been in their employ ever since. After a few months at Clinton he was appointed

day operator at Effingham, serving a year and the same length of time at Kankakee. His next assignment was as ticket agent and manager of telegraph at Carbondale for a few months and was then transferred to Centralia, where he remained until transferred to Cherokee in December 1887, as day operator. In February 1888 he was assigned to duty in the office of the division superintendent, in April of the same year was made chief clerk and in March 1892 was made train master, which position he has since filled to the satisfaction of the management of the road.

Mr. Fletcher was married at Centralia to Miss Kate Cunningham, to whom have been born four children, Howard, Annie Jean, Mabel and J. Warren.

Of the mysteries of Masonry Mr. Fletcher has learned much, having passed the required tests and is now a member of Speculative Lodge, No. 207, Burning Bush Chapter No. 90, and Crusade Commandery No. 39, of Cherokee, and has passed over the burning sands in Kaaba Temple, Nobles of the Mystic Shrine at Davenport. He is also a member of the insurance order of the Highland Nobles at Cherokee.



JOHN DOLAN who is a native of Morristown, New Jersey, began his railroad career November 16, 1871, when he began as a freight brakeman on the Chicago division with Nicholas Murray, remaining there two weeks when he was put in the Hyde Park suburban service. During this time he served as extra brakeman on freights when he returned to the regular freight service remaining for about two years, running with Eli Clark and Chris Bark, now off the road. For the following three and a half years he served as brakeman in the through passenger service for Conductor A. S. Patten, now living in Chelsea, Mass.; then ran as extra baggageman for two years when he was made collector in the suburban service. In October 1886 he was promoted to regular suburban conductor where he has continued

until the present day, and he is now number two on the seniority list. During his long railroad experience he has never been injured.

Mr. Dolan was married to Miss Ellen Duffy and they have six children, John, William, Mary, Thomas, Kittie and Edward.



EH. BAKER, conductor on the Illinois Central, first saw the light of day in Mason, (now Clio) Illinois, May 8, 1888, our subject went on the Illinois Central as a freight brakeman on the Chicago division for Conductor John Woods and continued in that capacity until September 4, 1890, when he was promoted to freight conductor, and ran freight until 1895, when he was promoted to the passenger service and went into the suburban service at Chicago, continuing there until September 1, 1899, when he was given the St. Louis Diamond Special. Several times he has been called upon to take out special trains.

He is a member of Division No. 1, O. R. C., also a member of Blue Lodge No. 841, A. F. & A. M., Woodlawn Chapter No. 176, R. A. M., of Englewood, and Commandery No. 59, K. T. Mr. Baker married Miss Gibson, who is deceased.



SAMUEL M. FITCH, a well known conductor in the suburban service, began his railroad career with the Atchison, Topeka & Santa Fe, as brakeman under Conductor Jack Roberts, in the fall of 1887 and continued in that capacity for three years. After promotion to conductorship, Mr. Fitch continued in the service for a year and then on November 7, 1891, secured a place with the Illinois Central in the suburban service. During the following year he was promoted and has served as conductor since, having the run between the

city, Woodlawn and Harvey and one trip a day to South Chicago. His brother, A. B. Fitch, is a conductor on the A. T. & S. F.

Mr. Fitch was born at Batavia, Iowa, Aug. 19, 1870, a son of Henry Fitch, a bridge carpenter, who died when our subject was very small. He was married at Cheltenham October 14, 1896, to Miss Jessie Westbrook.

Mrs. Fitch is a member of the Ladies' Auxiliary of the O. R. C. Mr. Fitch is a member of Division No. 1, O. R. C., of Chicago, in which he is serving as assistant chief conductor. He is a member of Invincible Lodge No. 353, Knights of Pythias, of Cheltenham and of the Golden Rule Lodge No. 726, A. F. & A. M., of Chicago.



ALFRID SANDERSON, who has charge of one of the suburban engines from the Twenty-seventh street shops, Chicago, ranks third in the order of seniority of the Illinois Central company's engineers in the city of Chicago. Mr. Sanderson was born in Montreal, Canada, September 25, 1846. He began railroading in 1862 at Point St. Charles, on the Grand Trunk Line under Engineer Jim Prey. In 1863 he came to Chicago, Ill., and after firing for two years, was given charge of freight engine No. 175, which he operated eighteen years. In 1883, Mr. Sanderson was promoted to a passenger run between Chicago and Champaign, pulling the Big Four trains as far as Kankakee, where they left the Central company's lines, until 1893, when he was transferred to his present position at the head of a suburban train.

It is a pleasure to meet the pioneers of any community and hear them recount thrilling experiences amid frontier surroundings. Our subject is a pioneer railroad employe and his reminiscences of early railroad life are very interesting. When he began as a fireman, wood burning engines were in use and railroad construction and management were very different from those of these days. It is a noteworthy fact, also, that

during his entire career of nearly forty years, Mr. Sanderson has never been in a wreck.

Mr. Sanderson was married in the city of Chicago, in 1872, to Miss Margaret Clancy. Our subject's father, Joseph Sanderson, was a farrier in England.



WH. GERRY is another of Chicago's enterprising and wide-awake business men who, by his own energy and faithfulness, has risen to an enviable position from the lowly walks of life. The name will be readily recognized by the employes of the Illinois Central company as that of the assistant train master at the Randolph street station.

Mr. Gerry was born at Racine, Wis., June 4, 1858, and began working for the Illinois Central company June 6, 1883, as a brakeman on a suburban train at Chicago, under O. A. Barry, train master. Later he was extra brakeman in the passenger service between Chicago and Effingham, but was soon promoted to a regular run which he held for eighteen months, under Conductor James H. Claudius. He was next promoted to train baggageman, but after following that line of work for five years and three months, he resigned and went into the freight service as brakeman. Eighteen months later the company saw fit to put him in charge of a freight train, but poor health demanded a resignation of that position at the end of a year.

After a few months' rest and attention to his physical condition, Mr. Gerry was again able to begin work and soon secured a position as brakeman on a suburban train. From December 1890, until June 1, 1896, he served as brakeman and collector, but at the last named date, was promoted to the office of regular conductor, and retained the same until January 3, 1898, when he was appointed assistant train master under Mr. Dunning. Mr. Gerry's record is a remarkable one, in that there is not a mark against him on his page of the record of train men kept by the



MERLIN JONES.



EDWARD W. GERRY.

company. This means that during his entire career of sixteen years on that line, there has not been an error charged to his account.

Not only has Mr. Gerry been successful in his business career, but he has attained a high position in social circles, affiliating with the Apollo Lodge No. 642, Corinthia Chapter No. 69, and St. Bernard Commandery No. 35, all of Chicago, and also holds a membership in Division No. 1, O. R. C. Mr. Gerry was married April 19, 1893, to Mrs. Alma Westney, of Chicago.



EDWARD W. GERRY, locomotive engineer, is a native of Racine, Wis., where he was born in 1860. On October 25th, 1884, Mr. Gerry commenced firing a switch engine for Lewis George, in the Chicago yards and continued in that service until the spring of 1885 when he began firing a suburban engine for William McManman, now deceased, then for Frank Dunham. At the end of two years he went into the freight service and fired for George Baltsey, deceased, then for J. P. Smith, and then in the passenger service with Charles Draper, also deceased, continuing until August 26, 1888, when he was promoted to engineer and given switch engine No. 20, in the Chicago yards, and was on that until November 19, of the same year. This was prior to his examination but on the latter date he was examined and qualified for any service. He continued as a yard engineer and the extra freight service until the spring of 1889, when he was put in the "chain gang" where he remained until May 1891. During this time he was on all divisions south to Cairo and west to Dubuque. On May 31, 1891, he was given suburban engine No. 204, followed by engine No. 210, which he ran until 1894, when he got his present engine No. 245. Our subject is a member of Division No. 10, B. of L. E., of Burnside.

Mr. Gerry was married first to Miss Jennie Railsback and they had one child, Edward Leonard. In 1898 he married for his second

wife Miss Frances Westney and they have one child, Warren Howard.

Thomas Gerry, the father of our subject, has been in the employ of the Illinois Central company a great many years working in the carpenter department, now being employed in the shops at Burnside.



MERLIN JONES, who has been with the Illinois Central for twelve years, began firing in Chicago in the yards on engine No. 249, with Toney Pickart, engineer, and was on same three months, and then went on suburban engine No. 60 for fifteen months; later fired on engine No. 458, between Chicago and Champaign, Illinois, for one year. He then ran a switch engine for one year and a half and was examined and promoted to engineer; he began in the freight service on engine No. 320, and has since been in suburban and freight service. He now runs engine No. 328, on the Chicago division. Our subject was born in El Paso, September 3rd, 1864. His father was John B., a tailor in El Paso and Chicago for forty-five years, and died in the latter city in 1898. Our subject makes his home with his mother and sister at 1834, 89th street, but owns property in this city. Mr. Jones was in a wreck at Danforth, Ill., while firing on engine No. 164, but he was only slightly injured.

Our subject is a member of Division No. 10, B. of L. E., at Burnside, and is also a member of Blue Lodge No. 765, A. F. & A. M., at Pullman.



THOMAS COLLINS, station agent at Grand Crossing, Ill., was born at Niagara Falls, Ontario. He entered railroad service as an office boy at Farina, Illinois, under W. L. Arnold, who was station agent at the time; served in that capacity six months and then went to Peotone as a helper to his brother, M. Collins, who was agent there,

remained about two years, learning telegraphy and station work. At the end of that time he was sent out as supply agent and operator, and has worked in nearly all the stations between Peotone and Centralia. In 1873 he was appointed night train dispatcher at Champaign for the Champaign division, was there six months and then went back to Peotone and took charge of the station there for his brother until 1875, when the latter resigned, and in July 1875, our subject was appointed to fill the position. He remained there until November 1884, when he was transferred to Effingham, remaining until November 1887, when at the request of Superintendent of Telegraph Jones, he went to Freeport, as assistant to Superintendent Murphy. This was at the time of the construction of the road to Dodgeville and Madison. He had charge of all the trains, construction, etc., and remained there about one year, or until the completion of the line. He then went to Dodgeville, Wisconsin, refusing a position as train dispatcher at Rockford, Illinois, remained one year, and in 1889, at the request of Superintendent Russell, he came to Grand Crossing, Chicago, and remained until April 1891, when he was appointed joint agent of the World's Fair, representing twenty-two roads and had full charge of all the freight from the time the ground was broken until April 15, 1894, at which date the last exhibit was shipped away. During that time he handled seventy thousand cars of freight and about one million dollars in cash. After a short vacation he was appointed joint agent of the I. C., L. S. & M. S., M. C., and Nickel Plate, at Grand Crossing and has held that position to the present time. He has never been suspended nor lost a day on account of illness. Michael, a brother, was in the employ of the company from 1865 to 1875, as agent at Peotone; Martin, another brother, is in Agent Howard's office at the Park Row Central station at Chicago.

Mr. Collins was married September 16, 1873, to Miss Emma Folke, of Peotone, Illinois. They have three children, viz: Margaret B., Walter T., ticket clerk at Grand Crossing, and Howard F.

H. G. PIERCE, station agent at Manchester, Iowa, began his railroad career at the age of sixteen years, in the capacity of operator at the station of which he now has control, and was thus employed eight years under J. L. Kelsey. From there he went to Earlville, Iowa, and performed the duties of station agent during the years 1893 and 94, from there he went to Nashua, where he was agent for eleven months, and in February 1895 he went to Manchester to accept his present position.

When our subject was nine years of age his father, Lewis W. Pierce, was overtaken by the angel of death, and he was left to fight the battles of life on his own responsibility. In 1892 he was united in marriage to Miss Anna E. Dudley, of Manchester, and their home has been blessed by the presence of one child, Francis H. Being left an orphan at such an early age and obliged to work for his own sustenance, Mr. Pierce early learned to apply himself closely to whatever task occupied his attention. He has always been a hard-working man and a faithful employe and commands alike the confidence and esteem of his employers and fellow workmen.



F. W. WYLIE, who has been in the employ of the Illinois Central for nearly thirty-five years, is a native of Lebanon, New York. He began railroad life in 1866, at the age of sixteen years, as newsboy at Amboy, Illinois, and continued as such for six months, and in June 1867 he commenced braking and continued four years on freight and passenger. At the end of the four years he was promoted to conductor and ran freight until 1881. During that time he was on all divisions of the Illinois Central north of the Ohio river and had charge of a construction train on the Amboy division between Amboy and Clinton for five seasons.

At the end of the ten years service running freight he was promoted to passenger mixed

train for a while. During the construction of the Freeport division he was transferred and had charge of the iron train during that period; and later was put in charge of the gravel pit at Coleman, and when the road was completed he ran the first passenger train over the line and is the oldest conductor on the division. He has continued here to the present time, running through passenger to Dubuque. Our subject was never seriously injured, nor has he ever had an accident that cost the company a dollar. He has lived in Chicago since 1888.

Mr. Wylie belongs to Division No. 1, O. R. C., and was also a member of the Brotherhood of Conductors. The O. R. C. lodge at Amboy was named in honor of Mr. Wylie, though it has since been transferred to Freeport.

Mr. Wylie married Miss Koontz and has one son.



CAPTAIN JOHN F. MERRY, in the best sense of the word is a representative business man. In his financial success, unblemished business record, and steadily increasing usefulness, Dubuque and Iowa may well feel a personal pride and interest. Captain Merry was born in Summit county, Ohio, March 24, 1844, and at the age of thirteen moved with his parents to Delaware county, Iowa. In August 1862 he enlisted at Dubuque, Iowa, in Company K, 21st Iowa, and remained with this regiment until March 1863, when he was discharged for disability. In April 1864 he enlisted in a company which was mustered into the 46th Iowa, of which the new speaker, David B. Henderson, was colonel. This company, of which the Captain was Second Lieutenant, was known as Company F, 46th Iowa.

In August 1865 the Captain entered the services of Conger Bros. & Co., of Manchester, as clerk in a general store, and remained with them until 1867, when he went in business for himself. In 1879 he became excursion agent for the Illinois Central Railroad. In 1881 he was promoted

to general western passenger agent, and a few years later to assistant general passenger agent of the D. & S. C. R. R., a part of the Illinois Central system, and in 1892 was made assistant general passenger agent of the entire system, a position he still holds. During all these years of service his headquarters have been at Manchester, Iowa, until September 1, 1898, when he removed to Dubuque, and in addition to his duties as assistant general passenger agent, he also assumed the duties of secretary and treasurer of the Iowa Land & Loan Company, secretary of the Dunleith & Dubuque Bridge Company, assistant secretary and treasurer of the D. & S. C. R. R. Co. and secretary of the Fort Dodge & Omaha Railroad company.

Captain Merry is a public spirited man and foremost in everything that tends to popularize the company he serves, and the community and state in which he lives. In 1895 he organized the Vicksburg National Military Park Association for the promotion of a National Park at Vicksburg, to include the federal and confederate battle grounds about that historic city, and through his efforts congress passed a bill authorizing the establishment of such a park and appropriating a sufficient sum to purchase the lands. A commission has already been appointed, lands purchased and work begun on the park, which is to be one of the most interesting military attractions of this country.

Captain Merry is a Republican, and was a delegate to the St. Louis convention in 1896 that nominated Wm. McKinley for president. He was unanimously elected president of the Dubuque Business Men's League during the first year of its existence, and in every possible way advertised the advantages and resources of Dubuque. He is a member of Hyde Clark Post, G. A. R., of Hyperion Lodge K. of P. at Manchester, and takes an active interest in everything looking to the moral as well as material development of Dubuque. The Captain is a Methodist, and one of the two Lay delegates elected by the Upper Iowa Conference to represent them at the General Conference of the M. E. church to be held in Chicago during the month of May.

He has also given a great deal of attention to the development of towns and cities on the line of the Illinois Central, as well as the country adjacent thereto. He was a delegate to the National Nicaragua Canal convention held at St. Louis and New Orleans, and was the author of a motion at the St. Louis convention that a committee be appointed to draft a concise write-up of the advantages of the Nicaragua Canal, a copy of which was to be mailed every newspaper in the United States having a circulation of 500 and upwards. The Captain was made chairman of the committee, and through the publication of this circular a general sentiment was created in favor of the canal.



ROLDIN A. BROWN, chief dispatcher for the I. C. Ry., at Waterloo, Iowa, has been engaged during his entire railroad career on the Illinois Central. Born at Medina, Ohio, February 17, 1862, his education was acquired in the district schools of Wood and Lorain counties in the Buckeye state. After farming for two seasons with an uncle in Ohio, Mr. Brown learned telegraphy, and in 1883 accepted a position as agent for the Illinois Central at Lake Fork, Ill., where about the first message he heard across the wires was the report of a wreck in the gravel pit on that branch. After some six months at his first station, Mr. Brown was transferred to the office in the capital city of Illinois, as bill clerk, where he remained an equal length of time and a like period he served as operator at Mt. Pulaski in the above state. For half a year he served as operator at Manchester, Iowa, where he resigned, remaining out of service the remainder of the twelve months. On his return to the service he was sent as agent to Kumler, Ill., and six months later to Gibson, in the same state, where he remained two years. Transferred to Springfield a second time, he served as clerk in the superintendent's office a few months, and was then appointed dispatcher,

moving to Clinton, in the capacity of chief dispatcher when the offices were transferred, serving at the latter point three years. In 1894 Mr. Brown was transferred to Waterloo, serving as trick dispatcher until October 1899, when he was promoted to his present position of chief in the office.

The marriage of Mr. Brown, which united him with Miss Anna Graham, occurred at Springfield, Ill. Their three sons are named Earl, Raymond and Leslie.

Mr. Brown was formerly a member of the Pythian order, but owing to frequent movings has allowed his membership to lapse. He is one of the more recent members of the Train Dispatcher's Association of America. Mr. Brown is a man of steady habits and gives close and careful attention to the traffic under his charge.



CHARLES E. HURD, the oldest conductor on the Chicago division of the Illinois Central, is a native of Cleveland, Ohio. He began railroading in 1863 as a freight brakeman on the Big Four between Cleveland and Columbus. After serving there six months he, in the same year, came to the Illinois Central and accepted a position as freight brakeman on the Chicago division. At that time there were only three trains each way in twenty-four hours. For the following year he was brakeman and ran as extra conductor, but at the end of that time he was given a regular train and ran freight until 1873, when he was promoted to passenger service and began running a suburban train. At that time there was only one train which ran to Grand Crossing. He sold his own tickets and made five trips per day, continuing in that service for six years when he was promoted to through passenger service running to Centralia. Later he was appointed superintendent of the suburban traffic and held that position about four months, when he resigned and returned to the through passenger service. When

he first went in the through passenger service there were only two trains each way per day, and such things as air brakes, etc., were unknown. After his return to the through service he continued until September 12, 1899, when he was given the Daylight Special to St. Louis. During 1871, while the company was building the round house at Weldon, he had charge of the gravel train. It was while he was on this run the Chicago fire took place and our subject worked pulling cars out of the way.

Our subject is a member of Division No. 1, O. R. C. and was a charter member of the Brotherhood of Conductors which was formed prior to the O. R. C.

Mr. Hurd was married to Miss Mary Jane Conklin and has had three children: Charles, who died in 1898; Grace and Walter.



WILLIAM CORCORAN, engineer on the Chicago division of the Illinois Central, began railroading in 1880 as a fireman at Temple, Texas, on the Gulf, Colorado & Santa Fe Railroad with John Moynihan as engineer. August 12, 1886, he came to Chicago and entered the service of the Illinois Central company, and after firing for four years, crossed the cab and has since had charge of the levers on a freight run from Chicago to Champaign.

Mr. Corcoran was born in Charleston, S. C., September 21, 1860, and remembers the great conflagration of that place when he was quite a small boy. He also remembers Sherman's march and the shelling of the city by the Union Fleet. Mr. Corcoran was married in Chicago to Miss Mary Clark, and three children, Marie, James and Lyda, have been born to them. Our subject has been quite successful in his railroad career and, although he has not followed it as long as some who have accumulated a great deal less of this world's goods, he has secured for himself and his family, a pleasant residence on Burn-

side avenue. The only time that he met with serious accident was when engine No. 310 turned over on him at Martins, Ill.

Socially he affiliates with Division No. 10, P. of L. E., of Burnside.

Mr. Corcoran's father was also an Illinois Central employe, having served in the shops at Amboy, Ill., in 1867, and also in the round house at Weldon in 1871 and '72.



CHARLES CARNEY, track supervisor at Waterloo, Iowa, has been in the railway service since the age of twelve, excepting what time he spent in the schools completing his education. He began in the summer of 1867 at Dixon, Ill., carrying the tools of the stone masons, building bridge work under the direction of Frank Egan. The following summer he carried water for the bridge carpenters and in the spring of 1864, being "a broth of a boy" by this time, took his place on the section under his father's foremanship. The following summer found him in the same position and in the spring of 1873 he took up the same work, at which he continued until May 1875, when he came to Waterloo as foreman of an extra force working under the direction of Mr. J. T. Moran. In December he returned to his old place at Dixon, remaining until July 1876, when he came to Dubuque to take charge of an extra gang, repairing a washout on the river bank at Dubuque until December 1st, and the remainder of the winter in the quarry getting out riprap. The following spring found him acting as section foreman at Epworth, Iowa, where he remained a year and a half, going thence to Newell where he was employed till 1881. After firing a few months he resumed track work at LeMars where he remained until May, 1883, the date of his promotion to track supervisor between Fonda and Sioux City. He was subsequently in charge between Sioux City and Fort Dodge, later between Cherokee and Sioux City and finally between Onawa and Sioux Falls, at

the time he was assigned to his present duty July 12, 1895, having now supervision between Fort Dodge and Waterloo.

Mr. Carney was born at Dixon, Ill., May 27, 1855, where he attended the public schools, supplementing that with a term in the Christian Brothers school at LaSalle, during the winter of 1869-'70, and the following winter at the Christian Brothers school at Prairie DuChien.

Mr. Carney was married at Dixon to Miss Mary Hennesy, to whom ten children have been born: the living are Lillie A., Marie, Bessie, Charles, Evangeline, Raymond, Harry, Roy and Gladys.

Our subject is a member of the Ancient Order of United Workmen at Fort Dodge. As a railroad man he is thoroughly versed in the construction and maintenance of the road-bed of a great and growing system, and keeps informed on all that pertains to his line of work in railway operation.



EGBERT N. CANFIELD, a freight conductor on the Omaha division of the Illinois Central, began his railway service with the Chicago, St. Paul, Minneapolis & Omaha Railroad at Sioux City, as fireman in 1892, and occupied a seat on the left side of an engine some two years. Preferring train service, he resigned in the fall of 1894 and secured a place as brakeman in the service of the Illinois Central on the Dubuque division, running east and west from Cherokee. With a view to his promotion he was ordered up for examination in the summer of 1899 and in July set up to a conductorship and on the opening of the Omaha division in the close of the year was given a freight run between Omaha and Fort Dodge.

Born at Troy, Minnesota, March 29, 1873, Mr. Canfield has been practically reared on the railroad. His father, Alvin Canfield, is an engineer in the service of the Chicago, St. Paul, Minneapolis & Omaha, stationed at Sioux City,

where another son, Eugene, is in the service of the same company, as machinist in the shops.

Our subject is a member of Division No. 171 B. of R. T., at Fort Dodge. The only severe accident in which he has been involved, occurred in October 1899, from which he fortunately escaped unhurt.



WILLIAM D. PATTERSON, station agent for the I. C. Ry., at Cherokee, unlike most railroad men has spent his entire career in the one city. Born at Mt. Forest, Ontario, October 25, 1863, he received his early education at Listowell in the same province. While yet a boy he moved with his parents to a farm on one of the numerous islands in Lake Huron and later worked for a time on the famous canal at Sault Ste. Marie before coming to the states in 1881. The same year he secured a clerkship in the freight office at Cherokee serving in that capacity four years. Having learned telegraphy he was for a short time night operator prior to his appointment as chief clerk in the freight office. In February 1890 he was appointed ticket and freight agent at Cherokee, which position he has since filled, having entire charge of the large freight and passenger traffic of the thriving little city.

Mr. Patterson was married in Cherokee to Miss Elizabeth Patterson to whom four children have been born: Henry, Ellen, Jean and John.

In the Masonic order Mr. Patterson has taken a deep interest, having attained the degrees of Speculative Lodge No. 307, Burning Bush Chapter No. 90 and Crusade Commandery No. 39. of Cherokee, and the Kaaba Temple of the Mystic Shrine at Davenport.

His fellow citizens have recognized business ability in him by electing him to the city council to which he has been returned, by the electors of the first ward, for a term of six years.

Mr. Patterson believes in learning the ways of the world by contact and in consequence has been an extensive traveler, having been within

the boundaries of forty-three of the states of the Union and has traveled from ocean to ocean, from the lakes to the Gulf, from Canada to Old Mexico and has profited by what he has seen of the many varied types of mankind making up the citizenship of the western world.



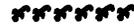
BYRON K. KILBORNE, station agent for the Ill. Central at Cedar Falls, Ia., has been in the service of the company since January 1881, when he began as assistant station agent and telegraph student at Marcus, Iowa, under Division Superintendent D. W. Parker. It was during this period that E. T. Jeffery, then general manager of the I. C. system, was snow bound and for some ten days Marcus was the headquarters of the railway. Having mastered the art of telegraphy in a remarkably short time, Mr. Kilborne was in September of the same year, appointed station agent at Meriden, Ia., where he remained until April 1883, except two weeks which were spent at Jesup, Ia. Serving about a year at Marcus, he resigned because of ill health, spending the summer in Canada. In September 1884 he reentered the service of the I. C. at Mitchell, Ia., and in August 1888, was transferred to Parkersburg where he remained some seventeen months. From February 1890 until April 1894 he was agent at Webster City, and on the latter date was appointed to his present position of freight and passenger agent at Cedar Falls.

Mr. Kilborne is a native of Ontario, Can., his birth occurring at Waterloo, October 21, 1856. He was married at Ayr, Ontario, to Miss Margaret Watson, to whom one daughter, Luella Clare, has been born.

Our subject is a member of the Masonic Order, holding membership in Acacia Lodge No. 176 and Hope Chapter at Webster City. He was formerly a member of the K. of P., and since coming to Cedar Falls has become identified with the A. O. U. W. Mr. Kilborne is a musician of recognized ability and is a band leader of more

than ordinary merit. In a number of towns where he has been stationed he has organized and conducted a cornet band. At Cedar Falls he organized and directed, for a time, the A. O. U. W. Military Band which has developed into one of the best musical organizations in the state.

His close attention to the interests of his employers has won for him advancement, from time to time, as vacancies in better positions have occurred.



NICHOLAS RING, the oldest engineer on the St. Louis division, of the Illinois Central, began his railroad career in the employ of the St. Louis, Alton & Terre Haute Railroad in April 1861. He served as fireman nine years under different engineers, among whom are the following: Master Mechanic J. B. Laird, J. M. Seat, George Pomroy, M. M. McClellan, Dick Cox, J. Hazen, E. C. Benton, B. Warren, A. M. DeClerk, P. H. Murphy, W. J. Stoke, C. T. Barton, A. C. Beckworth and G. H. Hatz. He was set up to engineer in the fall of 1870, and his first work in that capacity was on a switch engine in the yards at East St. Louis, where he spent six months, and then he had charge of a freight engine until 1871. At that time he was promoted to the passenger service and given a run between East St. Louis and Du Quoin, and was thus employed until Dec. 1897. During the following year he ran from E. St. Louis to Carbondale, but since 1898 his run has been between E. St. Louis and Paducah. Our subject is the oldest engineer in East St. Louis, and during the many years he has spent on the road has never had a serious accident, nor been injured in any way; he was never suspended by either railroad company for which he has worked.

Mr. Ring was born in Loraine, France, in 1846, and came to America with his father in 1849 and located in St. Clair county, Illinois, where the father died during the same year. Our subject began life on his own responsibility

at the age of fifteen years as a cigar maker, and pursued that calling several months previous to entering the service of the railroad.

He was married at East St. Louis to Miss Anna E. Painter, of that city, and of the six children born we have the following record: Vernie W., husband of Lillie Garvey, machinist and night engine inspector for the Illinois Central at East St. Louis; Sadie M., Charles N., Sidney W., Lottie May and Nellie A. who died at the age of ten years.

Socially Mr. Ring is a member of Division No. 512, B. of L. E., of East St. Louis. In 1881, he built his present comfortable home at No. 417 Market street.



E. J. LAMBERT is a native of Crestline, Ohio, where he was born June 17, 1864. He began his career in 1878 at Fort Wayne, Indiana, with the Pennsylvania Railroad company as messenger and office boy. From that he was promoted to clerk and in 1883 was promoted to night yard dispatcher. November 22, 1883, he went to the Fort Wayne, Cincinnati & Louisville as shop clerk in the offices at Fort Wayne and continued about one year. At this time he quit the road and for three months devoted his time to some gold mining business in Montana. On his return he accepted a position with the Pennsylvania road at Chicago as yard and merchandise transfer clerk and continued as same two years. He then resigned and went to the Minnesota & North Western, now the Chicago & Great Western, as chief in-bound freight clerk and after serving in that capacity one and one half years, he was promoted to chief clerk and continued until November 18, 1889, when he was appointed agent of the Chicago & Northern Pacific, in Chicago and continued until January 1891, when he was appointed train master of the Chicago & Calumet terminal of that city and held that position until February 1892. On that date he came to the Illinois

Central as chief clerk at the local freight station at South Water street, Chicago and in April 1892 was appointed local agent. In April 1893, on account of ill health, he resigned and was off the road until December 1893. On his return he was made agent at Centralia and continued until July 1894, then during the strike was transferred to Mounds and Cairo, as assistant agent and continued there until December 1896, when he went to East St. Louis as local freight agent which position he held until April 1st, 1900, when he was transferred to Chicago as freight agent where he is at present located.

Mr. Lambert was married to Miss Edis Rucker and has one child. Our subject is a member of Blue Lodge and Royal Arch Masons.



S AMUEL NORTH, traveling passenger agent at Omaha, was born near Simcoe, Ontario, November 27, 1860, attending the public schools of his native city and a commercial college at London, Ontario. On leaving the commercial school, he secured a position in the office of a woolen mill in that province where he was employed until coming to the States in April 1887. Securing a position in the office of an insurance agency at Sioux City, he was there employed until October of that year, when he entered the service of the Illinois Central as a clerk in the freight department. In 1889 he was transferred to clerkship in the ticket office and in 1890 made station ticket agent, where he served until September 1898, the date of his appointment as city passenger and ticket agent. Aug. 1, 1900, he was transferred to the Omaha division as traveling passenger agent with headquarters at Omaha.

During the time he has been connected with the Central, Mr. North has demonstrated his ability as a railroad man. His affable manners make him a typical passenger agent, and his thorough business principles maintain his standing in the good graces of his employers.



S. S. KERWIN.

Mr. North was married at Tipton, Ia., to Miss Anna C. Breidinger. He is a member of the Masonic Order, being enrolled in Tyrian Lodge, No. 508, Sioux City, Chapter No. 26, and Columbian Commandery No. 18, all of Sioux City, and of Kaaba Temple of the Mystic Shrine at Davenport, Iowa.



S. KERWIN, engineer on the Illinois Central Railroad, first began railroad-ing on the Grand Trunk Railroad in 1876 as an engine wiper, at Port Huron, Michigan, his native town, and remained there in the shops three years, working himself up to engineer. At the end of that period he engaged in the switch service for about four years, then went on the road and ran from Port Huron to Detroit until 1890. He then came west and ran on the Big Four from Indianapolis to Springfield in the freight service one year. He then went to the Chicago & Eastern Illinois and ran from Danville, Ill., to Chicago and Terre Haute, and was there one year. He then entered the service of the Illinois Central and was put in charge of the machinery at the pit assisting Superintendent W. W. Wench until he was put on the road in freight service on the Chicago division. His first engine was No. 422 with which he pulled sand from Knickerbockers in the construction service, for the new grade that was being built at that time. He then went on the road as extra and since 1894 has been in the yard service, running No. 140.

Mr. Kerwin has never been injured. He belongs to the B. of L. E., No. 10, of Chicago.



JOHAN A. OSBORN, general baggage agent for the Illinois Central company at Chicago, is one of those men who, whatever may be their early surroundings, are sure to make a success in life; and let their business career begin with as gloomy prospects as it may,

they will eventually be ranked among the leading business men of the community in which they live.

Mr. Osborn began working for the Illinois Central Railroad company July 15, 1876, at the Randolph street station, Chicago, where he was hired to handle baggage. He later served two years and a half as check clerk. During the following two years, Mr. Osborn served as second clerk under Mr. Stinson, and in 1881 the latter died and our subject was promoted to the position of chief clerk of the general baggage department. January 4, 1897, he was given his present position, that of general baggage agent.

Mr. Osborn was born in Baltimore, Md., September 4, 1853, a son of Owen Osborn. Socially he has affiliated with Apollo Lodge, No. 642, since 1893.



ADELBERT DILLON, supervisor of bridges and buildings on the Cherokee division, is a man who has raised himself to his present position by attention to the details of work in his department, fitting himself for a position of authority. He was born in Hardin county, Ia., April 3, 1856, and reared on the farm. In 1876 he secured a place as laborer with a bridge crew at Fonda, and showing an aptness with tools learned the trade of bridge carpenter. After a year's service on the Illinois Central he secured a place as carpenter in the service of the Dubuque & Dakota road, and two years later was made foreman of the bridge crew, serving in that capacity five years. Resigning he accepted a position of foreman with the Minnesota & Northwestern and eighteen months later, in 1887, returned to the service of the Central as foreman of bridge carpenters. His appointment to his present position of supervisor of bridges and buildings, dates from 1895, since which time he has been at the head of that department on the Cherokee division. During the construction of the Omaha branch, Mr. Dillon had charge of much of the work on the north

end, the big trestle over Coon river coming under his care. Called to a responsible position in railroad construction, Mr. Dillon has met all the expectations of his employers, and merits the confidence they have placed in his ability as a worker in heavy and light timber. In his 24 years of railroad service he has only been off duty two months.

On February 13, 1887, Mr. Dillon was united in marriage with Miss Mary J. Brown, at Iowa Falls, Ia. To this union nine children have been born, seven of whom are living: Allan B., Arthur Leslie, Hattie Alma, Ella May, Mary Agnes, David and Ruth.

Mr. Dillon is a member of the Masonic Order at Cherokee, the Ancient Order of United Workmen and the Modern Woodmen of America.



JAMES T. WHALON, depot master at Chicago, began railroading in the spring of 1876, at Peoria, Illinois, serving as brakeman for the Toledo, Peoria & Western Railroad Company. After eleven months, he was promoted to conductor in 1877 and held the latter place until 1881, when he resigned and came to Chicago to enter the employ of the Pennsylvania company. There he served as yard man, doing passenger work until 1886, when he was appointed assistant station master. When the Illinois Central company opened their new station at Park Row, in 1893, they offered Mr. Whalon the position of night station master, and he began work in that capacity April 17, of the same year, continuing until January 1, 1896, when he was promoted to his present position.

Mr. Whalon was born in the town of Chenoa, Illinois his natal day being March 31, 1858. September 31, 1886, he was married, in Chicago, to Miss Margaret McDonald, daughter of Captain McDonald, a well known citizen of Chicago. To this congenial union have been born five children, whose names in the order of their birth are as follows: Francis, Charles, Emmett, Leo and Marion. Fraternally Mr.

Whalon is identified with the Royal Arcanum, Garden City Council, and also of the National Union, Lincoln Council, both of Chicago. Throughout his railroad career Mr. Whalon has had to suffer from but one accident, although that one was quite serious and kept him from his work about three months.



PHEALY, conductor on the Illinois Central Railroad, was born in Clifton, Ill. He commenced on the Illinois Central on June 30, 1883, as freight brakeman on the Springfield division, between Gilman and Springfield, continuing there two years, when he was promoted and the following two years he was on the extra list, then he was given a regular run. In October 1891 he received a regular passenger run and held it three years in place of another man who waived his rights. At the end of these years he went back on freight and continued until August 1896, when he came to Chicago and was at once put on the St. Louis run, Diamond Special, which he has held up to the present time.

He was a member of the Lincoln Division No. 206, O. R. C., of Springfield, but was transferred to Division No. 1, O. R. C., of Chicago.

On June 18, 1891, Mr. Healy married Miss Jennie Fordyce, of Gilman, Illinois. They have one son, Earl Bernard.



HENRY H. IRLE, conductor on the Illinois Central, was born in Philadelphia, Pa., January 10, 1855. He began on the old I. B. & W. at Indianapolis as a carpenter in 1873, and worked for them three months; then was off the road until 1879 when he went on the Indiana, Decatur & Springfield, working on construction on the east end of the road. He was there four months and then in October 1879 he began on the Illinois Central

as a freight brakeman on the Champaign division. His first conductor was Z. F. Jencks. He continued as brakeman until August 1883, when he was promoted to freight conductor, and his first running was done in the freight service on the same division where he remained until February 1885. He then quit and went with the Milwaukee & St. Paul and then returned to the Central and began running freight, and remained in that service until August 10, 1899, when he was promoted to extra passenger conductor on the Chicago division.

Our subject belongs to Division No. 112, O. R. C., of Centralia, of which he has been chief and also chairman of the Grievance Committee. He is also a member of Valiant Lodge, No. 130, K. of P., the Western Star Lodge, No. 240, A. F. & A. M., Chapter No. 50, R. A. M., all of Champaign, and Urbana Commandery, No. 16, K. T., of Urbana.



WILLIAM A. DODDS, a well known and popular engineer in the passenger service of the Illinois Central, between Memphis, Tennessee, and Cairo, Illinois, dates his connection with the company from 1883. He began railroad work on the Mobile and Ohio railroad where he first served as fireman, and in 1875 was promoted to engineer. From 1875 until 1882 he was in the employ of that company as engineer at Jackson, Tenn., running north and south on that division of the road. In May of the latter year he went to Mexico, and worked as engineer on the Mexican Central R. R. until February 1883. He then went to Palestine, Texas, and was with the International & Great Northern Railroad until June of that year, when he returned to Jackson, Tenn., and entered the service of the Illinois Central between Jackson and Cairo, Illinois, remaining there until February 1897. Going to Memphis he began work on the Fulton division of the road; he has since remained there, and

is now in charge of engine No. 377, in the passenger service between Memphis and Cairo. He has been in two small wrecks during his connection with the road, one at Mayfield Junction, near Cairo, and the other at East Cairo, but there was no one injured in either.

Mr. Dodds was born near Atlanta, Georgia, December 1, 1854, and is a son of Asbury Dodds, who was a farmer there. Five brothers of our subject became railroad men, three of them are now engineers in the service of the Mobile & Ohio R. R., one is a foreman on the same road, and another brother, now deceased, was also an employe of that road. Mr. Dodds married Miss Iva Hammond of Jackson, Tenn. They have one child, Glynnie.

Socially he is connected with Madison Lodge, No. 16, I. O. O. F. and Knights of the Maccabees, both of Jackson, Tenn. He is also a member of the B. of L. E., of Memphis.

He is a member of the Methodist Episcopal church, while Mrs. Dodds is a member of the Presbyterian faith. They reside at No. 514 Shelby street, in the city of Memphis, where they have a comfortable home.



T S. WILDESON, engineer on the Illinois Central Railroad, was born in De Kalb county, Indiana, October 1, 1857. Jonas Wildeson, his father, was born in Pennsylvania and is now a farmer in Indiana. His mother, Elizabeth (Gelwicks) Wildeson, is deceased. The family consisted of eleven children: A half brother, George, an engineer on the I. C. R. R. for many years, died in November 1893; Nancy died at the age of twenty; John, a farmer, lives in De Kalb county, Indiana; Elizabeth is living at home with her father; Louisa, wife of Theodore Wyatt, a farmer, lives in De Kalb county, Indiana; Subject; Sidney, an employe of the L. S. & M. S., at Norwalk, Ohio; Sarah married William Wyatt, a farmer, and lives in De Kalb county, Indiana; Ida is the wife of Cory Shugars. a

confectioner, residing at Auburn, Ind.; Elmer, a farmer resides in De Kalb county, Indiana, Clyde, married, is a clerk in Auburn, Indiana.

T. S. Wildeson was educated in De Kalb Co., Indiana. He worked on his father's farm until twenty-two years of age, then entered the service of the L. S. & M. S. R. R. as trackman, remained there for three years, then went on the Wheeling & Lake Erie, where he remained eighteen months. In March 1885 he came to Chicago and entered the service of the Illinois Central Railroad as a fireman on the Champaign division, remained in that position until 1888, when he was transferred to the Chicago division and moved to Freeport, Illinois. On the 11th of September 1888, he was promoted to engineer and has remained in their employ on a freight run up to the present time.

On the first day of May 1889, Mr Wildeson was married to Miss Amanda Walter of Orrville, Ohio. She was born December 9, 1859. She is the daughter of Samuel Walter, a farmer living near Orrville, O. Her mother, Catharine (Chreamer) Walter, died October 19, 1894. Mr. Wildeson is a member of the Odd Fellows, and the B. of L. E. He is a republican. Mr. Wildeson and his wife attend the First Presbyterian Church.



LE L. LINDREW in the Illinois Central freight service, was born in the province of Kongswinger, Norway, November 22, 1864, and came to America in the spring of 1883. Proceeding to Wisconsin, where many of his countrymen had settled, he rented land and engaged in the raising of tobacco. Unfortunately the price of that staple the year he was a planter fell to a small fraction of the usual market value and his high hopes were not attained. To add to his troubles commission men to whom he sent his crop failed to do as they ought to have done and he lost heavily again. Seeing no chance for success in this line, he sought employment in the service

of the Central and began as fireman on a switch engine August 15, 1886, and a few weeks later was assigned to the suburban service where he remained one and a half years. From this he was promoted to the through freight and passenger service until November 12, 1891, when he was examined, found competent and promoted to the other side of the cab. For nearly two years he was an extra, running in the switch and through freight and passenger service, until he was placed in the regular suburban service and in the spring of 1899 he was given a regular freight run between Chicago and Bloomington, one of the hardest runs on the line.

At Clinton Junction, Wisconsin, occurred the marriage of Mr. Lindrew to Miss Emma C. Andersen, who is the mother of two children, Agnes Isabel and Louisa Katherine. Mr. Lindrew is a member of Division No. 10, B. of L. E., of Burnside and the Chicago Lodge, No. 91, A. O. U. W.

During all his railroad career he has proved himself to be a careful, watchful employe and stands well in the estimation of his superiors.



ELLIOTT F. WISE, supervisor of bridges and buildings of the Dubuque division, of the Illinois Central, was born in Washington county, Pa., June 14, 1841. Securing his education in the common schools, he learned the ship carpenter's trade at which he worked in his native state until the spring of 1868, with the exception of three years in the Army, 1861 to 1864, when he shipped as carpenter on a steamboat bound for the upper Missouri. Resigning at Omaha, he was on his way home overland and stopped off at Dixon, Ill., for a short visit with relatives from his native state. The bridge at Dixon was at that time under repair and being offered work on the structure he accepted, thereby changing his whole career. His ability was soon recognized and he was made foreman, at which he served until June 1, 1868,

when he was made supervisor of bridges. In 1869 he went to Iowa, and after his marriage, in 1871, made his home in Iowa Falls until April 1, 1879, since which time he has resided continuously in Waterloo. Of latter years the supervision of buildings has been added to that of bridges, making Mr. Wise's responsibilities correspondingly greater. His long connection with the road, a third of a century, bespeaks his ability to fulfill all that is expected of him by the management of the great system he has so long served.

Mr. Wise was first married to Miss Sarah J. Winn, to whom five children were born, viz: Carrie E., deceased, Mary W., Edith G., John Freeman and Sarah A. Of his second marriage to Miss Hattie H. Brown, two children have been born, Elliott B. and Leon G. Mr. Wise is identified with the Masonic order, holding membership in the Blue Lodge at Iowa Falls.

and in 1878 was promoted to conductor, remained in the employ of that road until 1892. He then embarked in the livery business, but sold out within a year, and returning to railroad life in 1893, became identified with the Yazoo & Mississippi Valley Railroad in October of that year as a conductor in the freight service, between Vicksburg and New Orleans, his present position.

Mr. Yearwood was, in 1884, united in marriage to Miss Jennie A. Walker, of Sweetwater, Tennessee, a native of that place, born in 1863. They have three fine children; Maude, born in 1885; Faun, born in 1887; and Richard H., born in 1891.

He belongs to Vicksburg Division, No. 231, O. R. C., and is also a Knight Templar and a Knight of Pythias. In religious affairs he unites with the Baptist church, and is politically a democrat.



R. J. YEARWOOD, a conductor in the freight service on the New Orleans division of the Yazoo & Mississippi Valley Railroad, was born in Sweetwater, Tennessee, on August 8th, 1857. His parents were H. B. and Elizabeth (Scruggs) Yearwood, the latter still living and residing on the old homestead near Sweetwater. H. B. Yearwood, a farmer by occupation, was a Colonel of Militia before the civil war. He was a Mexican Veteran, and served as Major of the Third Tennessee Infantry during the civil war, but at an early period was appointed on the staff of General P. T. G. Beauregard, serving until 1864, when he became disabled. He departed this life in June 1897.

The subject of this sketch was educated in the public schools of his native place, and in 1874 entered the service of the East Tennessee, Virginia & Georgia Railroad, as a brakeman between Bristol and Chattanooga, Tennessee. Soon after he was appointed baggage master,

WILLIAM W. SAMPSELL, locomotive engineer in the employ of the Illinois Central, dates his connection with the road from 1885. He began his railroad life on the Baltimore & Ohio Railroad, running from South Chicago to the city as a fireman under Patrick Ray, and later served under Mr. McLaughlin, remaining with the B. & O. two years. He then began with the Illinois Central, as fireman for L. Sanderson on engine No. 85, then was on No. 192 for John Maloney, then on No. 33 for Frank Rugg. He was then promoted to the right side and was given charge of engine No. 201 in the road service between Chicago and Champaign, but after two trips was given engine No. 382, which he ran for one year, for the following nine months he had charge of engine No. 594, and during the next two years ran No. 332. He was then in the pool for two years, but for the past three years he has been in the suburban service with engine No. 244. Our subject has been in one wreck but has never been injured.

Mr. Sampsell was born February 24, 1860, in Snyder county, Pennsylvania, a son of William H. Sampsell, who was a contractor and plasterer, and who now makes his home in St. Joe county, Michigan. Our subject married Miss Frances J. Collins, of Marshall, Mich., and they have two children, William LeRoy, born June 10, 1892, at Racine, Wisconsin, and John Francis, born February 28, 1894, in Chicago. The family resides in a pleasant home at No. 2566, 100th street, Chicago. Socially Mr. Sampsell is a member of division No. 10, B. of L. E., of Burnside.



ALONZO R. MEYERS, who is a native of Missouri, is a son of David L. Meyers, a prominent lecturer, who died in 1879. Our subject began his career in 1882, when but sixteen years of age, as a clerk in a freight office. He was next made agent, then clerk in the auditor's office, remaining until 1890, when he went to St. Louis with the P. T. & A. Railroad. In October 1890 he was transferred to Paducah, as auditor of the P. T. & A. and remained there until the fall of 1893, when he was made auditor of the consolidated P. T. & A. and Tennessee Midland Railroads and office moved to Memphis. In May 1895 he resigned his position as auditor of these roads on account of changes in the management. He next went to Princeton, Ky., as agent of the C. O. & S. W. Railroad, remaining there until 1897, when he was transferred to Paducah as local agent. He was in charge of this position until April 1898, when the commercial agent's office was abolished and our subject made local chief clerk with ten clerks in his department and a great amount of business under his immediate supervision.

Mr. Meyers married Miss Helen Sinnot, a daughter of one of Paducah's most prominent families. Our subject is a man of fine executive ability and has, by his own merits, won for himself a place above what most young men attain at his time of life.

DO. H. BROWN, round house foreman for the Illinois Central, at McComb City, Miss., was born in New Orleans in 1864. Daniel Brown, his father, was a well known engineer in the passenger service of the Illinois Central, where at the time of his death, he had charge of the engine known as the "Black Prince". This famous engine was afterward run by another old timer, Cousins, by name, who made that remarkable run from Canton, Miss., to New Orleans, La., carrying Governor Warmoth of Louisiana. Mr. Brown, Sr. died in 1865.

D. H. Brown, of this sketch, began his railroad career in 1876 as an apprentice in the shops at McComb City, serving full time, working afterward at his trade there and serving as gangforeman. While engaged in the shops he served successively under Master Mechanic Anderson, McKenna, Whittaker, Losey, Baldwin, and Dawson. In 1896 he was tendered the position of round house foreman, and accepting, has since successfully filled it. He has charge of quite a force of men in the shops, yards and round house, and has a large amount of office work to look after.

Mr. Brown has invented a patent valve which is now in successful use on several engines on the Louisiana division, one having been used for three years and a half on a passenger engine without being repaired. Ordinary valves require to be ground every few months. Engineers speak in the highest terms of this invention, and offers from locomotive manufacturers have been received to apply it.

Several brothers of Mr. Brown have been connected with the Illinois Central Railroad Company, one of them familiarly known as Dick Brown, was a bright young passenger engineer, well known in New Orleans, who had been connected with the passenger service of the road for eight years. This young man died in the prime of his manhood, from what was supposed to be spinal trouble, traced to an accident while in the service. While coming out of Vicksburg one morning, at a speed of about fifteen miles an hour he stepped out on

the running board, to tap the air pump, which was not working well. He slipped and fell, but being active, caught the end of the sleeper, and passing through the cars reached his engine. On arriving at New Orleans, he experienced some pain, and from that time gradually grew worse, and finally died despite the best attention of specialists. He was a very popular member of his division of the B. of L. E., which defrayed the entire expense of his illness, amounting to seven hundred dollars, not permitting his relatives to pay any part of it. Another brother of Mr. Brown, John S. who died in 1876, was also a popular engineer in the I. C. service.

Mr. Brown is a member of the Knights of Honor, and Woodmen of the World. He owns a spacious residence in MoComb City, where he resides with his wife, their four children, and his mother, and is a very highly esteemed member of the community.



JAMES E. POOLE, better known as "Ed," is a native of Pittsburg, Pa., and is one of the oldest men in the freight service on the Chicago division of the Illinois Central. January 1, 1881, he commenced firing on a switch engine at Kankakee for the noted engineer, Peter Eich, who is now on the middle division. He remained there eight months and was then promoted to fireman on passenger for Stewart Hazlett and George Weatherhead, between Kankakee and El Paso, in which service he continued for ten months being then transferred to the Chicago division. Our subject fired a freight and through passenger until 1886, and for three months prior to his examination for engineer, he ran a switch engine in the yards at Chicago.

On September 9, 1886, he passed his examination and was assigned a freight run on the Chicago division, where he remained until 1890 and we next find him on the Chicago & North Western, pulling freight there for six months and then returning to the Illinois Central in

freight service until 1893. He was then put in the World's Fair service, having a suburban run until April 1899, when he returned to freight service and has since been pulling the St. Louis Manifest, with engine No. 331. His first engine was the old twelve spot. Our subject is a member of the B. of L. E., and has held office of Guide for a number of years.

Mr. Poole married Miss Davis of Buckley, Illinois. When he first came to the Chicago division there were only six freight trains each way a day. He brought the first stock train over the C. M. & N. from Freeport to Chicago.



GEORGE W. HASSMAN, the affable and highly competent division foreman of the mechanical shops, on the Aberdeen division of the Illinois Central, at Durant, Mississippi, was born in Reading, Pennsylvania, on July 3rd, 1861.

Louis H. Hassman, the father of our subject was born at Strasburg, Germany, on August 20, 1817. At the age of fifteen years he became an apprentice machinist in his native place and served four years time, completely mastering the trade. He then travelled through Germany, France, Switzerland and other countries, and in 1845, emigrated to America, landing in New York in April of that year. Going to Philadelphia, he worked there for a short time, and in 1846 went to Reading, Pennsylvania, securing a position with a firm of stationary engine builders. In 1848 he entered the service of the Philadelphia & Reading R. R. in the shops at the latter place, serving twenty-eight years as foreman of the stationary engine department, and directing the erection of the extensive car shops and rail mill. This remarkable old gentleman, bears the unique distinction of fifty years service, in the shops of that company, and is now, at the age of eighty-three, still on duty with vim and energy of many a younger man. He has followed his trade of machinist sixty-

seven years, a record probably unequaled throughout the whole United States. For the last eight years he has been employed in the locomotive department, fitting up the engine gearing, and cab work. He performs his duties without the use of spectacles, showing what a remarkably well preserved man he is. He built the first stationary engine used in a printing office in the city of Reading, Pa., and did it without the use of a lathe.

Mr. Hassman married a Miss Wayne, a descendant of the family of Anthony Wayne, of revolutionary fame. He has seven children, of whom William Hassman, is superintendent of motive power on the Vermont Central R. R. It is needless to say that Mr. Hassman, Sr. is a respected and honored citizen of Reading, Pa., where he has so long lived and been identified with the leading industry of the place.

George W. Hassman the subject of our sketch, began railroad life at the age of fourteen in the Philadelphia & Reading shops, running a steam hammer for two years at night, which was in those days considered quite a feat for a boy. He then served four years in the shops under his father, being shown no favors but on the contrary being held to account more strictly than other boys, who were serving at the same time. After finishing he went to the Enterprise Works of Cleveland, Ohio, and later went to St. Louis, where he was for a time in the employ of the Iron Mountain R. R. and the machine shops in that city. He then worked on the Texas & Pacific R. R., next on the Gulf Coast & Santa Fe, and then to the Missouri Pacific R. R. as foreman in Kansas City, Kansas. From August 1881, to October 1884, he was round house foreman at Cypress, Kansas. In 1885 he served in the same capacity at Sedalia, Missouri, and in March 1886 went to the Richmond & Danville R. R. at Richmond, Va. His next work was with the Baldwin Locomotive Works, where he was employed in 1887, following which he went to Paducah, Ky., working one year for the Illinois Central in the round house at that point. Leaving Paducah, Mr. Hassman next went to Little Rock, thence to the northwest and New

Mexico. He then returned to Kansas City, Mo., and served as round house foreman for the Missouri Pacific there, from 1892 to 1896. Resigning that position he was for one year in the employ of the Santa Fe R. R. in New Mexico, and left the latter to accept a position with the Illinois Central, at Water Valley, Miss., where he was employed until July 1898. In the spring of 1899 he was appointed division foreman for the I. C. at Durant, Miss., where he is now serving and has charge of the mechanical department of the Aberdeen division, and Tchula district. His duties consist in looking after all the repair work of seventeen engines. He has in his department sixteen engineers, nineteen fireman, two hostlers, two machinists, one boiler maker, besides the car inspectors, and a force of twenty-seven laborers. The shops and round house of the I. C. at Durant, are considered the most complete of any, south of the Ohio river.

Mr. Hassman married a beautiful and accomplished lady, the daughter of Henry Holmes, who was a veteran engineer in the service of the New York Central, and, at the time of his death, in the employ of the West Shore R. R. He had been in active service as engineer for forty years. Mr. and Mrs. Hassman have one son, Henry Hassman, a bright and promising boy.

Mr. Hassman is a member of the Knights of Pythias, of Kansas City. He is a man of more than ordinary ability, discharging his duties in the most satisfactory manner, and the officials of the road recognize in him a valuable and trustworthy employe.

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EDWIN B. LUDWICK, a popular passenger conductor on the Hodgenville branch of the Louisville division of the Illinois Central, was born in 1859, in Mercer county, Kentucky, where he received his early education. On February 29, 1878, he entered the service of the Paducah & Elizabethtown Railroad as freight brakeman. After



OWEN DONNEGAN.



E. T. ARNN.

working in this capacity fourteen months he had his foot run over and was laid up for some time, after which he resumed work, braking and in 1882 was promoted to conductor. On account of ill health he accepted a position in a baggage car in 1888, running between Paducah and Louisville, having charge of the baggage and express. He was next promoted to conductor on the Hodgenville branch. He runs in the passenger and freight service and has charge of the business of the branch. He has a good record and is a thorough railroad man. Our subject is an enthusiastic horseman, and, like a true Kentuckian, owns several fine animals.

Mr. Ludwick married Miss Jessie, daughter of Jacob Hubbard, at one time president of the H. & E. Railroad. He is a member of the Masonic order, being identified with the Blue Lodge, Chapter and Commandery, also a member of Division No. 89, O. R. C.



E. T. ARNN, a popular conductor in the passenger service of the Louisville division of the Illinois Central, began his railroad career in the service of the Nashville, Chattanooga & St. Louis railroad. In February 1885 he was promoted to conductor, where he remained until 1892, when he quit and went to Paducah, securing a place on the Chesapeake, Ohio & Southwestern railroad, running between Paducah and Central City. In 1896 he was given a preferred freight run, between Paducah and Louisville, and on April 23, 1900, was promoted to the passenger service, making his home in the latter city. Our subject's railroad record is a good one, never losing any time in his long service.

Mr. Arnn was born in 1861 in Conyersville, Tenn. His father, C. D. Arnn, who is of good old Virginia stock, is an experienced railroad blacksmith, and makes his home in Jackson, Tenn. Our subject has a brother who for the past eight years has served as conductor with a run between Jackson and Mounds.

Mr. Arnn married Miss Arnn, of Tennessee, and they have three children, Nettie May, Roy Elmore and Beaton, all attending school. Our subject is a member of Division No. 290, O. R. C. and also of Plain City Lodge No. 449, A. F. & A. M.



WEN DONNEGAN, or "Sergeant Donnegan" as he is known, is probably one of the most interesting characters on the Memphis division of the Illinois Central. He was born in Ireland and came to this country at the age of fourteen, his father dying when he was a small lad. He made his home with an aunt in Nashville, Tenn., where he learned the shoemaker's trade and became expert making ladies' shoes, at which he worked until 1868, when his mother died. Mr. Donnegan is known by everybody and many a joke and good story is told about him by the older men of the road. He commenced his railroad career in 1870, on the section between Paducah and Trimble, on the old Elizabethtown & Paducah road, working on the construction one year, when he quit and began firing with J. Carney on engine No. 7, an old wood burner, after which he ran a switch engine at Paducah. After promotion he was sent out on a work train, hauling ties, and was afterwards employed on a passenger train two or three years, running the first train into Newbern, in 1880. He ran the passenger train several years when he took a freight run, and at present he has a preferred run between Paducah and Memphis. Our subject, in his long service, has never received any severe injury, but he has had many close calls. At one time, while on engine No. 27, in the passenger service, he struck a Paducah local engine No. 11, and had a head end collision. Mr. Donnegan was thrown down a bank twenty feet but escaped. Both engines were demolished but no one was injured. At one time our subject was given an extra to haul a train of vegetables, called the extra special on train thirteen. The

train ahead stopped to pack a box and put out no warning flag. He was going down grade at a high rate of speed, struck the train, demolished his engine and the opposing train's caboose, and was thrown out of cab with such force as to break his watch, and lay him up one month with his injuries. Mr. Donnegan, J. L. McGuire and Pat Grogan are the oldest men on the Memphis division of the Illinois Central. Mr. Donnegan came to Paducah, married a daughter of Pat Kelly, a contractor who built a large part of the Elizabethtown & Paducah road. They have seven children, living, Ellen A., an accomplished young lady; Pat T., a machinist; Mary C., Maggie C., Katie, Owen and Agnes. Mr. Donnegan lost four children through death, Pat, John, Isabelle and Anna Belle. Our subject is a member of Division No. 225, B. of L. E., being a charter member of the Division. He also belongs to the Catholic Knights of America, and in 1878 joined the Catholic Knights and Ladies of America. Mr. Donnegan is well known along the line as "The Old Reliable." He has one of the finest residences in Paducah, built from his own plans, and is possessed of other real estate.



WILLIAM M. FRANTZ, freight and ticket agent at Fort Dodge, has been in the service of the company since 1876, having learned telegraphy and received his first appointment, as operator, at Charles City, Iowa. In the spring of 1878 he was transferred to Epworth, where he remained one month and then returned to Charles City. In September of that year he was transferred to Cherokee for a year's service as operator, going thence to Pomeroy as agent, where he remained three years. In the fall of 1882 he was appointed agent at Cedar Falls and a year later was made joint agent for the Central and the "Omaha" road, at LeMars, remaining at that station until the fall of 1891. After a year's service as train dispatcher at Fort Dodge, Mr. Frantz served the

following year in the office at Cherokee. In the fall of 1893 he returned to LeMars as freight agent where he was employed at the time of his appointment as chief dispatcher at Cherokee, in the fall of 1896, and a month later received his present appointment at Fort Dodge.

Mr. Frantz was born at Olean, New York, December 25, 1859, and received his education in the schools of his native place and of Charles City, Iowa, whither his mother moved after the death of the father which occurred soon after the war. The marriage of Mr. Frantz to Miss Frances P. Price occurred at Pomeroy, Iowa, in April 1882. Mr. Frantz is a member of the Masonic fraternity, holding membership in the Blue Lodge at LeMars, the Chapter and Commandery at Fort Dodge, and in El Kaher Temple of the Mystic Shrine at Cedar Rapids. He also affiliates with the Fort Dodge Lodge of Elks and the Iowa Legion of Honor.



I SAAC F. BARNES, a popular and trusted conductor of long service, on the Louisiana division of the Illinois Central, is a native of Eastern Mississippi. He entered the service of the I. C., in 1885, as brakeman under Conductor Weight, and after two years work in that department, was promoted to conductor, where he has since remained. He has had charge, during his career, of all kinds of trains, and now has an extra passenger run on the Louisiana division. His fifteen years service with the company has been free from accidents. He however sustained a painful injury and had a narrow escape from death in 1898, by being struck by a mail crane while extinguishing a fire on the side of a cattle car on his train.

Mr. Barnes married Miss Bryant, a native of Mississippi, and seven children have been born to them, of whom five are living; they are, Verna, fourteen years old; Henry, aged eleven, Newton, aged nine; Earnest, aged five, and Carl, aged two. An infant, John Hurd, died when only

three days old. Mr. and Mrs. Barnes also lost their oldest child, William I., on March 11, 1898, a young man just entering his seventeenth year. He contracted blood poisoning from an unsuccessful operation, for the removal of a crumb which had lodged in his throat, and died after an illness of nine days, despite the best medical attendance. He had just graduated from the Harris Business College with highest honors, and had entered a career which promised to be a bright and successful one, when claimed by death. His short life was that of an honorable, christian youth, idolized by his parents, and loved by every one.

Mr. Barnes is a member of Division No. 367, O. R. C., in which he has held several offices. He is a substantial citizen of McComb City, owning considerable property, and is held in high esteem, by his many firm friends.



JOHAN C. BISHOP, foreman of the carpenter shops, for the Illinois Central at McComb City, Miss., has been connected with the company for thirty-four years. He entered the service of the I. C. in the old 26th street shops, at Chicago, Ill., where he first worked in the freight, afterward in the passenger department, finally taking charge of the carpenter department which position he held three years. He then had charge of the passenger equipment, under Mr. Sullivan, when he was transferred to McComb City, as general foreman of all the shops. This position he held for thirteen years, and when it was abolished he entered the carpenter shop as a workman, has gradually risen and now has charge of the department. Mr. Bishop was born in Boston, Massachusetts, on April 22, 1859, and is a son of Captain William S. P. Bishop, a sea-captain, who was engaged in service between English and African ports. Both he and his wife are now deceased.

Miss Mary L. Russell of St. John's, New Brunswick, became the wife of our subject, and

they are the parents of three children. Mamie, wife of John Seabey, of Brookhaven, Miss., Blanche, wife of Dr. Robertson, a prominent physician of McComb City; and Theo., a clerk in the office of the master mechanic for the I. C. at the latter place. A service of thirty-four years in the employ of a company is a record of which any man might be justly proud. Mr. Bishop's long connection with the company has been one of uniform satisfaction, and there is not a more popular or well known man in the service.



JH. QUINLAN first entered railroad service at Dunleith (now called East Dubuque) in 1869 as a messenger boy etc., for Station Agent C. A. Beck and continued in that capacity until December, when he quit and attended school that winter. In June 1870 he began as a section hand at the same place and continued until 1873 as a laborer. On August 11, 1873, he commenced on construction train as brakeman between Galena and Dunleith and remained there until September 13, when he began as a brakeman on freight between Dubuque and Amboy and continued six years, or until 1879, when he was promoted to conductor and ran until 1882. He was then given a regular train and continued until June 1891, when he was transferred to the Freeport division and received a regular passenger run which he has held up to the present time. He has had through passenger to Dubuque all the time with the exception of one year, when he ran between Chicago and Freeport. On December 15, 1875, in making a coupling he had his right hand smashed and was laid up until April 1876. On December 20, 1890, he was jerked off an engine going thirty miles an hour and was seriously injured. At the time he began on the Amboy division there were only three freight trains each way a day.

He is a member of Division No. 235, O. R. C., which he has served as chief conductor. He

is also a member of Lodge No. 294, M. W. of A., of Dubuque.

Mr. Quinlan married Miss Kinslo and has three children. T. J. Quinlan, a brother, is also a passenger conductor running west of Dubuque on the Iowa division.

ANTHONY PICKART, who was born in Milwaukee in 1858, commenced service as a railroad employe in the boiler shops at Weldon in the summer of 1874 and continued there three years. He then began firing in the Baltimore & Ohio yards, where he remained four months. He was next employed on the Champaign division of the I. C. for about four months and then returned to the Chicago division, firing on engine No. 188, for A. Fortin, the "wild Frenchman", firing for him two years, he then, by special request, went on through passenger engine No. 118, for Charles Draper and continued there until June 1881, when he was promoted to engineer and began in the yard service, his first engine being No. 117. He is a member of Division No. 10, B. of L. E., of Burnside. Mr. Pickart married Miss Anna Gustin and has four children, Annie, Arthur J., Merlin L., and Eugene C. He owns fine property at 2944 Wallace street, Chicago.

JOHAN B. STEWART, a native of the south was born at Maysville, Alabama, April 1, 1857. His father, William Stewart, now deceased, was a merchant; the mother, who in maidenhood was Ann B. Barker, has followed her husband to the great beyond. J. B. Stewart attended the common schools of his native county and until 1884 had been employed at farm work in various localities. October 24th of that year he secured a position with the Mississippi & Tennessee Railroad as baggage

master, serving in that capacity two and a half years when he was promoted to conductor in the freight service. In 1892 he was again set ahead and given charge of a passenger train, running between Memphis and Grenada, Miss.

The marriage of Mr. Stewart was solemnized on September 12, 1886, Miss Mary R. True, becoming his helpmate. The two children born to them are Fannie B., and Sallie T. Mrs. Stewart is a native of Gurley, Alabama. The family are members of the Cumberland Presbyterian church.

Mr. Stewart has taken three degrees in the Masonic order and is a member of Division No. 175, O. R. C., of Memphis. In politics he is a Democrat. Few who begin railroad life at the age at which Mr. Stewart did rise as rapidly in the service as he has done.

 **Z**IAS S. MILLER, foreman of the round house for the Illinois Central at Canton, Miss., and an old and valued employe, began his railroad career in 1863, in the railroad shops at Lake, Miss. In 1867 he was in the service of the old Vicksburg & Meridian R. R. as engineer, and remained with that company from 1863 to 1869, after which he was, for a short time, with the Mobile & Ohio R. R. as engineer at Jackson, Tenn.. He then went to Water Valley, Miss., and entered the service of the I. C. as engineer in the passenger department on the Mississippi division, serving from December 1869 to February 1871. It was while in that position that Mr. Miller had a very narrow escape from death in an accident. There was a washout on the road at Malone, Miss., and his engine ran into it and was wrecked. He was so badly injured that his left leg had to be amputated, but being in no wise to blame the company paid all consequent expenses and allowed him his salary for the entire two years, he was unable to work. On his recovery he was appointed foreman of the round

house at Water Valley, Miss., where he was for a short time and was then transferred to Canton in the same capacity, until 1875. He was next sent to Durant, Miss., and for a short time, was engineer on the Aberdeen branch of the road. He was then appointed as engineer on the "Pay Car and Specials" on the Louisiana division, of the I. C. and also in charge of the inspection train, that carried Messrs. Ackerman and Jeffery on their tour of inspection. Mr. Miller then returned to Canton, and resumed his former occupation as round house foreman, remaining there until he was sent to Louisville, Ky., and to Nashville, Tenn., to inspect engines that were offered for sale to the I. C. company, he then for the third time, returned to the round house at Canton, and has since remained there. In 1878 during the yellow fever epidemic, Mr. Miller, being an immune was one of the few men capable for duty, and in addition to his round house duties, served as engineer between Canton and Calhoun, Miss., also between Canton and Rays Bluff. Mr. Miller was born in Attala county, Mississippi, a son of James P. and Dorcas (Green) Miller. The mother was a descendant of the Ball family of Washington fame. Mr. Miller, Sr. was an extensive planter of North Carolina and also in Mississippi, where both he and his wife died.

Miss Florence Wallar, of London, England, became the wife of Mr. Miller, and a family of seven children were born to them, of whom six are living: they are, Florence, John C., Ada, Mary, Ruth, and Robert Lemar. Lucy died while young.

Socially, Mr. Miller is a member of the Masonic fraternity, the Knights of Pythias, and the Knights of Honor, all of Canton. While working as engineer, he was connected with the Brotherhood, and was a delegate, in 1871, to the convention at Toronto, Canada, and also in 1872 to St. Louis, Missouri. His family are members of the Episcopal church, of Canton.

Mr. Miller has been employed, during his career, on the following roads which have been absorbed by the I. C., viz: Lessees of Mississippi Central, New Orleans, Jackson &

Great Northern, New Orleans, St. Louis & Chicago, and Chicago, St. Louis & New Orleans. He was engineer of the special that carried Mr. Osborne and party, when the road was bought. Captain Miller, as he is familiarly known, is a man who counts his friends by the score. His present force of fifty-five men are handled in a way, that marks him as a man of ability, all working together harmoniously and having complete confidence in their foreman.



WILLIAM B. MCKENNA, an old and trusted employe of the Illinois Central, employed as foreman in the store room of the company, at McComb City, Mississippi, was formerly master mechanic for the Illinois Central at that place, and also at Clinton, Illinois. His first service was with the "Big Four" R. R., where as a boy of sixteen he worked for that company on a small salary and remained in the service nine years, receiving a salary of three and one half dollars per day, before retiring.

In 1878 he received the appointment of master mechanic, at Clinton, Illinois, for the Gilman, Clinton & Springfield Railroad (now the I. C. R. R.) and held that position seven years. On the acquisition of that road by the Illinois Central, he was transferred to McComb City, Miss., as master mechanic there, where he remained seven and one half years. He was then sent back to Clinton, resuming his former position, and remaining there eleven months. The following six years were spent at Durant, Mississippi, as foreman of the Illinois Central shops of the Aberdeen district. In July 1899 he returned to McComb City, where he has since been employed as foreman in the store room. Mr. McKenna was born at Manchester, England, on Aug. 8th, 1839. James McKenna, the father of our subject, was clerk in one of the large glass works of England, and emigrated to America with his family in 1849. Landing at

New Orleans, they proceeded by boat to Cincinnati, where he embarked in the bakery business. Moving to Indianapolis, he was in the same business there for a time, and later moved to Peru, Indiana, where he died, at the advanced age of ninety-two years. W. B. McKenna, the original of this sketch, married Miss Sarah E. Tyler of Indianapolis, Indiana, whose father was an old railroad conductor. To them six children were born, viz; Lida, Catherine, George, Fannie, Mazzie and Emma.

He is connected with the Masonic order, being a member of De Witt Lodge, No. 84, of Clinton, Illinois. Mr. McKenna and his wife are members and staunch supporters of the Presbyterian church, of which he is at present a deacon. They reside in a commodious home in McComb City, and are old and highly respected residents of the place.



A. C. CAREY, conductor on the Freeport division, Illinois Central Railroad, was born in Janesville, Wis., September 28, 1862, and is the son of Thomas and Mathilda (Burdick) Carey. The former, a farmer by occupation, died in 1864, the latter is living in Belmond, Iowa.

H. C. Carey was educated in the public schools of Durand, Ill., Belmond, Iowa, and the Janesville Business College. At the age of sixteen he began herding cattle in Iowa and remained in this employment for five years. He then went to Wayne, Ill., and entered the service of M. W. Dunham, the largest breeder of fine horses in the world, where he remained for a period of six years. He then took a business course at the Janesville Business College, and went to Aurora, Ill., where he clerked in the Hotel Evans for about two months, then went back to his old employer Mr. Dunham, with whom he remained about two years. June 8, 1892, Mr. Carey came to Freeport, and entered the service of the I. C. R. R. as a brakeman on

the Freeport division, running between Chicago and Dubuque, and in March 1897 was promoted to his present position of conductor.

Mr. Carey was married, March 8, 1893, to Helen May Hammond, of Wayne, Illinois. Mrs. Carey was born May 18, 1872. She was educated in the public schools of Wayne and also took a course in the Academy at Elgin, Illinois. Her union with Mr. Carey has been blest with one child, Marian H., born April 7, 1894. Mr. Carey is a member of the B. of R. T. In politics he affiliates with the Republican party.



FRANK D. HENNEY, an engineer in the service of the Illinois Central on the Memphis division, entered the employ of the company in August 1890. His railroad career began on the Wabash Railroad, as fireman between Danville and Quincy, Illinois, where he was promoted to engineer in 1871. He served as engineer in the freight and passenger service, on that run, between eight and nine years. The following eight years he was on the Hudson River division of the New York Central Railroad, between New York City and Albany. After a service of three years with the L. & M. C. R. R. between Louisville and Lafayette, he returned to the Wabash, and was on different parts of that system until entering the employ of the Union Pacific Railroad at Kansas City, Missouri. He worked on nearly all the branches of the latter road in the states of Kansas and Nebraska during the two years he was connected with the road, and then went to the Kansas City Railroad between Memphis and Birmingham, where he remained four years. He then entered the service of the Illinois Central and has since been with that road. Mr. Henney is a native of Center county, Pennsylvania, born April 8, 1848. His father, William C. Henney, was in the water works there, and departed this life in Green county, Missouri. William C. Henney Jr., a brother of our subject, resides in

Kansas City; and Burnett, another brother, resides at Springfield, Illinois, where he has charge of the electric light plant in the Leland Hotel of that city. Mr. Henney married Miss Belle Stanton, a native of Massachusetts, and three children have been born to them, DeClercq, Jay S., and Burnett M.

He has been a member of Macon Lodge, No. 8, A. F. & A. M., of Decatur, Illinois, since 1872, and is connected with Division No. 23, B. of L. E., of Memphis, but was formerly a member of Division No. 281, B. of L. E., at Vicksburg, Mississippi. Mrs. Henney is a member of Success Lodge, No. 159, Woman's Auxiliary, B. of L. E.

Mr. Henney has seen service on a number of roads and has been fortunate during his career to escape wrecks of a serious nature. He is a popular man on the Memphis division.



JAMES H. BANTA, whose home is at 7040 Stony Island avenue, ranks second in the order of seniority among the Illinois Central engineers in Chicago. He began his railroad career as a brakeman in 1861, following that line of work for a short time, and also spent a few months in the boiler shops. He then served for a time in the capacity of fireman, but since October 4, 1865, has held his position on the right side of the engine. His first two weeks as engineer were spent on a switch engine, and then for three years, ran on the main line from Dubuque, Iowa, to Wapella, Illinois. In 1872 Mr. Banta was given a run on an accommodation train between Chicago and Gilman, and is now in charge of engine No. 906, on the same line.

Mr. Banta is a native of the town of Mt. Vernon, Westchester county, New York. Jan. 16, 1871, he married Miss Ella McKnight, and of the eight children that have blessed their wedded life six are now living, namely: Susan M.: James Harry is an Illinois Central employe,

and has charge of the tool room of the 27th street shops and round house, he mastered his trade by earning a Young Men's Christian Association scholarship and taking a course in the Chicago School of Electricity; John is a graduate of the Chicago High and Manual Training School, and also of the Armour Institute, in the latter school he constructed an engine during his course that is a fine piece of small machinery; Robert is also a graduate of the Chicago High and Manual Training School, where he learned the cabinet maker's trade and machine work, his work even while in school was of such high grade that the professor bought it of him for presents. The names of the other two children are Bessie and Mable.



WILLIAM F. SHOFFNER, freight and passenger agent at Water Valley, was born in Marshall county, Mississippi, July 3, 1865, a son of

Dr. James H. Shoffner, a sketch of whom appears elsewhere in this work. His parents moved from Marshall county and shortly after their locating at Water Valley he secured employment in the service of what is now the Illinois Central, as office boy, being soon promoted to clerk. After about two years here and in the telegraph department, he was appointed agent at Ackerman, Mississippi, where he remained six years and was then transferred to Durant, serving one year at that point. He was next assigned to the freight department at Jackson, Tenn., and on October 1, 1892, was appointed freight and passenger agent at Water Valley, where he has since been engaged. Mr. Shoffner was married in Water Valley, December 2, 1898, to Miss Willie Douglas, and to them have been born two sons, Douglas and Emmet.

He is a Mason of high degree, holding membership in the Blue Lodge, No. 145, at Jackson, Tennessee, in McConnico Chapter, No. 92, and St. Cyr Commandery, No. 6, at Water Valley, and Hamasa Temple of the Mystic Shrine, at

Meridian, Miss. The Knights of Honor and the Elks Lodge, No. 456, of Water Valley, also claim his allegiance. As a business man he stands high and as a railroad man is all that could be desired by his employing corporation. By his affability and prompt attention to business he has made himself popular with the patrons of the road doing business at Water Valley.



JAMES SMITH, an old employe of the Illinois Central, is a car-repairer in the yards of the company, at Canton, Miss.

He entered the service of the company in the fall of 1858 as watchman, in the city of New Orleans, and has since remained with the road in various capacities until the present time. Mr. Smith was born in Derby, England, on March 4, 1820, emigrating to America in 1840, and landing in New Orleans. He was in the United States army for five years, and is now a pensioner. He married Miss Dolan, a native of Ireland, who departed this life in 1898. Mr. Smith has two sons in the Illinois Central service; James, an engineer at Canton, Mississippi, and Samuel, a switchman. His long connection with the road, has made Mr. Smith well known to the employes.



WILLIAM S. KING, superintendent of the Mississippi division of the Illinois Central, has been in railroad service since 1878. The first ten years were in the service of the C. C. C. & St. L., rising from water boy on the section to station baggage master and clerk, and the latter years as telegraph operator and train dispatcher. In August 1888 he entered the employ of the C. & O. Ry. as train dispatcher and rose to the position of chief dispatcher and train master, filling that position at the time of his resignation in the spring of 1892. March 10, of the last named

year he accepted the superintendency of the New Orleans division of the L. N. O. & T. railroad and continued in the service of the Y. & M. V. road on its succession to the property of the former line, August 31, 1892, until his transfer to his present position September 1, 1895. Mr. King is a native of Milford Center, Ohio. Of his marriage to Miss Mary Vise a son was born, Eugene W. who died in New Orleans in 1893. Socially he is a member of the lodge of Elks, No. 192, of Jackson. He is a railroad man of wide experience and, having worked his way from the lowest round of the ladder up, has a wide and accurate knowledge of every detail of railway operation.



LOUIE VAUPEL, an engineer on the Evansville passenger transfer was born in Evansville, 1871, a son of Henry Vaupel. Our subject was reared by his aunt and received his education in Evansville. When but sixteen years of age he began work in the mechanical department of the L. & N. shop at Howell, Indiana. He later went on the Ohio Valley Railroad as fireman and served all over the middle division or the old C. O. & S. W. In 1896 he became regular engineer and ran the freight transfer engine at Evansville, soon being promoted to a passenger engine. Mr. Vaupel has never been injured or received any bad marks, he is a self made man and be it said to his credit, has supported his aunt from the time he was sixteen years of age. He now resides with her and cares for her at the age of eighty-two years. He has great talent for drawing, especially engines, and many familiar "iron horses" on the line have been depicted with his pencil and adorn several of the mechanical offices on the Louisville division of the Illinois Central. One was in the master mechanic's office and was pronounced perfect by the engineers and artists. He is a genius in his way.

Mr. Vaupel is a quiet, unassuming gentleman, a general favorite with all. He belongs to the B. of L. E. and the B. of L. F.



JOHN S. WILLIAMS.

JOHN S. WILLIAMS, a conductor running out of Memphis, is a son of Dr. John S. Williams, a prominent physician for many years in Arkansas, and a surgeon from 1861 to 1865 in the Confederate army. He died in 1880. His wife, Frances Lawrence, died September 30, 1870. Mr. Williams has one brother, W. F. Williams, a prominent physician in Hazen Station, Ark., and has two sisters in Memphis, Mrs. J. G. Cooper, and Miss Mollie.

John S. Williams was born in Prairie Co., Ark., September 30, 1867, and attended the public schools of his native county until the death of his father, when he removed to Memphis and continued his education in the schools of the city. At the age of eighteen he entered the store of J. B. Pate & Co., at Water Valley, Miss., as a clerk, remaining about a year. He secured a place on the Illinois Central as brakeman, running between Water Valley and Canton for a twelve-month, then went to Memphis and for several months was engaged in the office of the Memphis *Avalanche*. Returning to railroad work he secured a position on the Mississippi & Tennessee road as brakeman and in 1889 was promoted to freight conductor running between Memphis and Grenada. In 1896 he was again advanced and given a passenger run between the same points. Miss Clara Kelly, of Coffeeville, Miss., was the name of the girl that became Mrs. Williams, and the date of the ceremony was October 17, 1888. Mrs. Williams is a daughter of J. F. and Emma (Collins) Kelly, natives of Mississippi, now residents of Memphis, where Mr. Kelly is and has been jailor for the past four years. One son, Lawrence K., has been born to them. They are adherents to the Presbyterian faith. Mr. Williams is prominent in fraternal circles, especially in the Masonic fraternity, being a member of the Blue Lodge, Chapter, Commandery, Mystic Shrine, and is now a thirty-second degree Mason. In the Knights of Pythias he has taken the subordinate and uniform rank degrees. He has joined the Elks, and is enrolled in the Memphis Division of the O. R. C. In politics he is to be found in the Democratic ranks.

SC. CLARK, the courteous and accommodating agent for the Ill. Central, at Polo, Illinois, was born May 27, 1847. His educational training was acquired in the public schools of Jamestown, New York. In 1866 he came west, locating at Hastings, Minnesota, where he worked at various occupations until May 1867, most of the time as a clerk in a general merchandise store. He then went to Polo, Illinois, accepting a position as station baggageman for the Illinois Central, and working in that capacity until November 1867. He was then promoted to clerk in the freight office there, occupying that position for ten years, when he was appointed agent for the company at that point and continues in that capacity at the present time. Mr. Clark was, in April 1882, united to Miss Ida Shuber, and has a family of three children. Mr. Clark is a very accommodating official, having the esteem of the traveling public at Polo, and his long incumbency in office shows him to be an honorable and straight forward man.

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FA. RUGG, whose home is at 4218 Ellis Ave., ranks first in the order of seniority in Chicago, being the oldest engineer on the Chicago division. Mr. Rugg's first railroad experience was on the Michigan Central Railroad, where he began when very young, as fireman under engineer Ed. Wilcox. He took great interest in his work and was soon promoted to a seat on the right side of the cab. March 9, 1863, while still a young man, he began work in the capacity of engineer for the Illinois Central Company. During the following year, he spent a few months on the Racine & Mississippi Railroad, but on January 11, 1865, he returned to the Illinois Central. During the years between May 1, 1875, and December 1, 1877, he served as foreman of the shops at Champaign, and from December 1, 1877, until January 22, 1882, as train master

between Centralia and Cairo. At his own request, Mr. Rugg then became an engineer again, with a run out from Chicago.

In 1864 Mr. Rugg was married, in Chicago, to Miss Aurelia S. Russell, and their wedded life has been blessed to them by the advent of a family of three children. Mr. Rugg has affiliated with the B. of L. E. for thirty-six years, holding his membership in Division No. 10, at Burnside.



WILLIAM RUFFIN, one of the best loved engineers that ever made Water Valley his home, has left a tender memory in the hearts of his associates there. His old friend, Edward Crisp, since a victim of a similar fate, made especial request that something of his record be preserved. William Ruffin was a native of Toone Station, a short distance south of Jackson, and was reared in his native place, where he first served the company as stationary engineer. He secured a position as fireman about 1881 and four years later was promoted to the other side of the cab and given a run in the freight service. The last three years of his life he was at the head of a passenger train and was there, on duty, when the accident that crushed out the life of a hero occurred. An extract from the Water Valley paper published at the time voices the sentiment of his colleagues better than could be written here.

“There was an accident on the Illinois Central above Water Valley last Monday night and the first tidings from the scene were horrifying. Later it was understood that but one life was lost. The engineer while heroically standing at his post went down with his engine as it plunged through the bridge. His was the precious life that was lost, yet relaters of the accident speak of it as not so bad after all—nobody was killed but the engineer. Only an engineer. Was ever a man entrusted with a holier, more responsible duty than the custody and care of human lives? When a man dies in the fulfillment of such a duty the only thing about him that is not an angel is his overalls.

Wm. Ruffin was the name of the hero who died at his post that fateful night, yet he was ‘only an engi-

neer.’ His first and last question was after the welfare of the passengers and crew. When he knew they were safe his soul went up alone.

Are all the crew safe and the passengers too?

Yes, you say? Thank God that is clever.

And his soft eyes closed and his pale face smiled

As he whistled down brakes forever.”



JOHAN B. EDAMS, ex-master mechanic of the Illinois Central Railroad, is a native of Bucks county, Pennsylvania, where he was born on August 7th, 1832. Mr. Edams was educated in the public schools of Philadelphia, and at the age of seventeen decided to become a telegrapher, which art was at that time in its infancy. He found an opening in an office, and was put to work every morning with a broom to sweep out the office, which he did and did well, but concluded after a short trial that he was not adapted to that line of work, especially as the greater part of it seemed to be acquired by the use of a broom, so he “resigned” and went fishing. A few days later he apprenticed himself to the Philadelphia & Reading Railroad Co., to learn the trade of a machinist, and worked for that company two years. He then secured employment with J. P. Morris & Co., steamboat and stationary engine builders, and was in the shops of that company for two years. Returning to the P. & R. R. Co., he was in their employ six months, and then decided to go west. He reached Lafayette, Indiana, working there for six months, and from there went to East St. Louis, in the service of the Ohio & Mississippi Railroad, which was then under course of construction. Owing to the sickly condition of the city at that time he went to Quincy, Illinois, remaining in the latter city two months. He then returned to Philadelphia, going thence to Cumberland, Md. At the latter place he was in the employ of the Baltimore & Ohio R. R. for a year, and at the expiration of that time, came west again, locating in Amboy, Illinois. On April 2, 1856, he entered the service of the Illi-

nois Central, at Amboy, as a journeyman machinist, being successively promoted to night foreman, then day foreman of the round house, from there to general foreman of the machinery department, and on the 24th day of September 1863, to master mechanic of the northern division. All of these promotions being in less than seven and one half years, proved not only the esteem in which he was held by his superiors, but the marked ability of the man, which characterized his many years of service.

Mr. Edams held the position of master mechanic uninterruptedly from September 24, 1863, until April 1, 1893, at which time it was decided to make a change at Amboy, and he was offered a similar position to the one he held at another point on the system. On account of illness in his family, he was compelled to decline the offer. Since retiring from the service Mr. Edams has been engaged in domestic pursuits, taking a general interest in the city of Amboy, where he is generally known and has lived so long. He enjoys the best of health and is as vigorous and active, apparently, as at any time of his life.



J. B. KEMP, superintendent of the Aberdeen division of the Illinois Central, was born at Milford, Delaware, in 1843, and was reared to manhood on the eastern shore of Maryland. Mr. Kemp's career as a railroad man began in 1867, on the Union Pacific Railroad. He entered the service of the Mississippi Central, (now the Illinois Central) in 1869, as agent at Canton, Mississippi. In December 1875 he was appointed superintendent of the Mississippi division, with headquarters at Water Valley, Miss. In 1877 he resigned from the employ of the road, and in 1878 re-entered the service as agent at Grenada, Miss., and remained there until August 1884, when he was promoted to the office of superintendent of the Aberdeen division. In December 1888 he was transferred to Memphis, as superintendent

of the Memphis division, and in April 1898, was again placed in charge of the Aberdeen division, with headquarters at Durant, Miss., where he is now located.

As an official of the Illinois Central Mr. Kemp is a most popular man, discharging his duties in a highly satisfactory manner.



WILLIAM HENRY MCGRAW, deceased, was an old and popular engineer on the Amboy division of the Illinois Central. Mr. McGraw was born on April 19, 1831, in Schoharie county, State of New York, and was the son of John W. and Jane (Chilson) McGraw. In the fall of 1856 Mr. McGraw, then a young man of twenty five, went west locating in Amboy, Ill. He at once entered the service of the Illinois Central as locomotive fireman, when on July 5, 1859, he was promoted to engineer in the freight service. Remaining in that branch of the service for five years, he was then promoted to the passenger service, and for over twenty one years, was continuously in that position, most of the time on the same engine, No. 23. His untimely death in an accident, at La Salle, Illinois, Dec. 23, 1885, was mourned by all, but most by his devoted wife who still survives him.



FRANK WESTCOTT, a retired engineer residing at Amboy, Illinois, and for many years a trusted employe of the Illinois Central, was born in Catskill, Green county, New York, on August 8, 1830. He began his railroad career as a fireman, on the Boston & Fitchburg Railroad, where he served eighteen months. He then took a similar position on the Troy & Boston Railroad, remaining there about a year. In 1854 he came to

the west and entered the service of the Illinois Central, stopping at Shippingsport, until the completion of the bridge over the Illinois river. He was then promoted to engineer on a construction train engaged in laying track between Clinton and Decatur, Illinois. When that branch was completed he had the honor of taking the first freight train over the division, between Wapella and Centralia, Illinois. In 1855 Mr. Westcott was promoted to the passenger service between Amboy and Wapella, Illinois, where he remained continuously for thirty-six years. The manner of his resignation was unique and in perfect keeping with the man. He took a lay off for a fishing trip to the Rock river with a number of the boys and never again reported for duty.

Our subject is the only living member of the original organization of the Brotherhood of the Footboard, at Amboy, receiving the original work from the organization at Freeport, in 1863. This Order was afterward known as the Brotherhood of Locomotive Engineers, in which Mr. Westcott always takes an active interest.



EDGAR W. DANA, general foreman at Council Bluffs, comes of a railroad family. His father, E. O. Dana, a sketch of whom appears elsewhere in this work, has for years been prominent in the mechanical department of the Central. The subject of this sketch was born in Kankakee, Illinois, May 25, 1869, and was educated in the schools of Champaign. He entered the service of the Central at Freeport in 1889 as clerk in the office of the master mechanic and later worked for a time as machinist in the shops; later he became foreman and was serving as chief clerk in the master mechanic's office, when he was appointed, December 14, 1899, general foreman of the shops at Council Bluffs on the opening of the Omaha division to traffic. Since 1889 he has been continuously in the service of the Central, except

a twelvemonth during 1892 and '93, when he was under the tutelage of a private teacher studying higher mathematics, fitting himself for a broader field in his chosen calling.

Mr. Dana is a member of the Masonic order, holding membership in Excelsior Lodge No. 97, and Chapter No. 23, at Freeport, Illinois. He became a charter member of the Benevolent and Protective Order of Elks when a lodge of that order was instituted at Council Bluffs. With practical experience and special study, Mr. Dana has laid the foundation for a successful career as a railroad man.



ELWOOD E. BAER, chief clerk in the superintendent's office at Cherokee, Iowa, began railroad work at Newell, Ia., in 1887, as station clerk. Learning telegraphy he served for a short time as operator on the Mason City & Ft. Dodge R. R., but soon returned to the Illinois Central as agent and operator at Barnum, where he served one year and two months. Transferred to the superintendent's operator clerk and after two years and nine months service was appointed stenographer, having learned that art. April 15, 1892, he was appointed chief clerk to the superintendent and has since filled that important position with business tact and judgment.

Mr. Baer is a native of Elkhart county, Ind., born January 28, 1864. His parents shortly after moved to Michigan and thence to Kansas, where our subject received his education in the schools of Burlington. On attaining his majority Mr. Baer engaged in stock farming for two years at West Plains, Missouri, and then went to Iowa, where he began his railroad career on the date above mentioned.

Mr. Baer was married in Washington, D. C., October 18, 1892, to Miss Edith E. Meyer. One son, Francis M. has been born of this union. Our subject is a member of Speculative Lodge, No. 307, A. F. and A. M., Burning Bush Chapter, No. 90, R. A. M., Crusade Commandery

No. 39, K. T., all of Cherokee; and, with his wife, is a member of the Order of Eastern Star. He was initiated into the mysteries of the Nobles of the Mystic Shrine in Kaaba Temple, at Davenport; also a member of the insurance order Highland Nobles, of Cherokee. Mr. Baer has avoided as much as possible all political preferences, but at the earnest solicitations of his friends he consented to become a candidate for the position of treasurer of the school board, to which he was elected by a handsome majority.



BENJAMIN E. HARRELL, an engineer on the Louisiana division of the Illinois Central, entered the service of the company in 1891. He began railroad work on the Louisville & Nashville R. R. and was afterward with the Atchison, Topeka & Santa Fe, before coming to the Illinois Central, where he now has a run, on the Louisiana division, between McComb City, and Canton Mississippi. Mr. Harrell was born on January 21, 1863, in Richmond, Virginia. He was united to a Miss Panky, and has five children. Socially, he is member of Division No. 196, B. of L. E., also the Elks organization, of McComb City, where he resides, and is a respected citizen.



HO. BRICE, a young and rising conductor in the freight service of the Illinois Central, on the Louisiana division, was born in Atlanta, Ga. His father was a scene painter, by profession, and an artist of great merit, who had studied abroad. Mr. Brice began his career on the Alabama & G. P. R. R. where he was for two years assistant yard master. Going to Knoxville, he was appointed chief clerk to the superintendent, working in that capacity three years,

and from there to the Sea-board Air Line. He then came to McComb City, and took a position as clerk, afterward as switchman, then as brakeman, and in November 1899, was promoted to conductor, where he is now serving. Mr. Brice married Miss Pettigrew, of Wesson, Mississippi. They have one child, Bessie Lee. He was formerly secretary of Pearl River Lodge, No. 264, of McComb City, and has kindly furnished the Historical company with the following data:

Pearl River Lodge, No. 264, was organized on August 28, 1888, with the following charter members; W. W. Spurlock, Chief; J. E. Kelly, B. T. Brosiel, Z. T. Marsalis, J. M. Cousins, E. D. Iron, H. A. Robinson, G. E. McCann, I. T. Barnes, and J. W. Waddell. The Lodge now has one hundred members, and is in an excellent condition, paying three hundred dollars monthly to the Grand Lodge. The officers at the present time are: G. E. Benton, Master; B. A. Rhodes, Master of Finance; W. H. Davis, Conductor; T. P. Haddock, Secretary, and H. O. Brice, Collector.



JAMES WOOD, an Illinois Central engineer, whose home is in Dubuque, Iowa, has been employed on what is now a part of the Illinois Central system that crosses Iowa, longer than any other man in the state. He began with construction work in December, 1855, under Colonel R. D. Mason, when he was a mere boy, doing the work of a rodsman under Civil Engineer Provost. The line was known then as the Dubuque & Pacific Railroad. The road was completed as far as Julien in 1856, but the track was not laid to Independence until the year 1859. In 1859 Mr. Wood began firing, running west from Dubuque, but after eighteen months of this kind of work he went to Nashville, Tenn., where he was employed by the Government as engineer during the war. Soon after this, however, he was taken sick and returned to Dubuque where he spent six or seven years before he entirely recovered. When he again

resumed his work, his run was on the divisions north and south from Centralia, Ill., where he was employed for five months. Just before the Illinois Central company leased the Dubuque & Sioux City line, Mr. Place wrote our subject to join him at Dubuque, and since that time he has been with the Illinois Central company. He has been identified with railroading in nearly every stage of its development. He has seen strap rails in Pennsylvania; he began firing on a wood burner and brought the first coal burner into the state of Iowa.



ESLEECK STEARNS, engineer of a stationary engine at Waterloo, is a native of the town of Castleton, Rensselaer county, N. Y. He first began railroading with the New York Central & Hudson River Railroad, running between Albany and Poughkeepsie. Shortly after this, however, he was engaged on the river boats and from there transferred to the California trade. In 1854, he was employed as engineer of the famous "North Star" that became a part of the government fleet during the Civil war, and in this capacity ran between New York and Aspinwall for about six months and was in port when the first train crossed on the Isthmus Railroad. Later he served on the "Schuyler" and the "Anna", boats on the Hudson river. In January 1856, Mr. Stearns married and moved to Iowa where he lived on a farm until early in 1861, and was serving on the United States Grand Jury when the Civil war broke out. In July, of the same year, he returned to New York and operated the engine of the "Corning" until fall and then served on the "Andrew Harder" until the river froze over in December. Mr. Stearns then sent for his family to join him in New York. When the last named boat was leased to the government our subject was sent with it around Hiltonhead, and subsequently served for a short time on the "Ohio" and the "Austin". In

1873 Mr. Stearns again came west and in August of that year began work on the Dubuque division of the Dubuque & Sioux City Railroad. Next he served as fireman and hostler for six years in the round house at Waterloo, then seventeen years on freight and passenger runs. Mr. Stearns sat on the right side of the engine that pulled the first passenger train on the Manchester & Cedar Rapids line, but later took a freight run from Waterloo to Lyle. December 11, 1896, owing to failing vision, he retired from the line and ran a hoisting engine in the yards until October 1, 1897, and since this date has had charge of the stationary engine at the shops at Waterloo. Although Mr. Stearns has spent many years on the railroad and his engine has several times left the track and piled up in the ditch, he never met with a serious injury.

Socially our subject affiliates with Division No. 114, B. of L. E., of Waterloo, of which he has been a member since 1884.

Mr. Stearns was married at Castleton, N. Y., to Miss Mary Elizabeth Munger, and to them have been born eight children, seven of whom are living. John Graham, whose home is at Memphis, Tenn.; Ida, died at the age of four weeks; Frederick Henry, an engineer on the Waterloo division; Frank P., at Mitchell, S. Dak.; Marian, wife of George Barrows, of Chicago; Bessie M., wife of A. W. Gurnsey, of Chicago; Joseph, living in Chicago; and Dollie, who still makes her home under the parental roof.



SIDNEY J. HARPER, the capable and popular foreman of the Illinois Central round house, at McComb City, Miss., has held that position since 1897. He entered the service of the Illinois Central in 1887 as an apprentice in the McComb City shops, and was for a time after finishing, in the employ of the Southern Pacific R. R. as a machinist in Texas, and in New Orleans. Mr. Harper was born in New Orleans on May 22, 1869, and is a

son of John Harper, whose biography appears elsewhere in this work. Miss Mildred Burton of Greensburg, Louisiana, became the wife of Mr. Harper, and two children have been born to them; Russell and Sidney. Both Mr. Harper and his wife are adherents of the Presbyterian church. He belongs to the Masonic Order, the Knights of Pythias, Knights of Honor, and Modern Woodmen of the World.

A force of seventy-five men are under the supervision of Mr. Harper, keeping him busy. He is serving in his present capacity with the best results, and is discharging his duties with fidelity and promptness.



AS. EARNIST, conductor on the Amboy division, Illinois Central Railroad, was born in Delphi, Carroll county, Indiana, March 17, 1854.

He was educated in the schools of Butler county, Iowa, whither the family had moved in 1857, working on his father's farm in summer and attending school in winter. In 1875 he entered the service of the B. C. R. & N. R. R. as a laborer on a section where he remained one year. In 1880 he began braking on the same road, remaining in that position until the spring of 1882 when he went to Wadina, Minnesota, and was connected with the Northern Pacific Elevator Co. for two years. In the spring of 1884, Mr. Earnist began braking for the Northern Pacific and in the autumn of the same year was promoted to conductor, and remained with the company until March 1889, when he went to Chadron, Nebraska, and in September accepted a position as brakeman on the F. E. & M. V. R. R. of the Northwestern R. R. system, but at the end of sixty days his ability was recognized by promotion to conductor which position he continued to hold until July 1892. His service with the I. C. R. R. began in March 1893, when he accepted a position as brakeman at Freeport, and in the following November, was promoted to

conductor, where he remains to date. On the 26th of March, 1899, Mr. Earnist met with an accident in which he had a narrow escape from death. While at Dixon, Ill., he stepped in front of a moving train, and fell between the rails, three trucks passing over him without injury.

July 11, 1874, Mr. Earnist was married to Miss Maggie Northfoss, of Greene, Iowa. Mrs. Earnist was born October 8, 1854. By her union with Mr. Earnist she is the mother of three children: William W., born April 5, 1875, is a conductor on the I. C. R. R. residing in Freeport; Lester L., born December 17, 1876, at home, is also a conductor on the I. C. R. R., and makes his home in Freeport; Marie V., born June 19, 1881, was educated in the public schools and is now living at home engaged in teaching music. The family are regular attendants of the First Baptist church of Freeport. Mr. Earnist has been a member of the O. R. C. since 1887 and has served as an officer several times, is also a member of the A. O. U. W., and votes the Republican ticket.



JAMES E. LIPSEY, conductor on the Memphis division, has been in railroad service since his boyhood and has never been occupied in any other field of labor. His birth occurred in Lafayette county, Mississippi, May 4, 1854. He is a son of A. G. and L. B. (Marquette) Lipsey, the latter of whom is residing at Water Valley, Mississippi, while the former died a short time after the boy was born. After attending the schools of Water Valley, Mr. Lipsey entered the employ of the Mississippi Central office as office boy and attending to the mail. When older he secured a place in a foundry and for eighteen months was employed in that department. Securing a position as brakeman he ran between Canton, Mississippi, and Jackson, Tennessee, three years and eight months under Conductor J. W. Rust. On promotion he was given the same run for eleven years before being transferred to Memphis, on

which division he ran three years and was then promoted to the passenger service in which he has, at the present time been engaged over ten years. October 16, 1883 is the date of the wedding of Mr. Lipsey to Miss Augusta Hoke who is a native of Pittsboro, Mississippi, and was a resident of Water Valley at the time of the wedding. They are the parents of three children, James E., Wiley Hoke and Ray Gates. The family attend the Methodist Episcopal church.

Mr. Lipsey is a member of Memphis Division No. 175, O. R. C. In his nearly thirty years in the operative department of the railroad and over thirty years of service of all kinds, he has shown himself efficient in every station in which he has been placed and his steady rise and long continuance in the train service show that he is a man to be trusted wherever he may be placed.



H McCOURT, superintendent of the Chicago division of the Illinois Central, began his railroad career in May 1881, as a track man at Williams, Iowa. In 1882 he went to Fort Dodge and secured a position as brakeman which he retained until the fall of the following year when he was promoted to the position of conductor. During the following seven years he was in charge of freight trains in all parts of the Iowa division, and incidentally took an occasional extra passenger run. During the winter of 1887-8 and the following spring he did construction work on the Sioux Falls branch.

In 1890 Mr. McCourt was made agent at Cherokee, Iowa, and later was appointed train master of the two branches that radiate from the main line, at that point, and in April, 1892, was transferred to the main line. Early in 1896 he was appointed superintendent of the Amboy division and located in the city of Amboy, but in April of the same year, was again transferred to Carbondale, Ill., where he remained as superintendent until his promotion to the Chicago division in the spring of 1900.

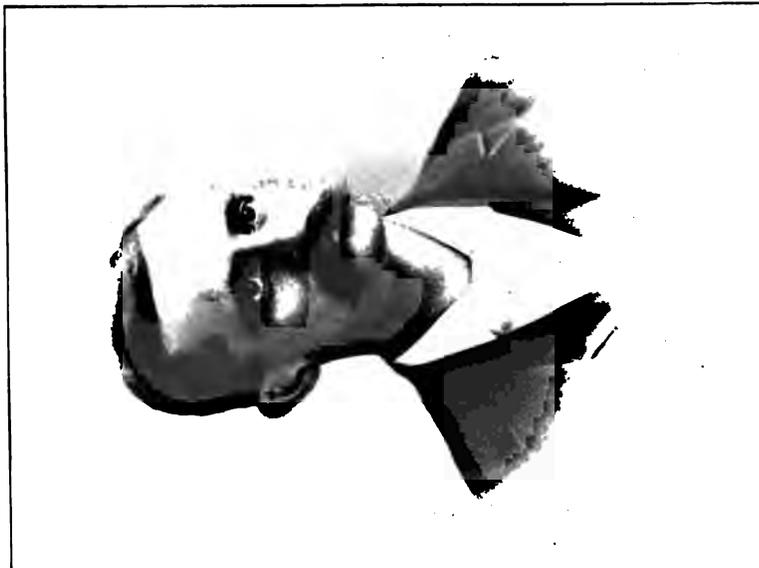
Mr. McCourt was born in Glasgow, Scotland, but came to America with his parents when he was quite small. He was united in marriage, at Newell, Iowa, to Miss Eva I. Lee, of that city, and four children, Grace, Lee T., Jennie and Everett, have been born to them. Socially Mr. McCourt affiliates with the Masonic fraternity, holding his membership in Lodge No. 38, and has attained the Knight Templar degree.



WILLIAM ALFRED KELLOND, assistant general passenger agent of the southern lines of the Illinois Central Railroad Company, and of the Yazoo & Mississippi Valley Railroad Company, with headquarters at Louisville, Ky., was born at Montreal, Canada, in 1854 and is a son of Robert Kellond, who is still a resident of that city; entered the railroad service in March 1870 in the audit office of the Grand Trunk Railway at Montreal, Canada; was subsequently transferred to the mechanical department of the same line, where he remained until Oct. 1880, when he was chief clerk of the mechanical department on the Western division with office at Stratford, Ontario; resigned to accept position in the law department of the Louisville & Nashville Railroad Company, at Louisville, Ky., in which he acted as secretary to chief attorney, and subsequently as chief clerk of the law department until February 1, 1885, when he became chief clerk of the general manager's office, same line; was appointed assistant to general manager March 31, 1887; resigned this position June 1, 1887, to become general manager of the pig iron business of Geo. H. Hull & Co., Louisville; returned to service of Louisville & Nashville Railroad Co., January 1, 1888, as assistant to vice-president, a year later was re-appointed assistant to general manager, and on November 1, 1890, became chief clerk of the second vice-president's office of the Illinois Central Railroad Company, at Chicago; July 1, 1895, appointed to his present



ALEXANDER BLODGETT.



S. W. REEVES.

position, assistant general passenger agent Southern Lines, same company and of the Yazoo & Mississippi Valley Railroad Company, with headquarters at New Orleans. On the acquisition of the Chesapeake, Ohio & Southwestern R. R., by the Illinois Central, the office was transferred to the present headquarters at Louisville, Ky. Under the jurisdiction of Mr. Kellond there are three division passenger agents, located respectively at Cincinnati, Memphis and New Orleans, with a force of five city passenger agents located at different points in the South, and seven traveling passenger agents. Mr. Kellond, as assistant general passenger agent, reports to Mr. A. H. Hanson, general passenger agent of the Illinois Central system, whose headquarters are in Chicago.

Mr. Kellond was married in 1875 to Miss Fannie J. Lapham, of Montreal, and has six sons and one daughter. While in Montreal Mr. Kellond was prominent in Odd Fellow circles and held the position of grand secretary of the Lodge of Quebec, which body he was instrumental in forming.



SW. REEVES, one of the most interesting suburban conductors on the Illinois Central, began railroading on the Toledo, Ann Arbor & Northern Michigan in 1886. He first began as a section hand at Toledo, under roadmaster Henry Smith, remaining in that service one year, after which he went into road service as freight brakeman, running from Toledo to Ann Arbor, continuing in that capacity the same length of time.

He then gave up railroading for three years but in 1891 he accepted a position on the Illinois Central as brakeman in the suburban service, which he retained for ten months, when he received a promotion, as all faithful workers will, to baggageman; he remained in that capacity

for one year, then for the following year he served as collector, when he was promoted to conductor, which position he now holds. In 1896 an accident occurred which laid him up for nine weeks with three broken ribs. He belongs to Division No. 1, O. R. C. Mr. Reeves married Miss Mary E. McClintock, of Lebanon, Ohio.



ALEXANDER BLODGETT, conductor in the freight service of the Illinois Central, began his railroad career at Van Horne, Iowa, with the Chicago, Milwaukee & St. Paul line, as brakeman, in January 1882, remaining in that service ten and a half years, the latter three years as conductor. In August 1892 he joined the forces of the Union Pacific, braking in the freight service eight months and for the three following months was in the same capacity with the Chicago & Great Western. After a short experience in the dray business at Perry, Iowa, he again entered upon a railroad career at Moberly, Missouri, with the Wabash, and eight months later purchased a lunch counter at New Franklin, Missouri, which he conducted for a few months. To a railroad man another career is irksome and August 4, 1894, Mr. Blodgett entered the service of the Illinois Central. After only ten days service as brakeman he was placed in charge of a train and since the fall of 1894 he has had the local run between Chicago and Bloomington, one of the hardest runs on the line.

Mr. Blodgett was born at Montour, Tama county, Iowa, June 3, 1862, and was married April 18, 1887, at Perry, Iowa, to Miss Lillie A. Woodward. They are the parents of two children, Zera and Avelle. He is a member of the Masonic order, having passed through the degrees of the Blue Lodge, Mystic Star, No. 758 and Valley Consistory of Chicago. He holds membership in Amigo Lodge No. 482, Knights

of Pythias and Division No. 1, O. R. C. Mr. Blodgett is a typical railroad man, alert and active, with a keen sense of his responsibilities and a determination to do his duty as he sees it.



HENRY A. KNOWLTON, better known among railroad employes as "Hank" Knowlton, is an Illinois Central engineer and makes his home in Dubuque, Iowa. He first began firing at Dubuque August 5, 1869, on a switch engine, and first ran on the road with Ben Wattles for his engineer on No. 132. August 16, 1872, he was set up to engineer of a switch engine which, with the exception of an occasional run on the line with engine No. 143, occupied his attention during the following winter. During the summer of 1873, Mr. Knowlton was given a freight run which he held until 1885, when he accepted his present passenger run from Waterloo to Dubuque. Mr. Knowlton's railroad career has been remarkably free from wrecks. Once, however, in May 1896, his engine left the track and ran into the ditch, but the engineer fortunately escaped without injury.

August 14, 1897, Mr. Knowlton was married in Waterloo, to Miss Isabelle Saunders. Socially he affiliates with Waterloo Division, No. 114, B. of L. E.



FRANK B. HARRIMAN, superintendent of the Dubuque division of the Illinois Central, began a railroad career Feb. 12, 1879, when he became an apprentice in the civil engineering and bridge departments, serving until February 1883. From the latter date to July 1886 he served as assistant road-master and then became transit-man and resident engineer of the Chicago, Madison & Northern during the construction of that branch. In September 1887 he was appointed assistant

engineer on construction of the Cherokee and Dakota road filling that position until December, following. Until January 1, 1890, he was road supervisor of the Dubuque division, the following year served as trainmaster of the Cherokee & Dakota branch and the next year in the same capacity on the Freeport division. From the first of January to the first of August 1892 Mr. Harriman served as secretary to the superintendent of the Freeport division. Promoted to the superintendency of the division he served in that capacity until January 1, 1895, when the Dubuque division was added to his jurisdiction. October 1, 1895 the divisions were separated and Mr. Harriman assigned to the Dubuque division which has since been his field of labor. He has had extensive experience in several departments of operative railroading, well fitting him for the duties he is called upon to perform.



DO. H. FENNER, engineer at Jackson Tenn., has been engaged in railroad work since the spring of 1882, when he entered the shops of the Chicago, St. Louis & New Orleans road at Jackson, Tenn., remaining eighteen months, going thence to Cairo he worked in the shops there, fired for a time and ran a switch engine in the yards, and the engine on the bridge incline. After six months on the left side of the cab between Jackson to East Cairo in freight service, he was examined at Water Valley and promoted in the fall of 1886 and was assigned to the main line north from Jackson. In the spring of 1896 he was given a preferred freight run which has been his field of labor ever since except when in extra passenger service. He had the distinction of handling the first consolidated engine, No. 603, that was run south of the Ohio on the Central, on which occasion he pulled many officials of the road. His only serious accident was received in the spring of 1896, by jumping to save himself in a wreck near Wickliffe, Ky.

Mr. Fenner is a native of Tennessee. He was married at East Cairo, to Miss Florence McDonald. Their four children are: Dixey Oscar, Fantine, Vivian May and Richard Jones.

Mr. Fenner is a member of Division No. 93, B. of L. E.; the Knights of Honor and the Knights of Pythias, of Jackson, Tenn. Mr. Fenner lives in a comfortable home at No. 149 West Deadric street, which he built in 1897.



JOHN J. GAVEN, the efficient trainmaster of the St. Louis, Brooklyn and Eldorado districts of the Illinois Central, entered the service of the company at Mendota, Ill., in 1872, as a messenger boy and in June 1873 was made night operator, holding that position one year when he was sent to Amboy as day operator in the dispatcher's office, continuing there eight months when he was promoted to dispatcher where he served one year. He was then sent to Champaign where he served in the same capacity for one year; the following two years were spent in Chicago as dispatcher, at the end of which time he was sent to Centralia. In 1880 he left the I. C. and accepted a position with the M. K. & T. Ry. remaining there until 1894 when he returned to the I. C. as chief train dispatcher at Amboy, where he began work as a dispatcher. He remained in Amboy until July 1896 when he was sent to the St. Louis division as chief train dispatcher, but at the end of two weeks was given his present position. While in the service of the M. K. & T. at Denison and Houston, Texas, he served as chief train dispatcher and trainmaster. Up to the time he left the I. C. in 1880 he had run trains on all divisions owned by the road in Illinois. Mr. Gaven was born at Mendota, Ill., and married Miss Dora Riddell. They have one son, John J. Jr., aged eleven years. Our subject is a charter member of the Train Dispatchers' Association which was organized at Louisville, Ky., in 1884.

A

T. GARRETT, freight conductor at Jackson, Tenn., has had but a short railroad career, but his rise has been rapid. He entered the service of the Central October 28, 1889, as a laborer on the section at Lamar, Miss., and nine months later was made foreman at which he was employed fifteen months. Coming to Jackson, he secured a place as brakeman on the Jackson district under John C. Muse, in the freight service. Three and a half years later he was promoted to conductor and for a year ran an extra. His first regular car was No. 28246 on which he ran three years and then was changed to No. 98210, his home on wheels. All his service has been on the Jackson district.

Mr. Garrett's nativity was at Toone, Tenn., and it was here he was married to Miss Nannie Hill. Their one child, Robert was born in 1890. Mr. Garrett has been successful in his work and frugal, laying away something for a rainy day. He erected a fine home in 1893, at No. 286 West Chester street. The only serious injury sustained by Mr. Garrett was on January 21, 1895, when he was thrown from a car on a trestle, breaking his ankle from which he was confined ninety-five days. He is a member of the Jackson Division No. 149, O. R. C.



W

W. ROOKER, freight conductor residing at Jackson, Tennessee, has been a railroad man since 1880. That year he secured a situation on the Louisville & Nashville as brakeman running between Memphis and Paris, Tenn., and later as switchman in the Memphis yards until January 1881. Entering the service of the Mobile & Ohio Railroad in February following he served as brakeman nearly a year, the last few weeks on passenger trains, and then was promoted to freight conductor until December 1883. Coming to Jackson, Tenn., he entered the service of the Illinois Central and was em-

ployed as a switchman, conductor and yardmaster until 1885, excepting three months he was with the Iron Mountain road running between Little Rock and Texarkana. On return to the Central he served as yardmaster until promotion to extra freight conductor in December 1888, and in August following was assigned a regular car in the preferred service and has filled that position since. Mr. Rooker was born in Madison county and reared in Crockett Co., Tennessee. He comes from a railroad family. His brothers Andrew J. and Jesse P. Rooker are conductors on the Louisville & Nashville road.

The wife of Mr. Rooker was Miss Annie A. James, of Jackson, and has borne him four children: Elnora, William Wiggins, Jesse Carl, and Mary Janie. Mr. Rooker is a member of Jackson Division, No. 149, O. R. C. He has always been a very successful man both as an operative and in a financial way. He is the owner of a comfortable home at 290 Clinton street.



JAMES A. WOLF, conductor on the Louisiana division of the Central, has been railroading for upwards of thirty years. He began in 1869, entering the service of the New Orleans, Jackson & Great Northern as brakeman running between Canton and the southern terminus. After four years as brakeman he served as baggageman one year before promotion to conductor in the freight service at which he was engaged until the road changed hands in 1883. Going to Texas he became brakeman on the Texas & Pacific road for one month, before being promoted to conductor which he held for one year, resigning on account of ill health. Returning to New Orleans he took charge of a baggage car on the Y. & M. V. between the Crescent City and Baton Rouge and was soon after promoted to be conductor and brought the first train out of Vicksburg after the road was de-

livered to the company from the hands of the contractors. After a year's service here he returned to the employ of the Illinois Central in August 1885, and after braking for a short time he was promoted to the freight service in which he is at present engaged.

Mr. Wolf is a native of St. Helena Parish, La., born February 15, 1853. His father, Moses Wolf, a merchant, died in 1897 while the mother, Sabrina Moore in maidenhood, died in 1865. Mr. Wolf was educated in the schools of Amite and Greensburg, La. He is a member of lodge No. 304 O. R. C.



P. J. CONRATH, foreman of the boiler shops at Waterloo, Iowa, is a native of Rhenish Prussia, Germ'y, where he was born November 25, 1862, but was brought to America by his parents in infancy. He began his trade by serving an apprenticeship of two and a half years with the American Boiler Works, at Chicago, and two years more with the New York, Chicago & St. Louis Railroad under C. W. Miller. Subsequently Mr. Conrath was employed two years in the Wabash shops, six months with the Filer Boiler Works in Chicago, after which he returned to the American Boiler Works for a short time. His next venture was with the Missouri Valley Boiler Works at Leavenworth, Kan., where he remained seven or eight months; then with the C. R. I. & P. Railroad at Chicago for five years; with Swift & Company, Chicago, at the stock yards for a short time; one year and a half with the American Boiler Company, of Chicago; with Porter & Jackson, South Chicago, for a short time; with the Western Indiana Railroad, Eighty-third street, Chicago, for a year and a half; with the Texas Pacific, near Pine Bluff, Ark., for about nine months; after which he returned to Chicago and spent one summer in the shops of the Architectural Iron Works Company. March 4, 1894, Mr. Conrath was em-

ployed by the Illinois Central Company as assistant foreman at the shops at Burnside, Chicago, and March 1, 1899, he was sent to Waterloo, Iowa, to take charge of the boiler shops at that place.

November 15, 1895, Mr. Conrath was united in marriage to Miss Mary Thien, a native of Chicago, and their home has been made happy by the presence of a daughter, Viola. Fraternally, our subject is a member of the Catholic Order of Foresters.



SAMUEL P. JONES, an engineer on the Y. & M. V. R. R. has been in the employ of the company ten years. He first began as a fireman under Engineer William Fritz and was engaged in that capacity for four years. He then served as hostler for one year, at the end of which time he was examined and promoted to engineer and for the following year ran a switch engine in the yards at Memphis. He then entered the freight service and now has a regular run between Memphis and Vicksburg on the Y. & M. V. Ry. Mr. Jones is a native of Vicksburg, Miss., where he was born September 6, 1872, a son of Rev. John W. Jones. (See sketch of Carey Jones on another page of this volume.) Our subject has never had any wrecks nor has he ever been injured. He is a member of Division No. 283, B. of L. E., of Vicksburg. He makes his home at 821 Main street, Memphis.



MJ. COUGHLIN, former station agent for the I. C. at Kankakee, began his railroad career in 1877 as an assistant to the station agent at Tolono, and remained there until 1878, when he was removed on account of his age. He

then went with the American Express Company as messenger between Tolono and Decatur, but in July of the same year returned to the I. C. at Tolono, where he remained until February 1880, when he began braking on the Wabash; but at the end of six weeks he returned to his old place, remaining until 1884, when he was sent to Kankakee as cashier. In January 1888, he went to Effingham as agent; in January 1889, to Kensington and February 9, 1889, back to Kankakee as relief. In April 1891 he was sent to Centralia as agent, August 1891, to Champaign; and in October 1892 returned to Kankakee as agent and remained there until he resigned from the service of the road in 1899 to engage in business. Our subject was born in Tolono, Ill., in 1858 and is the father of an interesting family of six children.



ALLENDER R. BRECKENRIDGE, foreman of the machine shops at Waterloo, Iowa, began his railroad career in the employ of the Illinois Central Railroad Company in the capacity of office boy in the office of T. W. Place, master mechanic, at Waterloo, Iowa, February 4, 1888. His father, Allender I. Breckenridge, had previously served in the capacity of time-keeper, and was thus employed fourteen years. Subsequently he entered the machine shop at Waterloo, as machinist apprentice until September 10, '93, served as journeyman machinist for three months and January 1, 1894, he was made gang foreman. October 1, 1895, he was promoted to his present position of foreman of the machine shops. Mr. Breckenridge is a man of more than ordinary ability both as a machinist and a leader as may be deduced from the above record. He is intelligent, thorough in all of his work, rules those over whom he has authority without friction and grasps every opportunity to improve his methods of operation and also improve his situation in life. Socially Mr.

Breckenridge affiliates with the Masonic Fraternity in which he has taken the following degrees: Waterloo Lodge No. 105, F. & A. M.; Tabernacle Chapter No. 52; Ascalon Commandery No. 25; and El Kahir Temple, Nobles of the Mystic Shrine, at Cedar Rapids, Iowa. He is also a member of Waterloo Lodge No. 290, Helmet Lodge No. 89, Knights of Pythias, Benevolent and Protective Order of Elks, and also a member of the Columbia club of Waterloo, an organization of the prominent men of the city, which has done much to promote the growth, and prosperity of the city. He was born in Brooklyn, N. Y., September 10, 1872. His brother, Walter W. Breckenridge, is also a machinist in the Waterloo round house; his father was formerly an employe of the Illinois Central Railroad, as previously stated; and his grandfather, J. C. Breckenridge, was superintendent of the Meriden Cutlery Company, of Meriden, Conn., until his death.



AREY JONES, the well known passenger engineer on the Y. & M. V. R. R. has been with the company since 1884, beginning work as a watchman in Leland, Miss., where he remained one year. He then began as fireman with the well known engineer, "Shorty" Erskins, and after firing for about four years was promoted to engineer and began on the old Clinton & Ft. Hickey Ry. in Louisiana (the oldest railroad in that state). He worked there four months and then came to the Vicksburg division of the Y. & M. V. R. R. and took charge of an engine on a work train and was also in the freight service from 1889 to 1898, when he was put on a passenger engine and since that time has been in the regular passenger service now having a run between Memphis and Vicksburg. He is a native of Yazoo county and was born March 4, 1864, a son of Rev. John W. Jones, who was an M. E. minister, and who also served as a major in the

civil war, taking part in all the battles throughout Mississippi. He is now deceased. Our subject has a brother who is now foreman on the V. S. & P. Ry. Mr. Jones is unmarried and makes his home at No. 821 Main street, Memphis. He is a member of Division No. 281, B. of L. E., of Vicksburg, Miss. He is a charter member of Leland Lodge No. 77, K. of P., of Leland, Miss. He has never been in any serious wrecks while in the employ of the I. C. and has never been injured in any way.



SW. CRUMM, chief train dispatcher at Jackson, Miss., has had many years experience in railroad work. He first began as operator for the Illinois Central at Rosetta, Miss., serving five months when he was transferred to Hays, in the same state, as agent, remaining two years. Following this, he served at Rockwell, Miss., and Baton Rouge, La. Severing his connection with the Central he accepted a position as trainmaster at Blacksburg, South Carolina, and later was made train dispatcher at Charleston, from which point he was transferred to Knoxville, Tenn., as chief train dispatcher. Returning to the Central he served as night operator at Rolling Fork, Miss., for a short time and then returned to Charleston where after a short time as operator he was made chief train dispatcher, in which capacity he served four years. Again entering the employ of the Central he served as night operator at Leland, Miss., three months and three months as dispatcher at Vicksburg, when in 1898 he was assigned his present position as chief train dispatcher at Jackson.

Mr. Crumm, a native of Blosser, Miss., was born May 11, 1869, a son of John Crumm, a farmer now residing near Dayton, Miss. Mr. Crumm was married to Miss Ila McGee, of Florence, South Carolina. They now reside at No. 110 Clifton Terrace, in Jackson.

JAMES S. MADDUX, locomotive engineer, has been with the I. C. Railroad Company since September 9, 1890, when he began as a machinist in the shops at Memphis, Tenn., and worked in that position until October 26, 1894, and then began as fireman on extras serving with Engineers P. S. Law, C. J. Barnett, Mr. Shipman and others until September 5, 1897. He was then examined and promoted to engineer and took charge of engine No. 82 on the Yazoo division. He has since run both freight and passenger trains between Memphis and Canton, Miss., and Memphis and Paducah, Ky., and now runs regular between Memphis and Grenada in the freight and passenger service. Our subject was born in Tate county, Miss., March 23, 1873. He is a son of Cicero H. Maddux, who was a farmer of Tate county, but who is now deceased. Mr. Maddux resides with his mother and two sisters at No. 253 Rayburn ave., Memphis. He is a member of William Renshaw Division No. 23, B. of L. E., of Memphis. Although young, our subject is a prominent and faithful employe of the Illinois Central.

Mr. Bigleben married Miss Josephine Rohmer, of Bowling Green, Ky., and to them have been born ten children, five of whom are living, Frank, John, Joe, Mary and Christine. Those deceased are, Henry, Paul, Louise, Gertrude and Lawrence. The family has a pleasant home in Leland, Miss. Our subject owns considerable valuable property in Memphis. Socially he is a member of Division No. 281, B. of L. E., of Vicksburg. He was in a large wreck at White Oakville, Miss., but has never been injured.



F. A. REED, general yardmaster at Freeport, Ill., was born at Lockport, in that state, November 25, 1856.

His father, Samuel Reed was an old railroad man having served from 1858 to 1885 as baggagemaster and check clerk at Sandoval, Ill., for the Ohio & Mississippi Railroad. He was born in Indiana in 1824, followed farming in early life and since his retirement has been living at Ramsay, Ill. His wife, Jenica E. Butler, was born at Utica, New York, in 1826, and died in 1888. Of their family nearly all are connected with railroad work. The first of the family is the subject of this sketch; the second is J. Edward, station agent for the Illinois Central at Ramsey, Charles E., a twin brother of Edward, was formerly in the employ of the Central at Sandoval; Nettie L. married Fred F. Rinehart and died in 1889; Harry is train dispatcher for the Central at Clinton, Ill.; Jennie B., died in 1894. F. A. Reed attended the public schools at Sandoval, and at the age of fifteen secured a place as messenger boy in the service of the Ohio & Mississippi road and during the two years of his service in that capacity learned telegraphy. He served in various capacities—operator, baggageman, brakeman, at Sandoval, until 1880, when he was appointed agent at Trenton remaining in the service six months. January 1, 1881 he entered the service of the Illinois Central as operator at Macon, Ill., and a

ADAM R. BIGLEBEN, a very prominent locomotive engineer, with a passenger run between Memphis and New Orleans, dates his connection with the company from August 1883. He began his railroad career in 1872 as a fireman on the Louisville & Nashville R. R. on the old style "Dicky North" engine and helped lay track with the same. After a service of five years as fireman he was promoted to engineer, serving as such four years when he came to Memphis and entered the employ of the Y. & M. V. Ry. and was given a passenger run between Memphis and New Orleans, where he is serving at the present time, running into Memphis every fourth day. Mr. Bigleben was born in Pittsburg, Pa., Aug. 4, 1853, a son of S. Bigleben, a molder by trade who died when our subject was young.

year later was transferred to Ramsay as station agent where he remained a like period. His next appointment was as train dispatcher at Clinton, Ill., remaining two years and eight months. Because of all night work he resigned and accepted a position of extra conductor until May 1, 1886, when he was made train dispatcher at Amboy, Ill. Here he remained until in June 1889, the date of his transfer to Chicago as dispatcher on that division. In October 1892, he left the service of the Central to accept the superintendency of the St. Louis, Chicago & St. Paul road at Alton, and in March 1893 became the general yardmaster for the road at the same point. In April 1896 he removed to Bloomington accepting a situation with the Chicago & Alton as night train master. In January 1897, Mr. Reed returned to the service of the Illinois Central as yardmaster at Centralia and in October following was transferred to Rockford in the same capacity. He was appointed general yardmaster at Freeport in August 1899.

Mr. Reed was married on March 21, 1877, to Miss Leonora F. Weldon, of Sandoval. She was born April 22, 1858 and died at Alton, in 1895. Two daughters were born to them, Clara M., and Jane Ruth.

Mr. Reed is a member of the Masonic fraternity having attained the degree of Royal Arch Mason, and he is also an Odd Fellow. He is republican in politics.

ALLEX. M. STEWART, a locomotive engineer in the employ of the Y. & M. V. Ry. began railroading in Scotland as a wiper in the engine house, later was fireman and afterward promoted to engineer. In 1887 he came to America and began work as engineer on the Canadian Pacific Ry. later going to the M. K. & T. Ry. where he served three years as engineer. He then came to the I. C. and began work as hostler in the shops in Chicago, but at the end of fourteen

months was transferred to the Y. & M. V., at Vicksburg in October 1896. He has since resided in Vicksburg running freight and now has a regular run on engine No. 41 between Vicksburg and Wilson, La. Mr. Stewart is a native of Scotland where he was born in November 1859, a son of Thomas Stewart, who was a carpenter by trade and who died there. The remainder of our subject's relatives reside in Scotland. Mr. Stewart married Miss Ella McEwen and they have become the parents of eight children, five of whom are now living. Socially he is a member of Division No. 281, B. of L. E., of Vicksburg. He has a comfortable home at No. 1108 Washington street, Vicksburg. Mr. Stewart is a man of decided literary tastes and is a frequent contributor to magazines, papers, etc.

HOWARD COVINGTON, freight engineer on the Y. & M. V. R. R. began his railroad career with the Texas Pacific R. R. and gradually worked himself up to engineer. He entered the employ of the Y. & M. V. R. R. in 1890 and since that time has been in the regular freight service running between Vicksburg and New Orleans. He is one of the faithful and reliable employes of the road. He resides at No. 723 S. Mulberry street, Vicksburg, Miss.

HORACE BAKER, superintendent of the Amboy division, is a native of St. Louis, Missouri, born October 11, 1859. He began his railroad career in 1878 as clerk in the supply department of the Missouri Pacific line, filling various subordinate positions with the road until October 1885, when he accepted the position of treasurer and paymaster of the Havana, Rantoul & Western, serving until February 1887. From the latter date



PATRICK KEENAN.

until December 1890 he served as chief clerk to the general superintendent of the Illinois Central and while here received the appointment of trainmaster of the Chicago district. In September 1891 he was appointed local freight agent at Chicago and in December following was appointed superintendent of the Chicago division. In the spring of 1900 he was transferred to the Amboy division with headquarters at Clinton, Ill. Mr. Baker is a thoroughgoing railroad man and has won his advancement by hard work and giving close attention to details.

he was put in the suburban service where he has remained up to the present time, on engine No. 210, now No. 1410. In all his service he has never suffered an injury.

Mr. Keenan married Miss Elizabeth McKenna and they had seven children, four of whom are living, Patrick, now in the freight office department, Frederick, Robert Emmet, who is the champion seven year old cake walker of Chicago, and Gladys. He is a member of Division No. 10, B. of L. E., of Burnside.

PATRICK KEENAN is a native of Ireland. He began railroading in 1873 on the Great Northern Railroad of Ireland as an office boy in the machinery department at Dundalk, County Louth, where he remained about ten months and then went in the shops and served three years as an apprentice, then he was sent to Bundoran as foreman of a branch road. He remained there ten months when, owing to his desire for the road and his failure on account of age to secure a position on the Great Northern he resigned and went to Scotland, where he secured a position on the Caledonian Railroad as a fireman, where he remained ten months when he returned to the Great Northern, where he fired five years.

On June 1, 1882 he came to this country and by June 19th of the same year began on the Illinois Central as a fireman in yard service for George Holmes and continued in that service two years and then was on the road firing a freight for Sid Hinckley about a year and Dennis Canney for about one year. In September 1886 he was promoted to engineer and his first five days running was done in the yards at Chicago, on the old five spot. When he was examined for engineer he stood number one in a class of twenty-two.

He then went in freight service in the Chicago and Middle division for fifteen months when

WH. MOALES, a conductor on the Louisiana division of the Illinois Central, was born in New Orleans, December 31, 1863, a son of W. H. and Salina Moales. The father was a contractor and at one time served as sheriff of Mobile. The father died in 1863 while the mother passed away December 25, 1874. Mr. Moales attended the public schools of New Orleans until the age of fourteen when he secured a place as messenger boy in the service of the American District Telegraph Company at New Orleans remaining one year. For five years he was collector on the French Market ferry, second district ferry, and then accompanied Captain Rundlet to Morgan City, La., on the Southern Pacific road, later he spent some time carrying the mail with a brother between New Iberia and Abbeville. Going to Texas he was engaged some six months in the lumber camps and then in 1880 began railroad work in Orange county, Texas, on the L. & W. Railroad as section man a short time and then was given a situation in the round house at Orange. Within a short time he was given a place on the left side of a cab of a switch engine and soon after was sent over the line in the freight service. The malarial climate giving him the ague Mr. Moales was compelled to resign and returned home. Securing a place in the service of the Central he fired for a short time between New

Orleans and McComb City when illness compelled him to resign. He later became brakeman in the same service and was promoted in 1886, and has since been in charge of freight trains.

December 20, 1887, Mr. Moales married Miss Harnie Manbell of New Orleans, who died December 16, 1890. April 1, 1892 he married Miss Alma Eastley of Friendship, La., to whom have been born four children: William, Charles, Hazel and Chester B.

Mr. Moales is a member of Division No. 108, O. R. C., of New Orleans. He is a member of the Protestant Episcopal church and a Democrat in politics.

MA. SMITH, conductor on the Louisiana division, of the Central, is a native of the Crescent City, his birth occurring September 17, 1864. He attended the public schools of New Orleans until his sixteenth year when he went to Texas and became clerk in one of the leading hotels of Sherman, for one year. In 1881 he entered the service of the Texas & Pacific road as brakeman running between Sherman and Texarkana about three years, receiving promotion to conductor during the latter three months of this time. Retiring from railroading he accepted a position as commercial traveller for a Galveston house which he held some two years resigning to accept a position in the exposition building of the Cotton Exposition at New Orleans. At the close of the exposition he returned to the service of the Texas & Pacific road in the capacity of brakeman remaining some six months. In 1887 he entered the service of the Illinois Central as brakeman, running between Canton, Miss., and New Orleans, receiving a promotion to conductor within eighteen months. Since that date he has had charge of trains in the freight service between the two points above named.

On the twenty-fifth of July 1889, Mr. Smith was married to Miss Alice Kornbeck, of New Orleans, the place of her nativity. Two children have been born to them, Mark C. and Alwyn.

Mr. Smith is a member of Crescent City Division No. 108, O. R. C. He is a member of the Presbyterian church, and in politics, a Democrat.

MN. ARNOLD, a conductor in the passenger service of the Louisiana division, was born near Hammond, La., May 25, 1855. Educated in the public schools, he soon began doing for himself in the lumber woods and afterwards was engaged in the making of cotton-gins and presses. In July 1875 he entered the service of the Illinois Central on the section and on October 8th began braking on the Louisiana division. Three years later he was promoted to the freight service, running part of the time on the gravel train. His promotion to the passenger service dates from 1891 since which time he has been running on the Louisiana division.

On April 16, 1879, the marriage of Mr. Arnold was celebrated at Amite City, La., Miss Florence A. Goodrich becoming his bride. Six children have been born to them.

Mr. Arnold is a Mason an Odd Fellow and a Knight of Pythias and is a member of the Order of Railway Conductors.

JA. MORRIS, passenger conductor on the New Orleans division of the Y. & M. V., was born in Atlanta, Ga., April 3, 1858, a son of Rev. G. W. and Mary J. (Atkins) Morris both of whom are living and now reside at Conley, Ga. The father is a minister of the Methodist Protestant church hav-

ing been a very prominent member of the Georgia conference for many years, over which he has presided four terms. J. A. Morris was educated in the district schools of his native state working on farms until the age of eighteen, when he bought a half interest in a sawmill in DeKalb county and was engaged in making lumber for the market for a period of five years. In 1882 he accepted a position on the Georgia Pacific as brakeman running between Atlanta and Birmingham, Ala. Within five months he was promoted to freight conductor and filled that position until 1886. Coming west Mr. Morris entered the employ of the L., N. O. & T., now the Y. & M. V., beginning again at the foot of the ladder. In two weeks he was promoted, running in the freight service on the Vicksburg division for one year when he was transferred to the New Orleans division as conductor of local freight and remained in that service until September 1889. On that date he was promoted to the passenger service and has since had a run north from New Orleans making the latter city his home.

On the 20th of May, 1889, Mr. Morris and Miss Cora Maxwell were married at McDonough, Ga., the place of her nativity. One son was born to them, Gurley, his birth occurring January 12, 1892.

Mr. Morris is a member of Vicksburg Division No. 231, O. R. C. He is a member of the Methodist Protestant church and in politics is a Democrat.



F. G. LEVY, ticket agent for the Illinois Central at Effingham, Ill., entered the service of the company in 1880 as a helper at the station at Rantoul, during which time he learned telegraphy. In 1883 he went to Cobden, Ill., as agent and operator. He later served as agent and operator at various stations along the line until

1889, when he was made ticket and freight agent at Effingham. At the expiration of four years a freight agent was appointed to Effingham, since which time he has served as ticket agent. He is accommodating and courteous to all and has the respect and confidence of those with whom he comes in contact. Mr. Levy is a native of Alabama and was married in Cobden, Ill., in 1887.



A. L. WILLIAMS, a conductor on the New Orleans division of the Y. & M. V. road was born in Franklin county, Ga., July 27, 1860, a son of Johnson and Sarah (Turner) Williams who died in 1870 and '71 respectively. A. L. Williams attended the private schools of his native county and worked on his father's farm until twenty-two years of age. In 1882 he entered the service of the Georgia Pacific Railroad at Austell, Ga., as time-keeper and assistant foreman and part of the time ran a work train. After four months he became foreman of a gang clearing off the right of way for a road bed. Following this he became laborer on the section and then secured a place as brakeman in the freight service between Anderson, Ala., and Atlanta, Ga., and later had his run extended to Birmingham. In March 1883 he secured a similar position on the Richmond & Danville road and received promotion to a freight conductorship in the fall of that year, running between Atlanta and Charlotte, N. C., for five years. In 1887 he entered the service of the F. R. & N. as freight conductor running between Fernandina and Tavares, Fla., where for six months he served through the yellow fever epidemic. He then joined the forces of the E. T. V. & G. road, running a freight between Macon and Rome, Ga., until 1889, at which time he returned to the service of the Richmond & Danville line in the freight service. In September 1889 he entered the service of the L. N. O.

& T. as freight conductor between Vicksburg and New Orleans until June 1899, serving part of the time as extra passenger conductor. On the last mentioned date he was promoted to the passenger service running between New Orleans and Vicksburg.

Mr. Williams was married December 24, 1896, to Miss Kate Duncan, a native of Mobile, Ala. He is a Mason, having received the degrees of the chapter and commandery, is a Knight of Pythias and a Modern Woodman of the World. He belongs to Division No. 231, O. R. C.



J. A. WINDER, travelling car inspector of the Y. & M. V. line, is a native of Kingston, Ont., a son of James and Mary (Burke) Winder. Attending the public schools until the age of twelve he entered the shops of the Weer Piano Company as an apprentice in the cabinet shops. After serving his four years apprenticeship he went to Detroit and secured a place in the shops of Gibson Brothers, carpenters and builders. Coming to Chicago, he entered the service of the Chicago & Northwestern road in the car shops and three years later went to McComb City, Miss., in the service of the Illinois Central, remaining seven years. Accepting a position on the L. N. O. & T., at Vicksburg, he continued with the new management when the road was transferred. He was sent to the shops at New Orleans as foreman in the car department and two years later was transferred to the Memphis shops in the same capacity, remaining there two years. At this time he was appointed joint car-inspector for all the branches of the system running into New Orleans and remained there two years when he was made travelling car-inspector and transferred to Vicksburg. Two months later he resigned to accept a position on the Mexican National road at Laredo, Texas, but four months later returned to his old posi-

tion at Vicksburg, becoming travelling car-inspector on the lines between Memphis and New Orleans having jurisdiction over 455 miles.

Mr. Winder was married September 7, 1899, to Miss Ida Vandenberg, of Vicksburg. Mr. Winder is a member of Washington Lodge No. 4, K. of P., and the Modern Woodmen, both of Vicksburg. In religion he is of the Catholic faith and is independent in politics.



J. W. MORRISON, former general yardmaster at New Orleans, is a native of the Crescent City, born April 1, 1861. His father, Miles Morrison, served the Central as round house foreman and in other capacities until his death August 9, 1898. The mother, who was Margaret Muldoon, died January 16, 1885. After the usual number of years in the public schools of his native city Mr. Morrison began his railroad career February 22, 1879, as flag boy in the service of the Illinois Central in the New Orleans yards. He was soon made switchman and before the year was out was promoted to foremanship of engines in the yards. In 1881 he resigned and accepted the position of night yardmaster for the L. & N. and in nineteen months was promoted to be general yardmaster which position he filled until 1884. During the exposition Mr. Morrison had charge of the Central's terminals on the grounds and in 1885 became general yardmaster for the Central, holding that position until 1889. The following year he served as assistant yardmaster for the Tennessee & Pacific and then returned to his former position on the Central which he held until 1891. Going to Charleston, he secured a place as engine dispatcher on the South Carolina Railroad, the oldest in the western continent, remaining some eighteen months. The climate disagreeing with his family he returned to New Orleans and on March 4, 1894, was appointed general yardmaster of all



JOHN CRONES.



GEORGE E. PETERS.

the terminals of the Central in the city, resigning January 17, 1900.

On the 29th of December 1884, Mr. Morrison was married to Miss Margaret Kelly, of New Orleans. Their children are: Gertrude, Miles, John T. and Mary. Mr. Morrison is a member of the Masonic fraternity, the Modern Woodmen of the World and of the O. R. C. Division No. 108 and is president of the O. R. C. social club.



JOHN CRONES, who is a native of Trier, Germany, came to the United States when he was twenty-four years old; he at once began work on the Illinois Central, in the machine shops at Weldon, in 1879, worked there two years and then served as hostler about a year and then began firing on the road in the freight and passenger service. His first engineer was William McManman but he later fired for Bill Perry, Frank Cook and Sam Edgerly. He was promoted in 1889 and was given switch engine No. 104, a new engine at that time. For the past two years he has run engine No. 158 in the passenger yards. In 1886 he was seriously injured in a collision at South Lawn (now Harvey) and was laid up four months.

Socially our subject is a member of Division No. 10, B. of L. E., of Burnside.

Mr. Crones was married to Miss Ernest and has two children, Lucy and John. Prior to his emigration to this country, Mr. Crones served four years in the cavalry of the German army.



GEORGE E. PETERS, locomotive engineer, was born in Chicago. He commenced his service in 1884 as an elevator boy in the general offices and later in the office of Mr. Russ, having charge of telephone and quoting freight rates to the patrons.

He remained there until June 4, 1886, then resigned and began firing, first on a switch engine number 15, for A. Pickart; he continued in that service about one year, and then was on the road in the freight service for William Fluck, now on the Centralia division. He fired a freight and passenger until he was promoted July 15th, 1896, and then went into yard service on engine No. 713; he ran this engine several months, then several others, until he was given his present engine, No. 144, which he has had since 1898.

Our subject has never had a serious injury and belongs to Division No. 10, B. of L. E., of Burnside.

Mr. Peters married Miss Mary Breit, and they have one child. Our subject owns a fine residence, a two story flat, at 6717 Rhodes Ave. Chicago, Ill.



GEOFF. W. COLE, a conductor on the Grenada division, is a native of Bowling Green, Todd county, Kentucky, born November 18, 1863. His father, Hudson Cole, was a farmer and died in 1866 from wounds received in the Confederate service during the Civil war. The mother died two years later leaving the boy to be reared by strangers. He attended the public schools at Elkton and in August 1884 entered the service of the Louisville & Nashville road as brakeman, serving in that capacity until promotion, when he was given charge of a train in the freight service. He remained thirteen and a half years with the road and in 1898 entered the service of the Illinois Central at Memphis, was appointed conductor on the Grenada division and has been employed there since.

Mr. Cole was married September 20, 1889 to Miss Lena Coleman, of Bowling Green, Kentucky. To them were born four children: Nannie Belle, Nettie J., James K., and Robert S. The family are of the Baptist faith and Mr. Cole is, politically, a democrat. He is a member of

the Knights of Pythias order in which he has taken the endowment rank. As a railroad man he is thoroughly posted on all that pertains to the duties of the department in which he is engaged and competent at any time to fill a place higher in the line as soon as an opening is offered for his promotion.



J B. WOODCOCK, conductor on the Springfield division of the Illinois Central, began railroading in 1880, when he entered the service of the I. B. & W. Ry. as brakeman. He was later promoted to conductor and was retained in the same capacity when the road was purchased by the I. C. in 1885. He now has a run between Champaign and Clinton and Champaign and Decatur. Mr. Woodcock is a native of Canada, having been born in St. John's, New Brunswick. He is married and has two daughters and one son. The family resides in a pleasant home on West Hill street, Champaign. Socially our subject is a member of Division No. 1, O. R. C., of Chicago, also a member of Lodge No. 240, A. F. & A. M., Chapter, Commandery and Eastern Star, all of Champaign.



J OHN F. CROWLEY, locomotive engineer on the Illinois Central, is a native of Amboy, where he was born December 23, 1858. His father, Timothy Crowley, a native of Ireland, was a painter by trade and was for many years employed by the I. C. in the paint shop at Amboy, where he died. The mother, who in her girlhood was Rosey Golegly, was a native of Ireland. She came to America when young and was afterwards married. She and her husband were among the

first settlers of Amboy. In their family were the following children: Katie, Subject, Mary, Daniel, an engineer on the I. C., Patrick, Sadie, Julia and Timothy. Our subject was educated in the public schools of Amboy. At the age of thirteen he began to earn his own living, going to school in the winter and working on a farm in the summer. He continued thus employed until 1881 when he went to work in the car department of the I. C. where he remained until November 9, 1887, when he began firing a locomotive on the road and where he continued until February 20, 1895, when he was promoted to the right side and has since been employed in that capacity. He is very popular among the boys and is considered absolutely trustworthy by his superior officers. He fired for a long time for F. H. Schermerhorn, one of the old time engineers of the system. Mr. Crowley was a member of Amboy Division No. 35, B. of L. F., and when promoted joined Division No. 27, B. of L. E.



T M. EDWARDS, a prominent locomotive engineer in the passenger service of the Illinois Central, between Centralia and Cairo entered the employ of the company November 9, 1879, as a fireman on the Centralia district. He was promoted to engineer February 19, 1883 and after working in the freight service for twelve years, was, in 1895, promoted to the passenger service where he has since been employed. He is a member of Division No. 24, B. of L. E., of Centralia. Our subject was born in Tennessee but was brought to Illinois when only two and one-half years of age. He owns a fine home on South Poplar street, Centralia; is married and has a family of whom he is justly proud. His eldest son, Walter, is in the train service of the I. C. on the Chicago division. James H., the second son, was for some time in the employ of the I. C. first in the office of the division superintendent and afterwards in the freight office at

Centralia. He then entered a business college in St. Louis where he learned short hand and typewriting. At the outbreak of the Spanish-American war he enlisted as a private in the regular army at St. Louis. It was soon learned by the officials that he was an efficient stenographer and he was made clerk at regimental headquarters. He then secured his release from the regiment and entered actively into the duties of clerk and stenographer, in which he has made wonderful progress. He was detailed as clerk and stenographer to the inspector of the department of the East, and in that capacity visited every station owned by the government between Maine and South Carolina, forts, navy yards, arsenals and all government works. After Gen. Shafter returned from Cuba Mr. Edwards was made his private aid and correspondence clerk and copied in type written form all of the General's Cuban reports. He then accompanied Gen. Shafter from New York to San Francisco, in the General's private car, as private clerk and stenographer. He was sent from there to Manila, where he is at present chief manifest clerk in the customs office.



FRANK McCOSH, one of the oldest locomotive engineers, in actual service, on the Centralia district of the Illinois Central, entered the employ of the company in 1873 as a fireman, being promoted to the right side of the cab in 1877. He was engaged in pulling freight until 1883, when he was promoted to the passenger service between Centralia and Cairo, where he is serving at the present time. During his long and faithful service with the company he has only lost six months. He has been successful in his chosen calling and now owns a comfortable country home, southwest of Centralia. He is a member of Division No. 24, B. of L. E., of Centralia.

BO M. YOUNG, who has been in the employ of the Illinois Central Company for nearly thirty years, entered the employ of the company in 1871 as a fireman, making his trip as such on the main line from Centralia to Wapella. He was promoted to engineer August 27, 1879, on the Centralia district and was given his present run on the "local" from Centralia to Du Quoin in July 1897. Mr. Young is a native of Ohio, is married and has a pleasant home in Centralia, where he is well and favorably known. He was a charter member of the Firemen's Union, also a charter member of the B. of L. F. and has been a member of the B. of L. E. since 1880.



HERBERT B. WATSON, agent for the I. C. at Burlington, Ill., was born at Perryville, Ill., January 28, 1866. His parents, Samuel and Susanna J. (Sharp) Watson, were both natives of England. In their family were the following children: Walter, a carpenter of Greene, Ia., Mary M. wife of Dr. F. Wylie Nash, of Big Rock, Ill., Elizabeth, wife of James L. McEvoy, an insurance agent of Ottawa, Ill., William, a farmer residing at Waterville, Kan., Homer D., a blacksmith, of Winslow, Ill., Herbert B. our subject, Amon C., a farmer, and Samuel N., a farmer.

Our subject received his education in the country schools near his home, starting at the age of seven years. As soon as he was able, in order to secure a good education and assist a widowed mother to support a large family, he worked during the summers and attended school during the winters until he was fifteen years old, when he began working by the month on a farm giving his entire wages to his mother until he was twenty-one, she buying his clothes. Then desiring to learn the art of telegraphy he worked out during the summer on a farm at twenty-two dollars a month, giving his note in

the fall to his sister for \$100, which in addition to his savings he used in attending a school of telegraphy in Chicago for three months. This school proved of but little account and in order to finish his education he worked for his board, walking three miles night and morning to the railroad office in Perryville, where under the instruction of C. W. Johnson he finished his course, his first position being for the Illinois Central at Perryville, while Mr. Johnson was on a leave of absence. During the remainder of the summer of 1889 he worked as relief agent at several places on the Freeport division. Taking charge at Charter Grove in December 1889 he remained there until August 20, 1891, when he was sent to Perryville, where he remained until March 24, 1893, at which time he was transferred to his present position.

Mr. Watson was married February 11, 1891, to Miss Nora Dean, of Sycamore, Ill., who was born August 4, 1867. They have one daughter, Daphne, born January 6, 1896. Our subject joined Cherry Valley Lodge, No. 173, A. F. and A. M., in January 1893, taking his demit to Hampshire Lodge, No. 443, in July 1899.



J G. CARNEY, passenger conductor on the Cedar Rapids branch began his railroad career in the service of the Central as brakeman at Dubuque in the spring of 1881. Running west out of Dubuque for four years he was promoted to conductor and for nearly six years ran freight between the river and Waterloo or Fort Dodge. After his promotion to the passenger service he ran on the main line for several years and in April 1898 was assigned to his present run between Manchester and Cedar Rapids. Mr. Carney comes of a railroad family. His brother Frank, formerly a conductor on the Central is now holding office in the city of Dubuque; another brother, Michael, is employed in the yards of the

same company, in the same city. Their father P. A. Carney moved from the Empire state to the west while the boys were quite young.

J. B. Carney was born in Montgomery county, N. Y. He was married in Dubuque in December 1877, to Miss Minnie Redman. Their children are: Lester, Bessie, Hazel and Hattie. Mr. Carney is a member of Division No. 67, O. R. C., of Waterloo, and of Howland Lodge No. 274, Ancient Order of United Workmen, also of Waterloo.



J F. DUNSMORE, supervisor of water supply at Waterloo, Ia., is a native of Scotland, his birth occurring in 1836. Coming to America at the age of sixteen he worked for a time as a miner and as a stationary engineer. His first employment with the Central was in 1858, at work digging a tunnel at LaSalle under John Newell with whom he remained five years constructing water-works. For two years Mr. Dunsmore served as superintendent of a mine at Peru, Ill., and then re-entered the service of the Central April 8, 1865, on the water-works at LaSalle and for five years he had charge of the water supply between Centralia and East Dubuque. In 1870 he was transferred to the west end and making headquarters at Waterloo, had charge of the water supply between Dubuque, Fort Dodge, Lyle and Cedar Rapids. He has a thorough knowledge of all that pertains to water supply, and his long term of continuous service, over a third of a century with one employer, testifies to his faithfulness to the duty he has to perform.

Mr. Dunsmore was married at LaSalle to Miss Catherine McDonald a native of Syracuse, New York. Of the six children born to them the following is the record: George, served as first lieutenant in the 3rd Kansas Volunteer Regiment through the Cuban war; Charles, a conductor on the west end, makes his home at Cherokee; John, foreman for the Bell Telephone



C. W. STEELMAN.

Company at Waterloo, served as corporal during the Spanish war; Mary, wife of Edward Croke, a shoe dealer at Waterloo; Nettie, money order clerk in the Waterloo post office; Maggie, the youngest, residing with her parents.

Mr. Dunsmore is a member of the Legion of Honor and Howland Lodge No. 274, A. O. U. W., of Waterloo.



W. STEELMAN, engineer at Jackson, Tenn., began his railroad career June 22, 1882, in Jackson, as fireman under Thomas Tate, foreman. Soon after, however, he secured a position as fireman on a switch engine, worked in the yards about a month, and was then given a regular run on engine No. 296, a Rogers. Six months later, or in February 1883, he severed his connection with the Illinois Central company, and for the following five years served the Mobile & Ohio Railroad company as a fireman. In 1888 he returned to the Illinois Central company and worked as a fireman until September of the same year, when he was set up as engineer. After his promotion our subject was transferred to Water Valley, and for the following three months ran both north and south out of that city, returned to Jackson later, and accepted a run north from the latter city. Mr. Steelman's first regular engine was No. 754, a Weldon mogul, but after having control of it about nine months he was set back to extra work for two years. His next regular machine was No. 616, a mogul consolidated engine. In 1892-93, Mr. Steelman worked between Jackson and Martin, and in 1894 he was in the passenger service between Cairo and Fulton for a short time. He also served in the chain gang prior to May 22, 1899, and since that date has served on the local between Jackson and Martin. Mr. Steelman has never been injured in any way since being on the road. The subject of this sketch was born in Madison, Ind., and made his home in that place until six years of age, when he moved with

his parents to Memphis, Tenn., and about a year later moved to Humbolt, Tenn. The father, Joseph Steelman, was a carriage maker. Our subject was married in Jackson to Miss Maggie Shelton, of that city, and of the three children that have been born to them, only one is now living, Mabel N. Myrtle B. died in 1892, and Charles B. died in 1895. Socially our subject affiliates with Division No. 93, B. of L. E., of Jackson, Tenn.



F. WHELAN, conductor residing at Cedar Rapids, began in the service of Central in the fall of 1871 at Waterloo, Iowa, as brakeman between that place and Dubuque. Six years later he was promoted and ran over the same part of the line until resigning to enter the wholesale grocery business at Dubuque. In 1890 he re-entered the service of the Central with a run between Dubuque and Fort Dodge which he held eight years and was then assigned his present run between Manchester and Cedar Rapids. Mr. Whelan was born at St. Louis, Mo., a son of Daniel and Ella (McGrath) Whelan, natives of Ireland. The father was a marble cutter by trade but entered the service of the Central and was for years foreman of the section at East Dubuque. J. F., our subject is the oldest of the family. Of his other children the following is the record: John, a contractor of Dubuque; William, a grocer of Dubuque; Frank, associated with William; Thomas, employed in a coffee house at Chicago; Lawrence, hardware dealer in Dubuque; Mary, superior of a convent at Cedar Rapids.

J. F. Whelan was married in 1880 to Miss Kate Kane, of Dubuque. Their children are: Genevieve, Mary, Sadie, Daniel J. and Bernadine. In early life Mr. Whelan learned the tanners trade. He is a member of Waterloo Division No. 67, O. R. C. Socially he affiliates with Central Lodge No. 185, A. O. U. W., of Dubuque.

JAMES W. McNAMARA, an engineer in the freight service, began his railroad career on the Louisville & Nashville road in 1881 as fireman and later secured employment in the same capacity on the Chesapeake, Ohio & Southwestern, now a part of the Illinois Central, firing in the Louisville and Paducah run. On his promotion to engineer in 1888 he was assigned to engine No. 550, succeeded by other engines until his present assignment was made, a new Brooks engine No. 20 on the Memphis run. Mr. McNamara has always taken an interest in younger men working to better themselves and has turned out a number of fine engineers who were firemen under his instruction. Our subject was born at Clarksville, Tenn., January 18, 1863. Of his marriage to Lona T. Smith three children were born, Neve, Joel and Mary. He built a comfortable home on Ninth street, Paducah, where a hearty hospitality is dispensed. Mr. McNamara has made his own way in life, having started out when a youth to earn his own living. He drove a team during the construction of the Paducah and Elizabethtown road and later worked in a coal mine. Any honest work was acceptable to him in his earnest endeavor to get along. He is a member of Division No. 225, B. of L. E., of Paducah.



JOHN E. SHEGOG, locomotive engineer on the Louisville division of the Illinois Central, began railroading when only fourteen years of age as a pumper at Water Creek. At that time the pump was run by horse power but was afterwards changed to steam power. He remained here two years when he was promoted to the yards at Central City in the train service and as hostler. After working in this capacity for two years he began firing with engineer Warren Gray and fired for various engineers up to 1896, when he was promoted to engineer and placed in charge of en-

gine No. 282. His present engine is No. 24, one of the new Brooks, which he is now using on local freight. Our subject has never been injured but had a narrow escape while running a fast freight. As he was rounding a sharp curve he ran into a train with no flag out, demolishing the caboose and several cars, but fortunately no one was injured. Mr. Shegog was born in Hardin county, Ky., a son of R. W. Shegog, who is now connected with the I. C. at Central City. Our subject is a member of Division No. 225, B. of L. E. and also of Division No. 239, B. of L. F. He is one of the youngest engineers on the road.



TO P. McCORMICK, engineer at Waterloo, Iowa, began working for the Illinois Central Company at Waterloo, November 25, 1881. His first work was that of fireman on a switch engine in the Dubuque yards, where he spent fifteen months and then after spending fifteen months with Engineer D. H. Knowlton on a freight engine on the main line, he was promoted, January 31, 1885, and took charge of a switch engine in the Dubuque yards. Two and a half years later, he was sent to Waterloo where he was engaged in extra road service until 1891. Since this date he has had a regular run between Waterloo and Dubuque. Mr. McCormick is a native of Dubuque, and a son of Henry and Ella P. McCormick. The father was a contractor and teamster by occupation during his life, but died in 1864, leaving a family of four children, as follows: John J., deceased; J. H., of Dubuque; Sarah and T. P., the subject of this sketch. After the death of the father, the mother was married to Michael Lavin.

Our subject located in Waterloo, September 7, 1882. He was married to Miss Hattie Whippo, of Galena, Ill., and they have become the parents of a family of four children upon whom they have seen fit to bestow the follow-

ing names: Leslie L., Irene H., Harry and Albert. Mr. McCormick has an excellent record on the Illinois Central Company's books, being a competent workman and throughout his career he has met with no serious accident.

Socially he affiliates with Division 114, B. of L. E. of which he is one of the most zealous members. He is also a member of Howland Lodge No. 274, A. O. U. W., of Waterloo.



G. E. HARVEY, a popular young conductor on the Louisville division of the Illinois Central, began his railroad career in 1889 on the Richmond & Danville railroad as a flagman, and received his promotion to conductor in 1892. He remained with the R. & D. Railroad until 1898, when he came to Paducah and entered the employ of the Illinois Central as a conductor in the through freight service. His crew consists of B. Britton and James Price. He has been fortunate in having no accidents or injuries during his railroading. Our subject was born in Virginia and is a son of G. E. Harvey, a farmer. He has a brother who is a passenger conductor in the service of the Southern Railroad. Mr. Harvey is a member of Division No 279, O. R. C., of Water Valley, and is also a member of Danville Lodge No. 162, K. of P. He makes his home at 1006 Jefferson street, Paducah, Ky.



J. S. FULMER, a conductor at McComb City, was born at Bowling Green, Ky., February 11, 1872. His father, Jacob Fulmer, residing at Tomotla, N. C., was for years in the employ of the I. C. between Cairo and Jackson, Tenn. The mother died when J. S. was only three years old. Mr. Fulmer was educated in the schools of Jackson,

Tenn., and Asheville, N. C. He began his railroad career on the Western North Carolina road in 1889 as call boy and later worked six months in the machine shops. After firing an engine three and a half years he went to Birmingham, Ala., and secured a position on the Georgia Pacific as brakeman running on that line during 1893 and '94. In that year he was promoted to a conductorship and continued at that until he resigned in 1898. May 24th of that year he entered the service of the Illinois Central as brakeman and served in that capacity until his promotion June 26, 1899, to through freight run on a caboose No. 98,640.

The marriage of Mr. Fulmer occurred at Birmingham, Ala., to a daughter of Mr. J. L. Lee of Helena, Ala. One daughter has been born to them, Helen Louise.

Mr. Fulmer was severely injured at Blossburg, Ala., by being crushed between a car and a wall. His recovery has been complete. He was for four and a half years a member of the E. of L. F.



J. T. COULTER, freight conductor on the Aberdeen division, is a native of Kansas City whence his parents moved to Tennessee while the boy was quite small. The father is at present in the grocery business at Martin, Tennessee; the mother is deceased. Our subject was educated in McKensit college and at the age of sixteen secured a place in the dry goods store of Abe Ruble & Company, at Aberdeen, and remained in their employ four years. In 1895 he entered the service of the Illinois Central as brakeman running out of Aberdeen with Conductor Stacey. Next he ran baggage for six months and then was assigned as brakeman on the local freight until May 21, 1898, when he was promoted and now has a freight run on the Aberdeen division. His caboose is No. 98,611. Mr. Coulter was seriously injured in 1896 by jumping to the

ground in a wreck. He also sustained injuries in another wreck in going over a trestle.

Mr. Coulter is a member of Division No. 304, O. R. C. and also of the Knights of Pythias of Aberdeen.



WO. BUTLER, a conductor on the Aberdeen division, was born in the state of Mississippi. His father, M. R. Butler, was one of the leading attorneys at Starkville, Miss., for a period of fifteen years and for twelve years of that time served his county as prosecuting attorney. His death occurred December 15, 1891. The mother is living and is a resident of Starkville. W. O. Butler attended the Starkville Academy and when of suitable age secured a place as brakeman on the Central. After serving duly in that capacity he was examined and promoted May 7, 1898, and assigned to duty on the work train.

Mr. Butler was married at Starkville to Miss Maude Staunton to whom one child has been born. Mr. Butler is a member of Division No. 304, O. R. C., of Canton. He is also a member of the Masonic fraternity affiliating with the lodge at Durant where he resides.



AW. KNIGHT, station agent for the Illinois Central at Dyersville, Iowa, has been in the service of the company since the spring of 1887, when he opened the station at Cheltenham Beach on the completion of the South Chicago branch. He was soon after given appointment at Madison, Wis., where he remained but a short time before he was transferred to Alden, Iowa, and then to Manchester and Storm Lake, Iowa, followed by Galena, Ill., and in the fall of 1889 he was transferred to Dyersville, as operator,

and five years later was made station agent at that place which position he has since creditably filled. Mr. Knight is a native of Fairport, N. Y., and is a son of Edward and Elizabeth Knight, natives of London, England, who came to America with their parents in childhood. They settled in Laporte county, Indiana, on a farm. Both are now deceased. Until the local lodge became extinct Mr. Knight was a member of the Knights of Pythias.



PJ. PATZEN, general foreman of the freight house at East St. Louis, began railroading in 1875 at Buffalo, N. Y., on the New York, Lake Erie & Western, now the Erie line, in the lake freight department. Some four months later he was given a more responsible position and in less than a year was made tally-man, or as it is now known, check clerk. A year later he was given full charge of the down freight, employing about twenty men. For seven years he held this position, hiring and discharging the men under his charge. Resigning he entered the employ of the Lehigh Coal and Iron Company at West Superior, Wis., as foreman and weigher, and time-keeper for a gang of 135 men, retaining that position until the spring of 1887, when he resigned and went into the employ of the Western Minnesota road at the same place, first as check clerk and later as foreman over 200 men loading and unloading vessels during the navigation season. During the winter he had charge of the flour warehouses. He was thus employed until 1889 when he was appointed assistant county clerk of Douglas county for a term of two years. Three months later he resigned to accept a position in the public works department of the city government. A change of administration caused the loss of his place so he returned to the Western Minnesota road in his old position where he remained until the spring of 1891 when he resigned. Coming to Chicago he.



WM. E. BARKER.



E. L. CROSSETT.

secured a position in the freight house of the Illinois Central where in time he was promoted to a foremanship which he held until transferred to East St. Loujs, November 15, 1896 as general foreman of the warehouse and yards. Mr. Patzen was born at Buffalo, New York, in 1861. He married Miss Mary Schneller who is the mother of one child Arthur J.

Mr. Patzen is a member of the Ancient Order of United Workmen, the National Union and the Railway and Telegraphers' Political League of Illinois, of which he was a delegate to the convention held in 1899 at Chicago.

25, 1887, and ran extra freight engine until April '88 when he was transferred to Centralia, remaining there a month, then to Champaign, where he remained until the middle of August '88, then to Chicago division, running between Champaign and Gilman six weeks, and then back to his old place where he has continued up to the present time. During the summer of '93, he had engine No. 1329; was then given No. 305. After that he had No. 962 in the through passenger service, between Chicago and Champaign, for ten months. His present engine is No. 461 in the freight service between Chicago and Kankakee.

Mr. Barker married Mrs. Maggie Smythe, whose maiden name was Maggie Rudowsky, of Omaha. He is a member of Division No. 10, B. of L. E., of Burnside.

W E. BARKER, who stands among the best known boys on the road, is a native of Lexington, Mo., was raised in Lexington, Ill., and removed to Chicago Sept. 10, 1880. His service with the Illinois Central began Jan. 1, 1882, as fireman in the yards at Randolph street, on engine No. 209, with Engineer John Wanzer. Thomas Ames was also one of his engineers. At the end of six months he went into the suburban service with Conrad Englebrecht, on No. 223, and fired for him six months. Then for a year and eight months was firing for Chas. Draper on No. 34, in the passenger service, on the Chicago division, then on through freight with Richard Ormsby, three months, on No. 243, and then with H. L. Seaver on No. 200 for three months. In August 1885 he was examined, and the following September began running. His first day was on switch engine No. 74 in the Randolph street yards, and continued on that engine about one month. After running No. 249 at night for a month, he took No. 62, now No. 216, in the suburban service for nine months. His next step was into freight service on the Chicago division, on No. 402, which he had three months. Owing to an accident he was laid off Sept. 10, 1887; he began again at Waterloo, Dec.

E L. CROSSETT, a locomotive engineer, began railroading August 16, 1891, on the Illinois Central as a fireman on the Chicago division in yard service for M. J. Huber, and continued there about nine months, when he was put on the through freight and fired for Frank Bellows, continuing until the spring of 1893, when he went on through passenger to Champaign firing for James Moran, and Larry Burns, the latter most of the time; remaining there until December 1, and then went back on the freight until January 1896, when he was examined and promoted to engineer and ran extra and fired until August, when he got switch engine No. 104 in the Fordam yards. He now runs engine No. 305 in the freight service. During his railroad career of nine years, he has never been injured. Mr Crosssett married Miss Anna Cawrey, and they have become the parents of three children.

T F. WELDON, engineer at Jackson, Tenn., began railroading on the Chicago, Burlington & Quincy road at Aurora, Ill., in 1880 as fireman.

After five years on the left side he was examined and set up to engineer running on all of the divisions east of the Mississippi river. He had previously served as engineer, but owing to slack times was set back to firing. In 1888 he resigned and in November of that year entered the employ of the Illinois Central and was sent to Water Valley, Miss., and soon after to Jackson, Tenn., running north from that point. The first regular engine to which he was assigned was No. 327, followed by 614. After handling various engines he was given No. 621, his present charge.

Mr. Weldon is a member of Division No. 93, B. of L. E., of Jackson. His first membership was in No. 32, of Aurora, which he joined soon after his promotion to the right side of the cab. He is also a member of the Jackson Lodge of Elks, No. 192, and of the Knights of Pythias of the same place.



R A. CLARKE the ranking engineer at Jackson, Tenn., has been in railroad service for over thirty-five years, having begun as an apprentice in the shops of the Western & Atlantic Railroad at Atlanta, Georgia. After four years in the shops he was sent out over the line, and in 1869 was given a regular run between Atlanta and Chattanooga, where he remained until the fall of 1875. September 12th of that year he came to Jackson and entered the service of the New Orleans, St. Louis & Chicago which was later known as the Chicago, St. Louis & New Orleans prior to its becoming a part of the Illinois Central system, and was promoted to the passenger service July 4, 1880. His first work under the new management was on January 1st running between Jackson and East Cairo and later in the

freight service between Cairo and Fillmore, Ky. He was also employed on construction, laying track, and ran the first engine on the incline between East Cairo and Grand Junction when the bridge was built. Mr. Clarke is a native of Chattehoochee, Florida. His marriage occurred in 1879, Miss Emily Lee, of the Cherokee Nation becoming his bride. They are the parents of five daughters, as follows: Mary, Sarah, Lucy, Addie and Emily. Walter, a twin of Lucy, died in 1891. Mr. Clarke has experienced the excitement of a hold-up by train robbers, the incident having occurred in 1892 at Bradwell, Ky., when three bandits secured some two thousand dollars from the passengers who escaped personal violence. The only serious injury received by Mr. Clarke during his railroad career was at Sharon, Tenn., where his left shoulder was severely injured retiring him from service some two months.

Prominent in the B. of L. E., Mr. Clarke has been connected with this order since March 1871, and is now filling the office of third engineer in Division No. 93 at Jackson. He is on the board of adjustment at present having filled other offices during the many years of his membership. He is a member of Madison Lodge No. 16, I. O. O. F., Lodge No. 192, B. P. O. E., the A. O. U. W. and the Knights of Honor, all of Jackson. He has never been the cause of injury to a passenger, nor suffered an hour's suspension for neglect of duty.



J C. STALEY, engineer at Jackson, Tenn., struck his first lick in railroad work during the fall of 1888 in the shops of the Colorado Midland, at Colorado City, and nineteen months later he began shovelling coal on a run between that point and Leadville. He was in this service until December 1894. In the fall of 1895 he came to Jackson and secured a situation as fireman on the Central running north from Jack-

son. August 28th, 1899, he was examined and promoted, his first run being between Jackson and Martin. He is now on the extra list awaiting his turn for a regular run. Mr. Staley was born in Randolph county, N. C., but was reared in Cass county, Missouri. He was married at Fulton, Ky., to Miss Adaline Collins of that place. One son has been born to them, David Leroy. Mr. Staley is a member of Division No. 20, B. of L. F., of Jackson.



GEORGE E. THOMPSON, a well known engineer on the Omaha division entered the service of the Central in 1887, across the cab from Sam Wilson. In his freight service on the road he was for four years under the instruction of John H. Fox and he fired in the passenger service two years under D. J. Culton. Returning to the freight service, he was shortly after examined October 28, 1895, and set up as engineer. Making Cherokee, Iowa, his home, Mr. Thompson was engaged at that end of the line until 1900 excepting two winters he was assigned to duty in the south with headquarters at Vicksburg, Miss. On January 26, 1900, he was transferred to the Omaha division moving his family to Fort Dodge the summer following and is now making that city his home. Mr. Thompson was born at Salt Lake City, Utah, February 13, 1860, during one of the many migrations of the family across the plains, and during his childhood crossed the continent three times and made two trips by water, once coming around by way of Cape Horn. His father, James Thompson, was a Forty-niner and became heavily interested in mines in the west. The grandfather, James Thompson, Sr., was an old Scotchman very much set in his ways and when he was denied the privilege of taking some of his unnecessary belongings in the wagon, he bought a wheel-barrow and trudged after the ox team all the way from Waterloo, Wisconsin, to their destination in

Nevada. Our subject secured his education in the schools of Wisconsin which was the home of the family when not in the west or crossing the plains. His marriage occurred in August 1889 at Cherokee, Iowa, to Miss Dora P. Ruge, daughter of Joachim Ruge, of Aurelia, Iowa. Four children have been born to them, Francis, Lindsey, Imo and Clare.

Mr. Thompson is a member of Division No. 226, B. of L. E., at Fort Dodge, and of Lodge No. 197, A. O. U. W. and Tent No. 27, K. O. T. M.



JOHAN MULVOY, supervisor of bridges and buildings on the New Orleans division, is a native of Wheeling, West Va., born Oct. 17, 1859. The father, Martin Mulvoy, a stone mason, died about 1879, the mother, in maidenhood Miss Margaret McDarrah, is now a resident of Jackson, Tennessee. Mr. Mulvoy attended the public schools of Nashville, Tenn., and vicinity whither the family had moved during his childhood. In 1872 the family moved to Jackson and the following year the boy entered the service of the Mississippi Central, now the Illinois Central, as waterboy serving the track layers. The next year he worked as laborer on a bridge gang between Jackson, Tenn., and Cairo, Ill., occupying the space of a year. During the year of 1875 he served as engineer on the pile driver operating at East Cairo, Ill., and Birds Point, Mo. The year 1876 was spent on the various sections of that division and in 1877 he became a member of the bridge and building department and remained in that service about six years. On January 1, 1883, Mr. Mulvoy entered the service of the Cotton Belt Line as bridge carpenter and remained in the service nine months when he returned to his former employers on the Canton, Aberdeen and Nashville division as building carpenter. November 1, 1884 he was transferred to the main line as engineer on the pile driver and assistant bridge foreman. He later

resigned and entered the service of the L. N. O. & T., now the Y. & M. V. road, in the capacity of conductor and foreman of bridge train, working between New Orleans and Vicksburg until July 1, 1889, when he returned to the service of the Illinois Central on the Mississippi division in the same capacity until September 15, 1896, the date of his appointment to road supervisor of the Cairo district with headquarters at Fulton, Ky. February 15, 1899, he was transferred to Vicksburg, Miss., as supervisor of bridges and buildings of the New Orleans division. His jurisdiction embraces 235 miles on the main line and ninety-eight miles in the Natchez district, and forty-two miles of the Woodville branch and eight miles of the Clinton branch in all 383 miles.

On October 26, 1881, Mr. Mulvoy was married to Miss Ella Roach, of Ballard county, Ky., who was born at Lincoln, Ill. The children born to them are as follows: Martin, deceased; Stella, William H., John Floyd, Mary and Marjorie.

Mr. Mulvoy is a member of the Jackson Lodge, No. 13, Knights of Pythias and of the Knights of Honor of the same city. He is a member of the Catholic church and in politics is a Democrat.



AD. KELLY, one of the younger engineers, was born in Grundy county, Tennessee, June 22, 1868, a son of John Kelly who in his lifetime was a blacksmith of that county. Our subject began his service on the Central in 1887, firing under the instruction of James Wamble, working in the yards most of the time. In 1891 he was examined and promoted to engineer and was given a run out on the line as extra engineer. In 1893 he was dismissed from the service, with thirteen others, on account of slack work. During that time he was in the employ of the Queen & Crescent, the old Cincinnati Southern. He was reinstated and is in the general service as engi-

neer of the I. C. R. R. Mr. Kelly was married in Somerset, Kentucky, Miss Mattie Elliott being his helpmate. They now reside at 348 Iowa avenue, Memphis, Tenn. He is a member of the Masonic Lodge No. 111, at Somerset, Kentucky, and of the Brotherhood of Locomotive Engineers, Division No. 218 at Vicksburg.



ELISHA B. RUSSELL, trainmaster at Jackson, Tennessee, has filled that position since the spring of 1900. He began railroading at the age of twelve, in the offices at Jackson under his brother, Charles F. Russell, who was agent there and who died while on duty, during an epidemic of yellow fever. Mr. Russell of this sketch learned telegraphy and was sent to Canton as clerk in the offices there. Later he was appointed agent and served in that capacity until 1898 when he was transferred to Fulton, succeeding Mr. A. L. Foster and remained until appointed to his present position.

Mr. Russell, a native of Jackson, Miss., born in August 1873, is married and is the father of seven children. He is a member of several fraternal orders and a general favorite with his fellow townsmen.



PETER O'ROURKE, a conductor on the Amboy division, was born at Amboy, July 29, 1874, a son of Patrick and Katherine (Luttrell) O'Rourke, natives of Ireland who emigrated to America prior to their marriage and settled at Amboy. Two sons and four daughters were born to them; all of whom are living. Peter O'Rourke attended the public schools of Amboy and when old enough to work acted as his father's helper at the masons trade. He was then engaged in the oil business until July 29, 1893, when he



GEORGE LEMON.

entered the service of the Illinois Central as brakeman on the Amboy division and continued at that work until November 21, 1897 the date of his promotion and since that time he has been in the freight service.

Mr. O'Rourke was married June 21, 1899 to Miss Katherine Lavell of Amboy, who comes of a railroad family, a number of brothers having been in the employ of the Central.



GEORGE LEMON, a prominent and wealthy citizen of Jackson, Mississippi, now living a retired life in that city, is a former employe of the Illinois Central, well known to all old railroad men. Mr. Lemon was born in Belfast, Ireland, on March 29, 1830, and is a son of James and Mary Lemon. Mr. Lemon Sr. was a rope-maker by trade, following that occupation in his native country. He was a resident of Jackson, for a long time, and departed this life at the home of his son, in that city, having reached the age of eighty-seven years.

George Lemon was but sixteen years old, when his parents came to America, and on arriving, at once secured employment in the Long Island rope factories, where he remained until January 1853. Going to New Orleans in that year, he entered the service of the old Opelousas Railroad, and after working there for some time, as fireman, he went to St. Louis, Missouri, and was in the service of the Ohio & Mississippi R. R. (now the Baltimore & Ohio) as fireman and conductor, respectively, in the freight and construction departments. He then went to the Iron Mountain R. R. working there for a time, as baggagemaster, and later as conductor, in the passenger service. Retiring from that company, he returned to the Opelousas road, at New Orleans, but was there but a short time.

The Illinois Central, then known as the New Orleans, Jackson & Great Northern, was his next objective point, and T. S. Williams, then Superintendent of the Louisiana division, appointed

him yardmaster at New Orleans, which position he filled until 1862. He was in that year, transferred to Jackson, Mississippi, as yardmaster, and held the appointment until 1865, when he retired from the service to engage in the general merchandising business. From 1865 to 1890, he was thus engaged, and in the latter year retired to private life, on a well earned competency. Mr. Lemon married Miss Ann Kirkpatrick of Olney, Illinois, and there has been born to them a family of seven children: Mary, wife of G. Lewis, a merchant of Jackson, also supervisor; William and George, deceased; George William, who resides in Chicago, and is in the wholesale grocery business; James K., a commercial traveler residing at Memphis, Tenn.; Elizabeth J., wife of L. E. Sugg., a messenger in the service of the American Express company, and Annie Kirkpatrick, who lives at home with her parents.

In 1899 Mr. Lemon started a nephew in the business of manufacturing brick in Jackson, Miss., in which he is a silent partner, and up to the present time they have turned out about a million of brick. Mr. Lemon belongs to the Knights of Honor, and is a Mason of high standing. He takes an active interest in politics, being a staunch Democrat. The esteem in which he is held by his fellow citizens is testified to by the fact that he was for eleven years elected alderman of the city. He held the position of notary for a long time, and declined reappointment. He is a director of the Jackson bank, one of the solid institutions of the state. Mr. Lemon resides with his family in a spacious home in West Jackson, where he is highly respected, and the measure of his influence can hardly be estimated.



WILLIAM M. SCOTT, one of the conductors of the Springfield division living at Clinton, Ill., is a native of Plainfield, Will county, Illinois born September 6, 1866. He attended the public schools until the usual age for boys to begin doing for themselves and until twenty-

three years of age was engaged in various kinds of employment his hands found to do.

He entered railroad service as brakeman on the Springfield division in August 1889, and for five years was thus employed gaining the experience necessary to the duties of conductorship to which he was promoted in 1894. Since that date he has been engaged in the freight service and at present is running between Chicago and Springfield.

Mr. Scott was married in April 1890 and is the father of a daughter. He is a member of State Center Lodge No. 41, Brotherhood of Railway Trainmen.



JC. LOVE, an engineer on the southern end of the Illinois Central has been but a short time with this road although he is an old railroad man. He began his railroad career in the service of the Santa Fe road in the Topeka shops from which he went into the train service on the left side of the cab running between Wellington, Kan., and Pan Handle City, Texas, remaining one and a half years. Joining the forces of the Fort Worth and Denver road he was engaged some eighteen months in the shops and fring. His next employment was at San Antonio, Texas, on the Southern Pacific, where he began as fireman and was set up November 13, 1890. Until 1897 he ran in the freight service of that road, leaving to accept a position at Albuquerque, N. M., on the Santa Fe Pacific for which he had been working about four months when he quit railroading to become one of a company that intended to mine for gold in the Klondike country. Proceeding as far as the Canadian Northwest the company disbanded and Mr. Love returned to the States and secured a place as engineer on the A. & V. road at New Orleans and a few months later entered the service of the Y. & M. V. road at Vicksburg, and in November was

transferred to the Louisiana division of the Illinois Central with headquarters at McComb City.

Mr. Love was born at Columbia, S. C., November 13, 1865, a son of William E. Love a planter and stock raiser now residing in Boulton, Texas

Mr. Love, of this sketch is a member of the McComb City division of the B. of L. E. He is a member of the Independent Order of Odd Fellows, also affiliating with lodge No. 402, of Houston, Texas.



WILLIAM E. FARNUM, conductor on the Central living at Freeport, is a native of Fulton, Illinois, born June 10, 1868. He is a son of James and Bridget (Kane) Farnum, the latter of whom died in 1896. The father, a native of Ireland lived for a time at Kingston, New York, removing thence to Fulton, Ill., and from there to Freeport, where he is in the employ of the Central as car repairer. Thirteen children were born to them of whom six are deceased. The living are: Mary, wife of Patrick Burns, George W., a conductor on the Central; Elizabeth, wife of John Smith; James H., a brakeman on the Central; Annie, wife of John Coleman; William E., the subject of this sketch.

Mr. Farnum was educated in St. Mary's parochial school in Freeport, and at the age of fourteen began working for the Central in the Freeport yards. Two years later he secured a place in the train service braking until 1888 when he was promoted and has since been running freight and mixed trains.

October 31, 1896, Mr. Farnum was married in Freeport to Miss Catharine Cahill who was born February 16, 1868 and died November 2, 1897.

Mr. Farnum is a member of the Order of Railway Conductors, is a Catholic in religion and in politics is a Democrat.

G H. DAVIS, an engineer living at Freeport, is a native of McDonough county, Illinois, born December 14, 1857. He is a son of William and Susan* (Wolgamot) Davis, the latter of whom died in 1896. The father, now living retired in Freeport, was for many years a prominent citizen of Champaign county, Illinois, serving as assessor thirteen years and three years as tax collector.

Our subject attended the public schools of his native county working on his father's farm until attaining his majority, when he began farming for himself and continued at that occupation until 1890 the date of his entrance into railroad work. Securing a place as fireman on the Freeport division under Engineer Ingraham, he occupied the left side of the cab until February 27, 1896, the date of his promotion after a severe examination. His first trip on the right side was on engine No. 486, and he has since his promotion been running regularly on the Freeport division.

February 13, 1887, Mr. Davis was married to Miss Emma E. Smith of Chicago, a native of the vicinity of Marshall, Michigan. One child has been born to them Mary Estelle, whose birthday is November 4, 1896.

Mr. Davis is a member of Division No. 27, B. of L. E., of Freeport.



M J. HUBER, an engineer in the yard service, entered railroad service in the Weldon shops of the Illinois Central in 1883, in the machinery department, working there a year and a half, firing extra in the yards when his services were necessary. Becoming a regular fireman, after a week on a switch engine, he was assigned to the cab of No. 226, under Engineer John Glover, in the suburban service. A year later he was sent over the line on the Chicago division in the freight service, under Frank Sweeney and Dennis

Kennedy and later with A. Sanderson, on engine No. 185 in the passenger service. In 1888 Mr. Huber was examined and set up to engineer and assigned to the yard service, first on engine No. 24 and at present on No. 112 running between Fordham and Blue Island. Mr. Huber was never injured in a wreck, but being mistaken for an engineer who had been instrumental in the death of an Italian water boy was assaulted and knocked down with a rock which retired him from business three weeks.

Mr. Huber was born at Coopers Grove. A brother, Albert Huber, is in the employ of the Central working nights at the round house. The marriage of Mr. Huber occurred at Chicago, Miss Minnie Morray becoming his bride. Three children have been born to them: Willard, Alfred and Marvin.



J OB RANDALL, an engineer on the Louisville division, is a descendant of old colonial stock that first landed in this country in the Mayflower. A great uncle was an officer in the Revolutionary war and has handed down in the family to our subject, a sword he captured in a personal encounter at the battle of Long Island with an officer of General Howe's army. The grand father was a sea captain owning a line of vessels running out of Providence, and served for a time as internal collector at the port of New York. He died in Ohio at the house of his son at the advanced age of ninety-two. Mr. Randall the father of our subject came to Athens county, Ohio, in 1837 where his family was reared. The family belonged to the nobility and in old England whence they came were granted a coat of arms as far back as 1527.

Job Randall was born in Athens county, Ohio, and there grew to manhood. He began his railroad career on the P. F. W. C. road as brakeman and later was employed on the B. O. & S. W. in 1871. He secured a place as fireman on the road where he first began and later on the Grand

Rapids & Indiana line, a part of the Pennsylvania system where he was soon promoted and was employed about seven years. His services were secured by the Monon route on which he pulled the fast passenger train. In 1883 Mr. Randall resigned his position and coming south of the Ohio river with Master Mechanic McDaniels, and was given a run out of Paducah. At present he has one of the choicest runs between Paducah and Memphis.

Mr. Randall married Miss Goodes of Michigan. Their two sons, Charles B. and Job, Jr., are in the service of the Central.

In the Brotherhood of Locomotive Engineers Mr. Randall holds a prominent place having filled all of the official chairs and is at present chairman of the Local Adjustment Board, and was on the legislative board four years. He is well up in masonry, being a member of lodge No. 449, Chapter No. 30 and Commandery No. 11, of Paducah. He has always taken a great interest in the upbuilding of the city where he lives and is a prominent shareholder in a building and loan association. He assisted in raising \$140,000 to encourage new enterprises to come to the city. He materially assisted in securing funds to build a \$75,000 Methodist church of which he is steward.

When a boy he raised garden truck to secure money to pay for his education at the Ohio University and assisted through the same institution his younger brother, now an employe on the Illinois Central. Mr. Randall is president of the State Political League and has refused the nomination of his party for representative in the legislature.



EDWARD A. WRIGHT, prominent locomotive engineer in the employ of the Illinois Central, started in the shops at Chicago to learn the trade, in October 1884, and worked there one year and a half when he began firing as extra, on engine No. 39, for Engineer Steward Hazlett; later on engine No. 34 with Frank Rugg; also fired in

the suburban service for Engineer Roley Rogerson for a year and a half, and then in August 1890, took charge as engineer (car works) of engine No. 17, but at the end of one week went into the road service on engine No. 330, his present engine. With the exception of two years in the suburban service, he has since had a run between Chicago and Champaign. He has been in several small wrecks and was badly scalded in one of them.

Mr. Wright was born July 28, 1865, at Rochester, N. Y., a son of Edward H., and Elizabeth (Everly) Wright, the latter of whom is deceased while the father resides in Burnside. Mr. Wright was married December 11, 1888, to Miss Mabel Clark, a native of McLean county, Ill., and a daughter of John W. and Ella (Evans) Clark, both of whom reside with our subject. Mr. and Mrs. Wright have two daughters, Nettie May and Dottie Elizabeth. The family reside at No. 1707 Eighty-ninth place, Chicago.

Socially our subject is identified with Division No. 10, B. of L. E., of Burnside.



WILLIAM J. HARAHAAN, superintendent of the Louisville division, has demonstrated by his rapid rise in railway management his fitness for executive positions. Born at Nashville, Tennessee, December 22, 1867, he attended the schools of his native place and later at New Orleans, an excellent technical school, fitting himself properly in the ground-work of a successful railroad career. He first entered railway service as clerk and messenger in the superintendent's office of the Louisville & Nashville road at New Orleans for some three years and then entered the shops as an apprentice, learning the construction of locomotives and cars. For two years he served in the engineering department beginning at the lowest and finally had



JOHN H. LANE.



M. T. MORGAN.

charge of the surveying force laying out a line of road. During 1889 and '90 Mr. Harahan held the position of engineer of maintenance of way on the Cincinnati division of the Chesapeake & Ohio and from that date until 1892 was in charge of structures for the Baltimore & Ohio Southwestern. Severing his connection with that road Mr. Harahan entered the service of the Illinois Central March 1892 as road and trainmaster of the Pontiac district and remained in that position until April 1895. From April to October of that year he served as assistant superintendent of the Freeport division and as superintendent until transferred to the Louisville division August 1, 1896, where he has since been employed.

He was married June 10, 1890 to Miss Susan M. Smith at Nashville, Tennessee, and has five children.



MT. MORGAN, a conductor in the freight service of the Ill. Central, in the Grenada district, on the Memphis division, was born at Red River, Tenn., on December 20, 1860. Richard Morgan, his father, now retired, and residing at Earlington, Ky., was a section foreman and supervisor in the employ of the Louisville & Nashville R. R. A brother of our subject, Richard Morgan Jr., is a trainmaster in the I. C. service at Memphis, Tenn. M. T. Morgan was educated in a private school at Guthrie, Ky., and in 1878, at the age of sixteen years, went to the service of the St. Louis & Southeastern R. R. (now the L. & N.) as flagman, for his brother Richard, who was then a conductor on that road between St. Louis and Evansville, Ind. He was at that time the youngest man holding such a position on the road. After serving there eight months, he went with Conductor Willis, in a similar capacity, where he was for five months. Going to Pueblo, Colo., he became flagman on the Denver & Rio Grande R. R., between Pueblo and Salida, and later took

charge of a steam shovel, having three engines, and engaged in filling the Pueblo yards. Returning to Earlington, Ky., on a visit, he decided to remain, and entered the service of the Ohio Valley R. R. as conductor, between Hendersort and Princeton, Ky., remaining nine months in that position. His next work was as night yardmaster for the L. & N. Railroad at Earlington, where he served five months. He then went to Idaho, where he worked for nine months as conductor, on the Short Line of the Union Pacific R. R., and from there to Needles, Cal., where he worked as flagman and conductor on the Atlantic & Pacific R. R. for nine months. A visit of some months to his Kentucky home, was followed by his return to California and his old position. He finally returned east, and entered the employ of the Chesapeake, Ohio & Southwestern (now the Illinois Central) and took a position as conductor between Louisville and Paducah, remaining there five years. He was then transferred to the Grenada district, where he is employed at the present time. Mr. Morgan was united in marriage on Oct. 6, 1897, to Miss Ella Conley, who was born in 1870, at Kelly's Station, Ky. Socially, he is connected with the O. R. C. He and his wife are members of the Catholic church. Politically he is a staunch Democrat.



JOHAN H. LANE, an engineer in the freight service of the Illinois Central, residing at Vickburg, Miss., was born in New Orleans, La., and is the son of Enos T. Lane, a blacksmith by trade, who departed this life in 1878.

Mr. Lane entered the service of the Louisville, New Orleans & Texas Railroad in 1887, as a wiper in the New Orleans shops, and was there for two years. He then entered the road service as fireman, on a freight engine between New Orleans and Wilson, La., with Engineer Christmas. Serving in the capacity of fireman until September 1894, he was then examined for promotion,

and passing a highly creditable examination, was given charge of an engine. He has since had a regular run in the freight service between Vicksburg and New Orleans, where he is serving with great credit. Mr. Lane was in a "tail end" collision near the Mississippi and Louisiana state line, on August 9, 1899, in which the conductor was badly injured, but he escaped injury. Miss Jane Kennedy became the wife of Mr. Lane, and one child, Anna, was born to them on March 12, 1897. Mr. Lane belongs to Division No. 281, B. of L. E., and also Division No. 399, B. of L. F., of Vicksburg. He resides in that city, on South Mulberry street, where he is comfortably located, and is a respected citizen of the place.



HUGH C. SWARTWOOD, baggage agent at Sioux City, is a native of Wheeling, West Virginia, born January 16, 1857. After passing through the public schools, he attended the Normal school, at Spencer, Indiana, and the State University of the same state. After teaching two terms in Indiana and four in Nebraska, he began railroading at Evanston, Wyoming, on the Union Pacific as brakeman and was promoted to be extra conductor. November 1887 he was placed in charge of the baggage car running between Ogden and Cheyenne, and between the former point and Denver until August 1890. Placed in charge of the baggage room at Cheyenne he remained on duty there nearly two years. When the Ogden Short Line was separated from the Union Pacific, Mr. Swartwood was transferred to the station at Salt Lake and remained until March 1897, when he was appointed baggage agent of the Ogden and Salt Lake road. In September 1898 he resigned to enter actively into mining industries in which he had investments but of which he shortly disposed. Securing a position on the Kansas City Belt Line in February 1899, he remained in that service until his appointment to his present posi-

tion April 1, 1900, having charge of all the baggage coming into or going out of the Union Station at Sioux City.

Mr. Swartwood was married at Silver Creek, Nevada, in 1879, to Miss Martha Yeoman. Their children are: Homer Owens, Beulah Annetto and William Ray.

Mr. Swartwood is a member of the Masonic fraternity, Lone Tree Lodge No. 36, at Central City, Nebraska and of Utah Chapter, No. 4 and of the Royal Arcanum, all of Salt Lake City.



JOHN ADOLPH ANDERSON, foreman painter at the Waterloo shops is a native of Stockholm, Sweden, his birth having occurred August 9, 1853. At the age of sixteen he came alone to the new world, sailing from Stockholm and landing at New York. He came direct to Chicago and soon secured a place in a large carriage shop where he learned the painters' trade and worked six years. In 1875 he secured employment with the Illinois Central at the Weldon shops and in 1880 was transferred to Waterloo where he remained about one year. For the following five years he was employed in the shops of the C. St. P. M. & O. at Sioux City and in 1886 returned to the service of the Central at Waterloo and has been in its employ ever since. On the death of Mr. Turner in April 1900, Mr. Anderson was acting foreman until June following, when he was regularly appointed foreman of the paint department at the shops there.

Mr. Anderson was married in Waterloo, to Miss Carrie Adrian, and they are the parents of one daughter, Lillie.

In the fatherland Mr. Anderson was a member of the athletic and singing societies but has not affiliated with any lodge or society since coming to America.

WILLIAM A. HEATH, freight agent at Sioux City, was born in the town of Grattan, in Vermont, September 16, 1852. He was reared on the farm, attending the public schools of his native county. Coming west he secured a place as clerk and night ticket agent at Waterloo and was later made regular ticket agent. In October 1887 he was transferred to Sioux City as cashier in the offices serving eleven years as cashier and chief clerk. He was appointed depot ticket agent serving nineteen months and was then appointed April 1, 1900 to his present position, having charge of all in and out freight.

The marriage of Mr. Heath occurred at Osage, Iowa, to Miss Jane E. Hilton. In the social orders Mr. Heath has taken a great interest. He is a member of Theron Lodge, No. 508, Sioux City Chapter, No. 26, and Columbian Commandery No. 18, all of Sioux City, and of Kaaba Temple, Nobles of the Mystic Shrine, of Davenport. He is also a member of the Ancient Order of United Workmen and of the Woodmen of the World, of Sioux City.



CHARLES E. ROBERTS, a conductor in the suburban service at Chicago, began his railroad life in December 1874, as a fireman in the freight service of the Michigan Central running between Chicago and Michigan City, Indiana. After one year in this service he fired a yard engine two years and then at the age of eighteen was made engineer and ran a switch engine some six years, resigning the position in December 1882. In the summer of the following year he secured a place on the Chicago & Alton running six months as extra engineer. Early in 1883 he entered the service of the Illinois Central and after one week as fireman was transferred to the other end of the train and became brakeman in the suburban service with Conductor Ed. Collins. Serving in

this capacity for a year and a half, he was promoted and served as baggageman and collector for four years under Conductor Loomis. On August 12, 1890, Mr. Roberts was promoted and has been serving as suburban conductor ever since. During 1894 he ran the fast express to Grand Crossing making ten trips a day.

Mr. Roberts is a native of Kankakee, Illinois. He married Miss Lydia Benjamin, a native of Canada, but reared at Kankakee. One child has been born to them.



SAMUEL B. CHAPMAN, an engineer on the Omaha division, has been an employe of the Illinois Central since September 1877. For seven years prior to that he had been mate on a river steamer plying between St. Louis and St. Paul. On entering the service of the Central he served as fireman across the cab from John Fox until January 23, 1893, when he was promoted and assigned to extra duty on the Cherokee division. When the new division to Omaha was opened Mr. Chapman was one of those selected to operate that division and moved to Council Bluffs.

Mr. Chapman was born in Jo Daviess county, Illinois, March 31, 1865. His father worked at the painter's trade for many years and latterly became proprietor of the Chapman house at Cherokee.

The marriage of Mr. Chapman to Miss Angia M. Butts occurred at Cherokee and four children have been born to them: Maria, Edna, Arthur and John.

Mr. Chapman is a member of Division No. 226, B. of L. E. at Fort Dodge and of the A. O. U. W., at Waterloo. He affiliates with the Masonic Order, at Cherokee. In a number of small wrecks through which he has passed he has never received serious injury.

WK. CLARK, an engineer on the Omaha division, entered the service of the Illinois Central, at Waterloo, on September 6, 1887, as fireman on the main line making his first trip with engineer Charles Wahl and later ran with L. Smith on passenger engines two years. He fired four years in the freight service under J. T. Mulkern. He was regularly examined and set up as engineer in 1895, but continued on the left side for a time owing to slack business on the road. After running extra for a time out of Waterloo, he was given a regular run in September 1898. When the new division was opened he was assigned a run on that and moved with his family to Council Bluffs.

Mr. Clark was born at Cedar Falls, Ia., a son of George W. and Fannie F. (Streeter) Clark, natives of Rochester and Phelps, N. Y., respectively. They settled at Cedar Falls in 1845, running a dray line for a time and later bought a farm. In 1894 he again purchased the dray line and is now engaged in that business. Prior to entering the railway service Mr. Clark was engaged in the dray business at Waterloo.

His marriage occurred at Waterloo. He is a member of Cedar Valley Lodge No. 30, B. of R. T., at Waterloo, and Lodge No. 274 Ancient Order of United Workmen.



PETER SCHLAX, a suburban engineer, has been in the service of the Central since 1884, when he entered the Weldon shops. Remaining but a few months he began firing on the road in the freight service for W. H. Kempton, remaining under his instruction two and a half years during which time they ran over every division of the Central north of the Ohio river. In 1887 he received his promotion and after a few months firing on the pay car under Mr. Kempton, our subject was assigned to engine No. 79 in the transfer service and a few weeks later was assigned to

the freight service for a few trips and then placed permanently in the suburban service where he has since been engaged, his present engine being No. 221. Mr. Schlax is a native of Bassett, Wis., and has been a resident of Chicago since 1884. He married Miss Kate Burke to whom one child has been born, Frances.

Mr. Schlax is a prominent member of the B. of L. E., and is at present chief of Division No. 10, of Chicago.



BERNARD CURRAN, an engineer in the yard service of the Illinois Central at Chicago first entered the service of the road at the Weldon shops working a short time during 1879 and '80, he next secured work with the Iron Mountain road running between Poplar Bluff, Mo., and Little Rock, Ark. Having injured his hand he came home and in 1883 secured work on the section of the Illinois Central, continuing in this capacity until 1886, when he began firing under J. E. Poole. For five years he shovelled coal in the freight and passenger service and in 1891 was set up to engineer and has since been engaged in the yard service at Chicago.

James Curran, the father of our subject worked for many years on the section at Clifton and he had been foreman for a long time, when he retired.

Mr. Curran was born in Chicago December 30, 1858. He was married in Chicago to Miss Ann Keleher who has borne him one daughter, Margaret.



ALBERT E. SINCLAIR, a freight conductor in the McComb district, was born at DeKalb, Kemper county, Miss., November 3, 1875, and attended the schools of his native place until the age of twelve when his father moved to Meridian, Miss. Here the boy attended a business college two years



HENRY H. BEALS.

and then at the age of fifteen secured a situation driving in the service of the Meridian Street Railway Company where he was employed two years. Having conceived a desire for railroad-ing he came to McComb City and secured a place in the service of the Illinois Central as switch-man, and four months later was transferred to the train service as brakeman at which he was employed until his promotion to freight conduc-torship October 10, 1895, by Trainmaster R. H. Dwyer, and has since run freight between Mc-Comb City and New Orleans.

Mr. Sinclair is married, having a family of two children. He is a member of Division No. 367, O. R. C., at McComb City and of Dewey Tent, No. 1, Knights of the Maccabees.



HENRY H. BEALS, one of the early con-ductors of the Illinois Central, will be remembered with pleasure by those who were actively connected with the road forty years ago. Like many of the early operatives on western lines, Mr. Beals came from the New England states, where he grew to man-hood. Descended from old Puritan stock, the family has held an honorable position in the east from about the time of the landing of the May-flower, filling offices of honor and trust through-out the eastern states.

Henry H. Beals was born February 6, 1834, at Brattleboro, Vt., where he was reared, attend-ing the common schools until about the age of twenty. About 1854, he followed the tide of emigration of the energetic youth that set out for the great and growing west about that time. Sojourning for a time at Fond du Lac, Wis., he later appeared at Freeport, Ill., and upon the opening of the Illinois Central for traffic his alert, active nature was all the recommendation needed to secure him a position in the operating depart-ment of the road. Serving a short time as brake-man, he was soon promoted and became a conduc-

tor in the freight service several years before the war. The conflict of the states increasing the passenger traffic to a great extent, carrying the troops to and from the theatre of war, pro-motion to the passenger service followed soon. From that time until shortly before his death, Mr. Beals was in active service, running between Amboy and Dubuque and between the latter point and Chicago, over the "Q" connection before their own line was built. Shortly before his death which occurred in Waterloo, Ia., March 15, 1884, he retired, making his home with his daughter. His good wife, who was Lydia Reed in her girl-hood, survived him two years, leaving an only child, Katie A., now the wife of Mr. C. K. Dixon, division superintendent of the I. C. at Cherokee, Iowa.

As a man Henry H. Beals was well beloved by all his colleagues. The few old timers still remaining who were young and active in the days when the great Illinois Central system was new, speak of him affectionately, recounting his vir-tues and telling of his genial nature. Few are left of the old coterie, but there are enough to convey to the rising generation a knowledge of what manner of men and gentlemen the older generation was composed.



SAMUEL T. POWLES, a conductor in the suburban service, first entered rail-road service in 1869, on the Chicago & Alton road at Joliet, when the coal fields at that point were just opened. He twisted brakes in the freight service for three years and then was promoted to a conductorship and as-signed to a coal train by J. G. Hartigan, then chief train dispatcher on that line. For about three years Mr. Powles ran coal trains between Braidwood and Chicago and was then assigned to through freight running out of Bloomington, to Chicago, St. Louis and Mexico, Mo. Promoted to the passenger service he ran for twelve years between Chicago and St. Louis, and then

resigned to accept a similar position on the Washash, between Springfield and Grafton, remaining one year. His next employment was on the Texas Pacific running out of Texarkana and a year later entered the employ of the Mexican Central at the City of Mexico as freight and passenger conductor continuing in that country about a year. Deciding to quit railroading he returned to Joliet and opened a livery stable which he disposed of a year later and accepted a place on the Colorado Midland running freight between Colorado Springs and Leadville. In about six months he was promoted to the passenger service between Colorado Springs and Grand Junction where he continued until September 1, 1891, on which date he entered the service of the Illinois Central. His first assignment was as conductor on a construction train filling in the yards at Dauphin Park. For a month he was foreman on construction work in the yards and was then promoted to night trainmaster of the terminals which he held until September 1893, when he was assigned to his present position in the suburban service.

Mr. Powles was born at Akron, Ohio. He married Miss Downey of Joliet. He is a charter member of Division No. 87, O. R. C., of Bloomington.



A F. POMEROY, was born in Hancock county, Illinois, in 1855. From newsboy to passenger conductor is the record our subject has, as in 1871 he began on the Rock Island in that capacity, first running from Bureau Junction to Rock Island and later from Chicago to different points. In 1875 he began braking on the same road between Trenton, Mo., and Leavenworth, Kansas, and continued until December 1877, when he came back to Chicago and in the spring of 1878 began braking in the freight service of the same road and continued in that and passenger service until 1882. Then he accepted a position with the Pullman Company and remained in that ser-

vice until July 1885. On July 12, 1885, he became brakeman in the suburban service of the Illinois Central with Conductor John Stone and remained there until May 1886, when he was promoted to baggageman and ran the baggage until the spring of 1889, being then promoted to collector and extra conductor and continued until the spring of 1892, when he was given a regular run which he retained until April 8, 1896, being then promoted to assistant station master at Twelfth street, Chicago. He remained there until April 8, 1899, at which time he resigned to accept his former position of passenger conductor in suburban service, being engaged in that capacity at the present time.

The subject is a member of the Division No. 1, O. R. C., and was formerly a member of the grievance committee.

He married Miss Sadie E. Smith, of Moline, Ill.



RODNEY DWIGHT DAVIS. The employes of the entire Illinois Central will recognize the name that heads this article, since its bearer has for many years performed the duties of traveling engineer, and in the pursuit of these duties, travels over the entire line each year. When in Chicago, he makes his headquarters at the Twenty-seventh street round house.

Mr. Davis learned engineering on the Housatonic Railroad, at Bridgeport. Later he came west and secured a position on the Illinois Central Railroad, and from 1863 to '65, ran a freight engine, and from 1865 until 1889, had a passenger run with the exception of about ten months, five months of which in 1888, were spent as passenger conductor from Freeport to Chicago, and five months were spent performing the duties of master mechanic at Freeport. In 1889 the company recognized in Mr. Davis a fitness for a much higher office than that of engineer and he was appointed air brake inspector and traveling engineer for the entire line from New Orleans

to Onawa. Socially he affiliates with Valiant Lodge, No. 130, Knights of Pythias, and has been identified with the Brotherhood of Locomotive Engineers from the time of the organization of the fraternity, having joined at Centralia, Ill., where he still holds a membership in Division No. 24. Like most engineers, Mr. Davis has had some experience in wrecks but has been very fortunate in escaping injury.

The office of traveling engineer is one of more than ordinary responsibility. In these days when there are so many trains on the line, and so many human lives are carried on these trains, it is next to murder to run out an engine that is not in perfect order. With the invention of air brakes came additional responsibility for the traveling engineer, for now the man at the lever stakes everything on the air brake. The fact, therefore, that one man has retained the office of air brake inspector and traveling engineer for so many years is the strongest proof of his mechanical skill and integrity that can be produced.



R. C. BUCK, a conductor on the Vicksburg division, was born at Quincy, Tenn., January 21, 1873. His father, A. Buck, was for many years a merchant at Memphis where he now lives, retired. The mother, Emma McCloud, died during the boy's early childhood.

Mr. Buck attended the public schools and at the age of sixteen entered the establishment of a wholesale drug house in Memphis and was with them and other drug firms for a period of two and a half years. Going to Little Rock he secured service as conductor on a street car line, he worked about four months and then went to St. Louis, where he worked for a firm of produce commission merchants about a year. Returning to Memphis, he entered the service of the Y. & M. V. road in January 1894, as a flagman, running between Memphis and Vicksburg. October 10, 1897 he was promoted to conductor

in the freight service and ran on the Vicksburg division until June 12, 1898, when he was given a position in charge of the supply train one year. After a short time off the road he was again appointed flagman and on December 11, 1899 was given his present position in charge of a freight train.

Mr. Buck is of the Protestant faith and is an independent in politics.



THOMAS F. HALES, a freight conductor on the Louisiana division, has been in the service of the Illinois Central since November 1889, when he began as brakeman in the freight service. In the short period of fourteen months he was promoted and has since had charge of the local freight out of McComb City.

He is a native of Summit, Miss., born November 25, 1869, a son of T. B. Hales, for many years a well known teacher of the public schools but now retired and making his home at McComb City. Another of his sons, William B. Hales, is in the employ of the Central as brakeman.

Thomas F. Hales is prominent in the social orders holding membership in the Masonic body, the Knights of Pythias and the Elks, all of McComb City. He is a member of Division No. 367, O. R. C., in which he is serving as assistant chief conductor.



EDWARD L. FORTIN, an engineer in the service of the Central at Chicago, is a native of Kankakee, son of Edward Fortin, now deceased, for many years in the employ of the C. L. & C. R. R. on the section as foreman. Our subject began with the Central as switchman in the Chicago yards and worked in that capacity until the latter part of

1890, when he went into the operating department as fireman, first under John Wonzer and sat across the cab from a number of the old engineers as extra fireman between Weldon and Burnside, part of the time having charge of an engine until February 1893, when he was examined and set up to engineer. During the summer of 1893 he had charge of the only compound engine the Central ever owned. For a number of years Mr. Fortin ran extra passenger and freight and part of the time pulled the pay car on the western lines. He is a member of Division No. 10, B. of L. E.

DE. BURNS, conductor on the Fulton district, is a native of Madison county, Mississippi, born December 23, 1854. His father, Daniel E. Burns, a relative of Daniel Boone, was a well read clergyman who occupied the pulpit of the First Baptist church in Memphis for four years, dying in the service. He was a mason and was buried under the solemn rites of that order. The mother, Talalah E. Slaughter, a Virginian by birth, died soon after the demise of her husband.

D. E. Burns attended the public schools of Memphis and after the death of his father studied for a time in the colleges at Clinton and Oxford, Miss., and then returned to the place of his birth where he ran the farm until twenty years of age. Entering the service of the N. O. C. & St. L. road, now the Illinois Central, as baggageman running between Cairo and Canton, he continued at that about six months and then became a freight brakeman, serving in that capacity four years. Promoted to a conductorship, he ran on the Water Valley district about three and a half years when he was transferred to the Louisiana division running freight and passenger until 1891. Entering the service of the Queen & Crescent road he ran freight and passenger trains until 1893, when he secured a place on the Southern

Railroad in the freight and passenger service until the first of December 1899, when he resigned from the service.

Mr. Burns was married on the 17th of November 1886, to Miss Della M. Johnson of Hazelhurst, Miss., born April 17, 1867. One child has been born to them Edward T., his birth occurring September 16, 1888.

Mr. Burns is a member of the O. R. C. In religion he is a Baptist and in politics a Democrat.

JD. LADD, local freight agent of the Illinois Central, at Cairo, is a native of Illinois, having been born in Grayville, February 11, 1854, a son of W. H. and Sarah (Elder) Ladd, natives of Virginia and Pennsylvania, respectively. The father followed merchandising as a vocation.

W. H. Ladd removed to Kentucky when our subject was an infant, where the latter was raised and educated, graduating from Mayfield College, Mayfield, Ky. He learned the business of telegraphing and in June 1872 he accepted a position as operator with the Paducah & Memphis Railroad at Paducah, Ky. He held successively the positions of operator, agent, train dispatcher and trainmaster on that line. In 1878 he was sent to Memphis, Tenn., by the P. & M. Company to take charge of the Memphis station. In December 1878 he accepted a position with the C. St. L. & N. O. Railroad (now the Illinois Central) as agent at Martin, Tenn., remaining there until 1884, when he was sent to Cairo, Ill., as assistant agent. In 1890 he was made agent and has successfully held that position to the present time.

In 1874 Mr. Ladd was married to a daughter of H. S. Stevens, a prominent tobacco merchant of Paducah, Ky. Our subject and wife have one living son, John, a lad of twelve years. Socially, Mr. Ladd is identified with the K. of P. Order.



FRANKLIN CURRAN.



F. O. KENISON.

FO. KENISON, conductor at Waterloo, began braking for the Illinois Central at Waterloo in 1888, under trainmaster Keepers. He worked a short time between Waterloo and Dubuque, and then was with Conductor Frank Fenstemaker for three years between Waterloo and Fort Dodge. He also worked on the Lyle branch with Conductor Ed. Chapman for two years on a way freight, and eleven months on the Local on the West End with Conductor Ross. In the fall of 1892 Mr. Kenison was promoted to the position of conductor, spent eleven months in that capacity on the West End, and has since run both ways out of Waterloo. Mr. Kenison was born in Freeport, Ill., a son of Stephen and Lucy Kenison, also natives of Freeport who have spent their entire lives in the place of their birth. Our subject located in Waterloo in 1888 and has since made that his home. The lady who presides over the household affairs of Mr. Kenison, was known in her girlhood as Miss Mary Kingsbury and her early years were spent in New Hartford. Their home has been blessed by the presence of two children, Lulu and Blaine. Mr. Kenison has been a successful railroad man, causing but little inconvenience or anxiety for his fellow workmen and superiors, and thus far has a nice record. During his entire career, he has never met with severe injury. In the social circles of Waterloo, he is identified with Division No. 341, B. of R. T., also the Ben Hur society.

Jessie, a farmer, enlisted at St. Charles, Illinois, in the 11th Illinois Volunteers in 1862, and was killed at Vicksburg, May 9, 1863; Ezra is a farmer living at Springfield, Colo.; Julia A., widow of William Linsea, resides at Gratton Center, Mich.; Welland W., a farmer lives at Greenville, Mich.; Herbert and Esther died while at Sparta, Michigan. Franklin Curran was educated in the schools of Lyon and Plainfield, Mich., in which vicinity he spent his early life on the farm. He came to Illinois in 1855 and began work for the Central as a fireman, which position he filled two years and then returned to Michigan to enter the lumber business in the northern part of the state. In 1865 he returned to Illinois and accepted a position on the Central between Amboy and Dunleith, being promoted to the right side in 1871, which he held continuously until May 10, 1897. For nearly thirty years he was in the faithful discharge of his duty and has left behind him a record in which he may take just pride. Mr. Curran was married in Amboy, Ills., to Miss Abbie Bell, who was born July 26, 1841, in that city. Mrs. Curran died July 26, 1882. To them two children were born: Jesse, born February 26, 1859, residing at North McGregor, Iowa, and Flora, born June 24, 1862, who died September 11, 1895. Mr. Curran is now living retired from active life at Freeport, Illinois, and although not on the line now he still takes a lively interest in railroad affairs.

FRANKLIN CURRAN, ex-engineer of the Illinois Central, was born February 12, 1832, and is a son of Levi and Jane (Gardner) Curran, both of whom were born near Elmira, New York. The mother was a strict Methodist and brought up her family according to the principles of that faith. Their children are as follows: Charles is a farmer living at Courtland, Kent county, Michigan; Betsey, a widow, lives at Mansfield, Ohio; Franklin;

JMcCUMSEY, special agent of the secret service of the Illinois Central, is a native of Franklin county, Pa., born January 12, 1865. His father, Jesse McCumsey, is a noted horseman living at Lancaster, Pa. The mother, Malinda Dull, is deceased.

Mr. McCumsey attended the public schools of Chambersburg until the age of fourteen, when he became a rider of his father's stable and pulled the reins over the racers for four years.

He then became a professional foot racer and during his career in that sport was never defeated, having a record of $9\frac{3}{4}$ seconds for 100 yards. He then became general foreman for Thomas Gannon, a contractor for the United States naval work at Philadelphia, going next to Pittsburg, he worked for a time for the Western Union Telegraph Company some six months and then for a year was a conductor for the street car line of that city. He next came to Chicago and drove a team for eight months and then secured a place on the force of the Pinkerton Detective Agency, remaining an equal length of time. He then accepted a place on the detective force of the Chicago & Alton road and then entered the employ of the Illinois Central where he has since been employed. During this time he has rendered valuable service to the line, notably in the case of the bandits that held up a train at near Bardwell, Ky., November 30, 1894, securing the conviction of the culprits. During the World's Fair, Mr. McCumsey arrested and had convicted forty-three of the worst thieves that infested the city. He is a member of the Catholic faith.

ALBERT W. SULLIVAN, the general superintendent of the Illinois Central and Yazoo and Mississippi Valley railroads, has spent his entire railroad and business life on the great system over which he now has general supervision. At the age of sixteen he entered the shops at Chicago, November 10, 1870, as machinist's apprentice and served out his full term of apprenticeship in 1875. Desiring to better fit himself for higher positions in railroad circles he began a course in the draughting department of the road and for three years was busily engaged with square and tri-angle and drawing pen. After finishing his course of mechanical drawing Mr. Sullivan became chief clerk in the machinery department in 1878, and for four years served in that capa-

city prior to his promotion to assistant superintendent of machinery in which capacity he served three years. Appointed superintendent of the Chicago division in 1885, with headquarters at Cairo, Ill., he was promoted two years later and became superintendent of the lines in Illinois with headquarters at Chicago. Having demonstrated his ability as a railroad man in the various positions in which he had been tried, Mr. Sullivan was appointed September 3, 1889, to the general superintendency of the road which position he has filled to the present date.

Mr. Sullivan was born in the city of New York September 14, 1854.

JOHN T. HARAHAN, second vice president and general manager of the Illinois Central and Yazoo & Mississippi Valley Railroads, has enjoyed as wide a range of experience as any head of the operating department of any of the American railroads, having begun at the lowest round. After serving three years in the ranks of the Union army he entered the government railroad service as switchman at Alexandria, Virginia, on the Orange & Alexandria road and subsequently worked some six months in the shops at the same place. He later served as engine dispatcher and engineer on the road at a time when it took a large amount of physical courage to venture out on the line, Mosby's raiders having a way of driving the engineer and fireman to the floor of the cab or the tender, with a shower of bullets at most unexpected times. At the close of the war he served from the fall of 1865 to the following summer as yard master of the Nashville and Decatur road, at the former place and from that date until the close of '67 as conductor on a construction train, for the same management. During 1868 and part of 1869 he served as conductor on the Clarksville division of the Louisville & Nashville road, and for a year during the latter part of 1869 and 1870 as yard master and

conductor on the Louisville, Cincinnati & Lexington line. From 1870 to 1872 Mr. Harahan was in charge of the Shelby road and in August of the latter year, returning to the Nashville & Decatur line, he served as road master for seven years. In 1879 being offered the superintendency of the Memphis division of the Louisville & Nashville road he accepted and in 1881 was transferred to the New Orleans division where he remained until December 1883 the date of his appointment to the general superintendency of the lines. Serving in this capacity until the first of July following he was promoted to general manager and served to the end of the year. January 1st, 1885 he resigned and accepted the superintendency of the Pittsburg division of the Baltimore & Ohio, but three months after was induced to return to the Louisville & Nashville as assistant general manager, and promoted in October following to the head of the department, serving three years. During the two following years Mr. Harahan served successively as assistant general manager for the Lake Shore & Michigan Southern, general manager for the Chesapeake & Ohio and was serving in the same capacity on the Louisville, New Orleans & Texas, when on November 1, 1890, he became second vice president and general manager of the Illinois Central.

Mr. Harahan lacked the advantages of technical training, gaining his knowledge of railroad management in the school of practical experience. Having filled positions in the lowliest stations he knows well how to look at matters from the operative's point of view, making his decisions with a knowledge of the needs of both sides of the question. He is possessed of that necessary attribute of an official, executive ability, in a marked degree and has the faculty of turning from one line of thought to another and give his views without delay. His sense of justice is large, the most obscure operative feeling certain of as fair treatment at the hands of the general superintendent as those far above him in the service of the road. Through all the onerous duties of the position he holds Mr. Harahan preserves a rugged good health,

partly through inheriting a strong mind in a strong body, and partly by the ability to leave his business at the office door, when the day's work is done. His judgment of men seldom fails and an opinion once formed of a man's capacity seldom needs revision.



SL. GARRARD, freight engineer on the Y. & M. V. line, has been with the company since 1891, when he began in the capacity of watchman in the round house at Vicksburg and continued in that capacity for eighteen months. He then secured a place as fireman in the freight service under Engineer Phillips and after only eight months on the left side was examined and promoted to the other side. After acting as hostler in the Vicksburg yards eighteen months he was assigned to the freight service and has since been thus engaged on the Vicksburg division.

Mr. Garrard was born in Coldwater, Miss., November 15, 1875, a son of John H. Garrard, who, during his lifetime was a merchant at Coldwater. A brother, John E. Garrard, is an engineer in the service of the K. C. & S. railway.

The only wreck in which Mr. Garrard has been involved proved to be fortunate in that no lives were lost. He is not affiliated with any order or secret society.



WILLIAM G. RANKIN, claim agent for Cook county, is one of the many citizens of foreign birth who hold positions of responsibility and trust on the great American railroads. He was born near Stratford, Ont., May 3, 1856, and was reared on the farm, attending the district schools. On attaining maturity he followed farming for several years and then came to the states, locat-

ing at Janesville, Wis. Here he attended a business college learning short hand and telegraphy, fitting himself for a railroad career. When competent to fill a position he secured a place in the service of the Chicago & Northwestern as stenographer at the Wood street transfer station January 1, 1890, remaining with the company seven months. September 1st, the same year he entered the service of the Illinois Central as stenographer in the trainmasters office under Mr. Dunning, where he continued four months, being next transferred to the office of the division superintendent, he was next assigned to the office of Mr. W. R. Head and served as assistant and clerk until the appointment of Mr. Losey as chief claim agent, since which time Mr. Rankin has served as claim agent for all personal injuries occurring in Cook county.

Mr. Rankin was married in London, Ont., December 26, 1885, to Miss Lydia E. Heslop, a teacher in the schools of the Dominion. Two sons have been born to them, Garnet W. and Roy.

Mr. Rankin is a member of Hercules Court, No. 892, I. O. F., of Grand Crossing and of Arcanum Council, R. A., of Chicago. He is a man well fitted by nature and training for the responsible position he has to fill.

R. J. GOODALE, general foreman of round house and shops at Clinton, Ill., was born in Monroe, Michigan, 1864. Mr. Goodale served for a time as machinist, and also fired, and ran an engine on the Kentucky Central R. R., being in the employ of that company for five years; was then round house foreman for the C., N. O. & T. P. R. R., at Somerset, Ky., for a short time; served as machinist on the C. St. P. M. & O. R. R., at Sioux City, Iowa, one year; was foreman at the Sioux City & Northern R. R. round house in Sioux City, a short time, and in 1892 did valve work for the G. T. R. R., at Great Falls,

Mont. On the 13th of January 1893 he entered the service of the I. C. R. R. as machinist, at Water Valley, Miss., where he worked six weeks, was then made night foreman in the round house at Burnside shops, Chicago, remaining in that position until June 12, 1893, when he became day foreman at Weldon Station round house. In 1894 he took charge of Weldon Shops round house as night foreman, where he remained until Dec. 31, 1896, when he was transferred to his present position of general foreman of round house and shops at Clinton. Mr. Goodale was married in 1890, to Miss Lillie V. Hill, who died in 1892, leaving one son, Robert Stanley Goodale. Mr. Goodale is a member of the Knights of Pythias Lodge, in Chicago. Mr. Goodale was married January 24, 1900, to Etta M. Slater, of Sioux City, Iowa.

C. ARTER JONES, an engineer on the Louisiana division, better known as "Birmingham Carter," comes of a family prominent in the business, and political world as well as in railroad circles.

His father, Samuel G. Jones, deceased, a civil engineer, was prominent in the constructive as well as in the operative departments of a number of railroads. He built the roads running between Macon and Atlanta; between Montgomery, Ala., and West Point; the Mobile & Texas; and a branch of the N. C. & St. L. R. R. He was superintendent of the M. & M. R. R. and president of the Savannah & Memphis, now a part of the Central of Georgia railway. Of his nine sons all have won honorable places in the affairs of the south. Thomas G., attorney general for the L. & N., served the state of Alabama four years as governor. Charles P. is assistant district attorney for the L. & N., at Montgomery, Ala. Samuel G., Jr., is a professor at West Point. Edward E. is train dispatcher at Birmingham, Ala., in the service of the L. & N. George M. is clerk in the freight



WILLIAM C. WOOLLEY.

office of the same road in the same city. Frank E. is a stenographer in the employ of the navy department at San Francisco. Edwin F., formerly assistant attorney for the government, is practicing law at Montgomery, Ala. Jackson S. is in the civil engineering department of the B. & O. R. R. Company. Carter, the subject of this sketch, is the ninth of the family.

Carter Jones has been in railway service since 1873, when he began as fireman on the old A. & C. R. R. at Opelika, Ala., working in that capacity eighteen months. He then entered the shops of the M. & M. road at Montgomery, for a year and a half and then started as an apprentice in the shops of the A. & W. P. road at Montgomery, remaining until 1878. After firing three years on the A. & C. road Mr. Jones was examined and promoted to be engineer in 1881, running an engine on that line for a year. In 1882 he entered the service of the P. & A., at Pensacola, Fla., driving an engine for a year and a half. His next service was with the L. & N., at Birmingham, Ala., as engineer in the freight and passenger service until December, 1885, when he became connected with the A. & W. P. road running between Atlanta and Montgomery, for a year. Coming to McComb in 1888 he secured a place as engineer on the Louisiana division and has since been in that service.

WILLIAM C. WOOLLEY, ex-agent of the Illinois Central, resides at 421 Nachusa avenue, Dixon, Ill. He was born in Manchester, England, June 1, 1826. His father, Thomas Woolley, a mason, was born at Rugeley, Staffordshire, England, about 1800 A. D. His mother, Mary Calland, was born in England about 1806. They were married in 1823. To this marriage there were born three sons and two daughters, of which the subject of this sketch and his younger brother came to this country; the brother located in Chicago, Ill., after being in the employ

of the Chicago & North-Western Railway company about eight years at Dixon and Sterling, Illinois. Our subject was educated mostly in the private schools of his native city. At that time the most of the schools were of this kind. At the age of twelve years he began work with his father, who was a mason contractor, and of whom he learned his trade. Our subject emigrated to this country March 1853, in a sailing vessel, landing in New Orleans after a trip of seventy days, doing his last work of ten years in his native country for the well known firm of Sir Elkanah Armitage & Sons, No. 48 Moseley St., Manchester, England. After landing in New Orleans he remained there only long enough to secure a passage on one of the steamers plying between that point and St. Louis, making New Albany his point of destination, staying there three days to secure conveyance to Lyndon, Ill., where he did his first work in this country, digging a cellar, for which all he got for his labor was a straw hat. From this place he walked to Dixon, Ill., arriving there June 1, 1853, beginning work in the construction department of the Illinois Central Railroad the following morning just north of what is now North Dixon. In this capacity he worked in the same vicinity for nearly two years. The Illinois Central was formally opened on February 17, 1855, and he entered the service in the freight department on Monday, February 19, he being appointed agent of the Dixon station on September 15, 1858, which position he held continuously until May 28, 1891, when he retired from the service. During his service the town of Dixon grew from a small village to a manufacturing city of much importance, and under his supervision the interests of the company, whom he served so long and faithfully, grew in like proportions. Mr. Woolley was married June 22, 1850, to Miss Mary Webb, of Manchester, England, who came to this country with her husband to enjoy his pleasures and share his sorrows if any. To this marriage were born five children, of whom one son and two daughters are living, all of them married and comfortably situated in life.

APHILBRICK, superintendent of the Memphis division of the Illinois Central, was born in Baileyville, Illinois, on March 7, 1862. Mr. Philbrick was educated in the public schools of his native town, and took a course at the University of Illinois, at Champaign, graduating in 1886. He had been connected with the Chicago & Alton R. R. during his vacations from 1881 to 1886, and on February of the latter year, became identified with the Burlington & Northern R. R. as a draughtsman, occupying that position about six months. He then went to the Rock Island R. R. at Atchison, Kansas, remaining with that company, two years as draughtsman and district engineer. His next work was with the Chicago & Alton R. R. acting as assistant engineer with headquarters at Chicago, and was employed there until March 1891. His connection with the I. C. dates from that year. He was first given a position as assistant engineer at Chicago, and on January 1st, 1893, was appointed road master of the Louisiana division, with headquarters at New Orleans. He remained there until November 1895, when he was transferred to Chicago, as road master of the First division, and in October 1896, was sent to Memphis, as road master of the Memphis division. He occupied the latter position, until promoted to superintendent of that division, on April 1, 1898, and continues there at the present time.

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R. J. HARLAN, chief train dispatcher at Memphis, is a native of Richmond, Virginia, his birth occurring November 22, 1869. His parents were R. J. and Hattie (Stratton) Harlan. The father, was an extensive owner of canal boats, served with credit, as an officer in the confederate army during the war. He died when our subject was less than a year old. The mother, who in maidenhood was Lucy Stratton, survived him

but a few years, leaving two sons of whom R. J. is the younger. Sanner Harlan, the older, is train dispatcher for the Southern Railroad located at Charleston. R. J. Harlan was educated in the public schools of Richmond and at the age of four entered the offices of the Richmond & Allegheny Railway Company at Lynchburg, Virginia, having previously learned telegraphy, and remained there one year, being transferred to Clifton Forge, Virginia, where he was stationed six months. The following eight months were spent in the service at Balcony Falls, when he resigned and accepted a position with the Norfolk & Western road at Roanoke, Virginia, remaining four years when he was promoted in 1888 to dispatcher. Resigning in 1889 he returned to the Southern road as dispatcher at Selma, Alabama, where he was engaged some four months at which time he accepted a position with the Central Railway of Georgia, as dispatcher at Savannah, serving there two years. In 1892 he entered the service of the Illinois Central at McComb City, Mississippi, in the dispatcher's office and four months later was transferred to Louisville, Kentucky, where he served one year. Promoted to chief dispatcher he held the position there until 1897, when he was transferred to Memphis, in the same capacity and has been acceptably filling the position ever since. On the eleventh of November 1891, Mr. Harlan was married to Miss Lucy Elam, of Roanoke, Virginia. She was born at Liberty, Virginia, January 20, 1872 and was educated in the Liberty Female Seminary; she is the daughter of Joseph H. and Eliza (Vaughn) Elam, natives of Virginia and Pennsylvania, respectively. Three children have been born to them, Richard Houston, born in Savannah, 1893; Edith, born at Louisville, 1896, and Robert Cunningham, born in Memphis, December 22, 1898. The family are attendants of the Methodist Episcopal church, south.

Mr. Harlan is a member of the Odd Fellows fraternity and is said to be one of the most courteous and popular officials of the system in the south, where true southern courtesy is the rule.

A G. TURLEY is a popular engineer, in the passenger service of the Illinois Central, his run being from Clinton to St. Louis. He entered the service of the I. C. in 1878, as a fireman between Centralia and Cairo. In 1881 he was transferred to the Clinton district and promoted to engineer. Remaining in that capacity in the freight service for fifteen years, he was promoted to the passenger service, August 1, 1896, where he is now satisfactorily serving.

Our subject was born July 6, 1857, at Clearfield county, Tennessee, and was married March 4, 1880. He has an interesting family of five children, two sons, and three daughters.

In social organizations, Mr. Turley is quite prominent, being local chairman of B. of L. E., No. 315, and is also connected with DeWitt Lodge, No. 84, and Goodbrake Chapter No. 59, of Clinton.

His popularity with his fellow-townsmen of Clinton, is attested by the fact, that he is serving them for the sixth year, as alderman from the first ward.

W B. DUNN, a freight conductor on the Jackson district, comes of a railroad family. Five brothers were in the employ of the company at the same time and at one time were all employed on the same train. J. K. Dunn, now in the grocery business at Jackson, began railroading July 29, 1883 as fireman in the yards at Jackson. In November 1885 he was sent to run an engine in the yards at Water Valley and the following year was examined, promoted, and sent out on the main line running north and south from Water Valley and latterly on several other branches. He is a member of the B. of L. F. and of the B. of L. F. Charles C. Dunn is an engineer on the south end of the road. Two other brothers are in the service of the M. K. & T. in Texas.

W. B. Dunn, the subject of this sketch, began railroading on the Jackson district March 10, 1882 as brakeman under William Neville, but soon came under the authority of Charles Harrington under whom most of his braking was done. He served for some time in the same capacity on the Mobile & Ohio out of Cairo and then returned to the employ of the Central. After braking for a time he was promoted and ran a train until 1889, when he quit and returned to the employ of the M. & O. for a short time since which time he has been in the employ of the Illinois Central running at present in the preferred freight service out of Jackson.

Mr. Dunn was born at Raleigh, North Carolina, his marriage occurred at Jackson to Miss May Lawrence of that place. Mr. Dunn is a member of Division No. 149, O. R. C., of Jackson having served as inside sentinel for years.

AUGUST E. GIRARD, engineer on the Illinois Central Railroad, Freeport division, was born in Dubuque, Iowa, March 29, 1864, of French and Swiss parentage, his father, Hyacinth Girard, having been born in France in 1833, and his mother, Sophie (Chevalier), in Switzerland in 1839. They came to America in 1853, locating for a few years near Fredericksburg, Ohio, then moving further west to Dubuque, Iowa, where, in 1856, the father entered the service of the Dubuque & Pacific R. R. as a fireman and was promoted to engineer in October 1859. He remained as engineer in the service of said road (now the I. C. R. R.) until his death, which occurred January 30, 1897. The mother died in January 1899.

August E. Girard was educated in the public schools of Dubuque and Waterloo, Iowa. In 1879 he entered the service of the Illinois Central R. R., at Waterloo, as a fireman, and on February 6, 1883, was licensed to handle the

throttle and lever, in which position he remained for three years, when he quit the road to engage in business pursuits for about two years. He then ran as engineer for the Minnesota & Northwestern R. R. for a period of six months, when he returned to the I. C. R. R., running on the Chicago division for three years. In 1891 he was transferred to the Freeport division, where, with the exception of six months in 1893, he has run continuously ever since. Mr. Girard was married November 30, 1893, to Miss Nellie Buckley, of Chicago. She was born in Toonavara, Ireland, September 12, 1863. Mr. Girard is a member of the Masonic Order, and also of Division No. 27, B. of L. E.



JOHN GLOVE first saw the light of day in England, coming when fourteen years of age to Champaign, Illinois, where his parents settled. He began on the Illinois Central in 1872 as a fireman in the yards at Chicago, for Mr. McElroy in which place he remained about one year and then went on the road in freight service on the engine with Ed. Barker. He was in freight service as a fireman for three years, when he became a fireman in passenger service for Charles Draper, now deceased. He was in this service for two years and in 1878 was promoted to engineer.

He then went into the yards for about a year, running extra on the road during part of that time and next he was on suburban service, where he had a regular run, remaining here four years, when he returned to freight service with a regular run between Kankakee and Bloomington. Mr. Glove next returned to the Chicago division where he remained about a year, when he went on the main line running both ways out of Amboy. In the spring of 1881 he went on the Iowa division, running from Dubuque west and was there three months when he came back to the Chicago division, remaining in freight service up to 1890 and then went on a pay car a

year. At the end of that time he was promoted to passenger service where he has since been operating. He first had the fast mail regular and now he has a through passenger to Champaign. He runs No. 962 and belongs to the B. of L. E., No. 10.

Mr. Glove was married to Miss Wallace, daughter of Michael Wallace who was at one time section boss at Rantoul. They have one daughter, Emma.



COOPER W. CRABB, one of the popular train dispatchers for the Illinois Central, at McComb City, Mississippi, entered the service of the company in 1892. His first work was as operator on the Louisville & Nashville R. R. at South Carrollton, Kentucky, afterward serving at Evansville, Ind., and at Nashville, Tennessee. He then went to the Louisville, New Orleans & Texas Railroad, as train dispatcher, remaining in the service of that company for one year, and in 1892, accepted his present position with the Illinois Central, where he is doing day duty. Mr. Crabb is a native of Kentucky, and was born June 9th, 1866. He married Miss Ettie Wilson, also of Kentucky. He is connected with the Masonic Order, Knights of Pythias, and Elks, all of McComb City. The McComb City opera house is under the management of Mr. Crabb, and he enjoys the regard of all with whom business or social interests brings him in contact.



DR. H. H. MURRELL, the assistant chief surgeon of the Illinois Central, at the hospital of the company, in Paducah, Kentucky, was born in Lynchburg, Virginia. Dr. J. W. Murrell, his father was a prominent physician of that place, and a man well known for his many good qualities.



E. RARRICK.



WILLIAM DETRICK.

Our subject was educated for his profession in the best medical schools of the south, and was for a time, demonstrator of anatomy, in the Hopkinsville Medical School. He was a successful practitioner, in Louisville, Kentucky, from 1878, until 1888, when in the latter year he accepted his present position. Dr. Murrell is a fine looking gentleman, of a kind, warm-hearted disposition, and skilled in his profession. He is a member of several medical societies, and a contributor to medical journals. With his estimable and accomplished wife, Dr. Murrell occupies a beautiful home on Broadway, in the city of Paducah.



E. RARRICK, engineer at Jackson, Tenn., began his railroad career at East Cairo, Kentucky, in December 1887, where he served as fireman on the incline for eleven months and was then transferred to the main line between Jackson and Cairo. The first engine he fired was No. 310, and later he was given a regular run on No. 308, then worked for a time in the passenger service and still later, took charge of a switch engine in the yards at Jackson, Tennessee. In 1891 Mr. Rarrick was promoted to engineer and during the following two years he had charge of engine No. 741, which was then doing construction work. Later he stood on the right side of engine No. 479 for about ten months, and for the past five years his regular engine has been No. 605, although he does a great deal of extra work on other engines and on all parts of the southern division. Mr. Rarrick has been a very successful engineer, has never received an injury since he has been on the road and has skillfully avoided serious accidents.

Our subject was born in Washington county, Ohio. He was married in East Cairo, Kentucky, to Miss Maggie Keen of that city, and three children, Lillian, Edna and Ed., have been born to them. Socially Mr. Rarrick is identified with Division No. 93, B. of L. E., and Lodge No. 45, A. F. & A. M., of Jackson.

WILLIAM DETRICK, night hostler of the Illinois Central at Durant, Mississippi, is a popular man and an efficient employe, having a large force of men under his supervision. Mr. Detrick is a native of Harrisburg, Pa., and was born in 1864. His father was a truckman by occupation, and was killed at a railroad crossing while going to market. In early life our subject learned the trade of baker, and was also in the street car service at Fort Wayne, Ind., but having a desire for railroad life, entered the service of the Wabash R. R. in the mechanical department, but after a time went to New Mexico, remaining there one year as car repairer. He then entered the service of the Illinois Central at Water Valley, Mississippi, and was later transferred to Durant, to his present position.

Mr. Detrick has traveled through nearly every state in the union and has also traveled in Mexico, Central America and northern South America. The accounts of his travels are very interesting and would of themselves fill a good sized book. He is a close observer and very fond of reading, these combined with his experience in travel have made him a thoroughly interesting conversationalist, and a well informed man. He is a member of the Knights of Maccabees and several other social organizations. As an employe of the I. C. he is giving the utmost satisfaction and is popular among his fellowmen.



CHARLES A. HOLT, one of the veteran conductors of the Central, has been with the company since the eighteenth of May 1863, when he began as brakeman under Ben. Howard. At that time the road had been in operation but about seven years and the changes in railroad construction and management witnessed by Mr. Holt are greater than can be comprehended by the younger generation of railroad men, whose experience has extended over very few years. He

has known most of the veteran operatives that have been employed on the northern divisions of the system, most of whom have now passed away, or have retired from active railroad life. After serving two years as brakeman Mr. Holt was placed in charge of a train in the freight service where he remained some seven years. In 1872 he was promoted to the passenger service and for twenty-eight years served the company faithfully and well. During all these years not a dollar of expense was caused the company through accidents attributable to him. Of over two million passengers who have been under his charge not an injury has occurred while riding on his train. This is a record of which any railroad man may well be proud. It is a record few can equal or excel. January 1, 1900, he was appointed night station master of the terminal station at Park Row. Mr. Holt's railroad career has not been confined to one field. In 1881 he was appointed trainmaster at Clinton, Illinois, and eight years later was promoted to be assistant superintendent with headquarters at Amboy, where he remained three years. Early in 1892 he was transferred to a similar position on the Chicago division with headquarters at Cairo, remaining until the latter part of that year, when he returned to the train service to remain until appointed to his present position on the date given above.

Mr. Holt, a son of Albert and Mary (Ames) Holt, was born at Pembroke, New Hampshire, February 10, 1845. He was first married at Centralia, Illinois, to Miss Addie Sherwood to whom four children were born. Albert is an engineer in the Chicago Terminal service; Charles is on a ranch in Colorado; Arthur is a stenographer in the office of the traffic manager of the Central; Belle is the wife of Mr. John Buslinger and lives in Colorado. Mr. Holt was married a second time at Massillon, Ohio, to Mrs. Emma C. May.

Of the social orders, Mr. Holt affiliates with the Masonic fraternity. He is enrolled in the Blue Lodge, Chapter and Council, Clinton, and is a charter member of the latter body. He belongs to Cyrene Commandery, Knights Temp-

lar of Centralia. His membership with the O. R. C. is at Chicago, in Division No. 1.

The reminiscence of one who has been for nearly forty years in the employ of one corporation cannot fail of being interesting. Most that were on the field when he began have passed to the other side. Some few remain to connect the present with the past, but it will not be many years before the last will have passed off the scene and new hands will be at the helm.



ES. SCUDDER is an engineer in the passenger service of the Illinois Central, and is an old and valued employe of the road. He became identified with the I. C. in 1864, serving as brakeman for a year and in 1865, was appointed fireman. Three years later, in 1868, he was promoted to engineer in the freight service, and in 1888 was promoted to the passenger service, where he has since remained. His present run is between Champaign and Centralia.

He joined Lodge No. 24, B. of L. E. in 1869, and is still an honored member of that lodge.



FRANK JENNINGS is a native of New Sharon, Franklin county, Maine. His first service was at Terre Haute, Indiana, where he remained for two months receiving and shipping stock in the yards. In July 1865 he came to the Illinois Central and began firing for Frank Rugg on engine No. 73, on the Hyde Park suburban train. He then fired a pay car for Smith Sherwood, now deceased, and from there he went on a freight and passenger on the Chicago division, from here to Cairo, Dubuque and Sioux City in the yards. The subject was later set up and the first days

he ran in the Chicago yards he ran engine No. 1, fired a wood burner on the pay car, was in yard service several months and then had a suburban run, together with freight and passenger on the Chicago division.

In 1873, two years after the fire, he got a regular suburban run between Chicago and Grand Crossing. For three years he had engine No. 203 and during the World's Fair he had No. 241. He has never been hurt and never missed going to a pay car but once, when he broke his leg, which was done while going into the house and he was laid up three months, never been discharged.

Mr. Jennings is a member of the B. of L. E., No. 10.



JAMES MILLER is the well known engineer in the passenger service of the Illinois Central, running on the "Diamond Special," between Clinton, Illinois, and East St. Louis. He entered the service of the I. C. in 1871, as fireman on the Amboy division, being promoted to engineer in 1877, and appointed to a run south of the Ohio river. In the fall of 1878 he was transferred to the Amboy division, running a switch engine in the yards at Clinton. He was in 1881 given a regular passenger run on that division, where he has since remained.

Our subject was born on a farm in Crawford county, Pennsylvania, in 1844, where he remained until 1861. Responding to the call for volunteers in that year, he enlisted, but was discharged on account of his youth. However he succeeded in 1862, in joining the "Army of the West," under General Grant, and was in the battles of Missionary Ridge, and Chickamauga. He was wounded at the battle of Perryville, Kentucky, and was obliged to remain in the hospital for some time. After the wound healed, he went to the heavy artillery, until again able to go to the front.

Mr. Miller was married in 1867, and has two children, one son and one daughter. His son, Fred, is in the employ of the I. C. as brakeman. Socially he is connected with B. of L. E., No. 315, at Clinton, where he resides.



TITUS HENCHCLIFF is the well known engineer on the "Daylight Special," in charge of engine No. 909, between Clinton and East St. Louis. He entered the service of the Illinois Central, in 1871, as fireman, on what is now known as the Freeport division, from Amboy, Illinois, to Dubuque, Ia. Continuing as fireman until 1879, he was in that year promoted to engineer, under S. J. Hayes, supervisor of machinery, for the I. C. at that time. He was then transferred to the Clinton district, and was in the freight service there until 1891, when he was promoted to the passenger service, taking charge of the "Diamond Special." During a service of twenty-nine years with the I. C. our subject has not lost one month of time. He is justly proud of his record, which shows that he is a practical and steady man.

Mr. Henchcliff was born in Jackson county, Illinois, in 1851, and was married in 1874, to Miss Lucy Judd. They have a family of three sons, and two daughters. Socially he is a member of B. of L. E., No. 315, and Olive Lodge, No. 98, I. O. O. F., of Clinton, Ill.



AJ. POLAND is the assistant claim agent on the Amboy division of the Illinois Central, residing at Clinton. He has been in the service of the I. C. at various periods, from 1854, to the present time. His first work was as train baggageman, on the Chicago division, to which he was appointed May 20, 1854, and where he served for

one year. He was then promoted to conductor in the freight service, from Galena to Amboy, holding the latter position until 1856, when he was promoted to the passenger service, on the Amboy division, from Amboy to Decatur, and on the completion of the road to Centralia.

In 1861 our subject asked for and obtained a leave of absence, and for sixteen months was in the passenger service of the C. & A. R. R. from Chicago to St. Louis. He returned to the I. C. in 1862, and taking a position as extra conductor, he was soon appointed to the passenger service, and given the run from Amboy to Centralia, remaining on that run until January 1866. On the latter date, he was promoted to trainmaster at Decatur, and served there until September 1873, when he was transferred to Dubuque, in a similar capacity, remaining there until January 1886. On account of failing eye-sight he was compelled to abandon his work as trainmaster and take a vacation, and a much needed rest, after which he assumed his present position.

Mr. Poland is a native of Standish, Cumberland county, Maine, where he was born Aug. 12, 1832. He came to Clinton in 1893, where he has since resided, and is a prominent citizen of that place.

WILLIAM EGGER, one of the oldest and best known employes of the Illinois Central, is an engineer in the passenger service on the Clinton district. He became identified with the I. C. in 1857, working as fireman on the Cairo division. At that time wood was used exclusively as fuel, and our subject has seen other wonderful changes, during his railroad career in all branches of the service.

He was promoted to engineer in 1862, and took charge of a switch engine in the Centralia yards, and in 1865 was transferred to the freight service from Centralia to Clinton. He was pro-

moted to the passenger service in 1871, where he has since remained.

Mr. Egger is a native of Switzerland, where he was born in 1838, coming to America in 1847. He was married in 1862, to Miss Murley, and has two sons and five daughters. He has a comfortable home in the city of Centralia.

JAMES RASBACH, now retired, is one of the oldest and most highly respected former employes of the Illinois Central. He was born in Herkimer county, in the state of New York, on January 15, 1820, and came to Illinois in 1856, taking up his residence at Cairo. He at once entered the service of the I. C. as baggagemaster, between Cairo and Decatur, under a brother of Col. Mason, and was appointed station agent, at Clinton, on July 1, 1857. He served the company uninterruptedly as ticket, freight, and express agent, until retiring in 1892, after an honorable career of thirty-five years.

Mr. Rasbach was married September 4, 1849 to Miss Eiseman, and they have two children living. A residence of such long duration among the citizens of Clinton, has won for him the highest esteem of all.

WILLIAM R. ARTHUR, former superintendent of the Chicago division of the Illinois Central, became identified with the company on October 1, 1858, as superintendent, with headquarters at Centralia. The Chicago division at that time extended from that city to Cairo. Upon the retirement of Mr. Clark in January 1859, our subject assumed his duties, and on June 1st, of that year, was made general superintendent



WILLIAM RENSHAW.

of the entire system, continuing as such until February 1, 1866. He has served as superintendent of transportation in the passenger and freight service, superintendent of machinery and roadway, and introduced the four inch rail, with improved coupler. He was in the service of the I. C. when wood was used exclusively as fuel.

WILLIAM RENSHAW, superintendent of machinery for the Illinois Central Railroad Company, is a native of Pennsylvania, having been born in Philadelphia, March 10, 1851. He began life for himself in March 1863, at the age of twelve, in the machine shop of the Michigan Central Railroad, at Michigan City, Ind., remaining there until February 17, 1865. He entered the service of the Illinois Central Railroad Company, February 18, 1865, as an office boy in the office of superintendent of machinery in Chicago, and worked in that capacity and on mechanical drawing in the drawing room until February 1869. From October 1869, until March 1872 he was employed as a machinist and in the drawing room, when in September of the latter year he was appointed night foreman of the engine house, remaining in this capacity until he was appointed to the position of day foreman in the same engine house on October 1, 1873. He was made general foreman in 1877; master mechanic of Chicago division in 1884; assistant superintendent of machinery in 1888; and was appointed to his present position February 1, 1893.

On October 15, 1878, Mr. Renshaw was united in marriage with Miss Della C. Reeme, at Tiffin, Ohio. To this union were born five children, two of whom are deceased. Those living are Frederick W., born February 26, 1880, graduated from Yale College, in the class of 1900; William W., born January 30, 1885, and Charles C., born July 26, 1890, both of whom are attending Harvard Academy, Chicago.

ED. PECKENS is a well known conductor in the passenger service, of the Illinois Central, running from Gilman to Springfield. He worked as brakeman and baggageman in the suburban service from 1873 to 1876, when he took a position on the Dakota Southern R. R. Returning to Illinois in June 1879, he re-entered the service of the I. C. as brakeman, at which he remained until September of that year, when he was promoted to conductor in the freight service, on the Springfield division. He worked in this capacity for three years, and then took charge of a mixed train, holding the latter position for seven years, and on the establishment of his present run by the I. C. he was promoted to it.

Mr. Peckens was born at Scranton, Pennsylvania, August 9, 1854, and was married to Miss Alice S. Cootles, November 24, 1880. Their union has been blessed by two children, viz: Josie E. and Lucy A.

Socially the subject of this sketch is a member of Gilman Lodge No. 591, Watseka Chapter No. 114, Gibson Council No. 72, and Paxton Commandery No. 38.

HON. C. J. SABIN, mayor of Champaign, is a widely known former employe of the Illinois Central. Entering the service of the company on October 29, 1854, he first served as fireman, at Galena, Illinois, and on April 1, 1855, was promoted to engineer, between Galena and Freeport, and took the first engine over the draw bridge at Galena. In June 1855, he was transferred to the service between Dunleith and Amboy. In 1857 he was sent to Chicago and placed in charge of the "Old Union," an engine in the passenger service, and remained there for seven months and was then sent to the Champaign district.

Mr. Sabin was engineer on the first passenger train to enter Dunleith, and was at Galena when the famous dispute between the citizens,

and the I. C. in regard to the terminus of the line was settled. He was an engineer in the freight and passenger service of the I. C. from April 1, 1855, to May 31, 1866. On the latter date he resigned to enter the farm implement business, at Champaign, conducting a highly successful business in that line, until February 1, 1898.

In April 1898, our subject was elected mayor of Champaign, and on his accession to office, received congratulatory letters from many old railroad associates and from B. of L. E., at Centralia, Illinois, with which he was connected in 1864.

Mr. Sabin was born on June 8, 1831, near Dunkirk, in the state of New York, and his first railroad work was on the old Erie R. R. His success in life is due entirely to his own merits, and shows him to be a man of extraordinary ability. During his administration as mayor of Champaign, he has shown the same enterprise, which characterized him as a successful railroad and business man.

He has resided continuously since 1858 in his present home.



PAT GROGAN, a jolly, good-natured engineer on the Louisville division of the Illinois Central, began his railroad career in the shops at Paducah, as a stationary engineer in 1872, on the Paducah & Elizabethtown road. He began firing in 1877. November 3, 1879 he was promoted to engineer, running on various parts of the road, just as it was built from Reed to Tremble, Tremble to Dyersburg, to Covington and then to Memphis. At that time the engines weighed but sixty-five tons, small cars of twelve tons capacity, while seventeen cars made a train. Our subject has noticed many changes, can remember when there was a bathing place for boys near where the Paducah shops now stand.

Our subject has had many close calls, having at one time been seriously injured by a draw head and laid up three months, requiring fourteen stitches in the leg. He had a fireman, Dean, who was killed, a fine young fellow and brother of George C. Dean, engineer. At one time a switch was left open and our subject's train struck an opposing train, tearing a caboose to pieces and fireman Dean was badly mangled. At another time he had his head badly injured, narrowly escaping death.

Mr. Grogan was born in Zanesville, Ohio, where his father, a large contractor, owning many teams, died in 1885. Our subject has a brother, an engineer on the Illinois Central.

Mr. Grogan married Miss Kate Walsh of Paducah, and has two children, Nellie and Pat E. Our subject is a popular member of Division No. 225, B. of L. E., having been chief in 1896 and 1897. He has a fine residence in Paducah, and is a thrifty and progressive citizen and engineer.

Mr. Grogan is one of your big men, tipping the beam at two hundred thirty and his nearest friends say his heart is as big as his body. No operative along the line is a greater favorite than Pat Grogan.



PATRICK BOYLE is one of the old time employes of the Illinois Central, at present in charge of the fuel department in the Champaign yards. He was employed in 1853, on the first water works in the city of Chicago, and in 1854 entered the service of the I. C. as a laborer, and was for a time on a construction train, on the Kankakee branch of the Chicago division. He rode on the first engine that crossed the Kankakee bridge, before that city was built. He next worked as brakeman, from Centralia to Wapella, and in 1856 was appointed yard master at Champaign, holding that position until 1891. In the latter year he was given his present position.

A. ROBERTS is the well known engineer on engine No. 966, in the passenger service, on the Champaign district of the Illinois Central. He entered the I. C. shops at Champaign, in 1867, when only eighteen years of age. During 1867 he took a position as fireman and in June 1872 was promoted to engineer. He was for several years in the extra passenger service, but has been in the regular service for nearly ten years.

Mr. Roberts is a native of Denbighshire, North Wales, but came to America when young. He is a member of B. of L. E., No. 24, of Centralia.



W. H. LINTON is the well known train master on the Champaign district, of the Illinois Central, with headquarters in that city. His connection with the I. C. dated from July 5, 1878, when he was appointed telegraph operator at Otto, Illinois. He served as operator, and in different capacities at various places, until 1884, when he entered the yard service as switchman at Centralia. He was soon promoted to yard master at that place, and served there until 1887. In the latter year he was sent to Champaign, as train dispatcher, remaining there until October 1892, when he was sent back to Centralia, in the same capacity. He was transferred to Champaign on May 1, 1896, where he now resides.



A. ENRY LITTLE RHODES, a retired conductor of the Illinois Central, entered the service of the I. C. in 1856, as conductor in the freight service. His first run was from Centralia to Wapella, which he held for two years. He was promoted to the passenger service in 1858, and continued there until 1860. From 1860 to 1866, he held

the position of train master, with headquarters at Decatur, Illinois. Resuming his former run in the passenger service in 1866, he continued in that connection with the I. C. until June 1899, when he voluntarily resigned, and is now retired. A record of forty-four years of continued service with the I. C. shows that our subject is a man of sterling worth.

Mr. Rhodes was born on May 24, 1829, and is the son of Simeon and Jane Rhodes, who lived in Port Jervis, Orange county, New York, at the time of our subject's birth. When only eight years of age, Henry L. Rhodes, was a driver on the tow-path of the Erie canal and continued in the service of that company, being made captain of a canal boat at the age of eighteen. Railroad at that time was fast superseding canals as a means of transportation, and our subject seeing that a good prospect was in store for a man of energy, sought service in that line, and rose step by step, until he became a conductor on the New York & Erie R. R. which position he held for seven years, or until 1856, when he became identified with the I. C.

Mr. Rhodes is one of the progressive citizens of Centralia. He is held in high esteem by his fellow-citizens, as is shown by his having been mayor, of that city for two terms. In politics he is a strong Republican and has acted as delegate to the county and state conventions. He was a delegate to the national convention, which nominated President McKinley.

In early life he married Miss Sarah E. Smith, of Port Jervis, New York, and three children have been born to them, viz: George H. Rhodes, one of the most enterprising business men of Centralia, Libbie Rhodes, wife of Benjamin F. Stattermyer, who died several years ago in St. Louis, and W. A. Rhodes, who died in St. Paul, Minn., in early life.

Mr. Rhodes Sr. is a thirty-third degree mason. His family are members of the Presbyterian church, in which they are prominent, and also liberal and substantial supporters.

JOHN P. SMITH, who runs out a passenger engine from the Twenty-seventh street round house, is one of the Illinois Central Company's stand-bys. He began as a fireman for them in 1871, under the tutelage of his father, Nicholas Smith, on engine No. 8, one of the old wood burners. He is now the sixth in the order of seniority.

After firing for five years, Mr. Smith was set up to engineer on a suburban line, but three years later was given a freight run which furnished him with employment until he was placed at the head of a passenger train, running south from Chicago, in 1892. In all his railroad experience Mr. Smith has had the good fortune to never be in any great wreck, nor met with any serious accident of any kind.

The gentleman whose name appears at the head of this article was born in the city of Chicago, October 13, 1834. In October 1882, he was united in marriage to Miss Josephine Erzinger, and their home has been blessed by the presence of two children, Emma and Hazel. Socially Mr. Smith is identified with the following fraternities: Division No. 10, B. of L. E., of Burnside, and the Ancient Order of United Workmen, Twin City Council of Champaign.

GEORGE SNYDER. The readers of this work will be pleased to find in it a biography of the gentleman whose name heads this article. The mention of a man of his age, enjoying health and the right use of his faculties is enough to arouse the attention of most people, but men who are above the age of eighty-five years and still in the employ of the railroad company are, to say the least, very rare.

Mr. Snyder, who is now in charge of the air brake car, was born August 5, 1814, in the district of Saarburg, then in the Rhine Province of France, his birth place being about eighteen

miles from the city of Searberg. He migrated to America in 1834, and in 1850 settled in the city of Chicago. Four years later he secured a position with the Illinois Central Railroad Company at the Weldon shops, at Sixteenth street. From that time until September 1897, Mr. Snyder occupied a place in the shop without interruption with the exception of two periods of two weeks, and one of those was on the account of sickness. He helped build the first shops at Weldon, which were shed roof buildings and their entire equipments were lathes, one planer and a drilling machine. His work then was by one of the lathes and he kept that place at Sheldon and at Burnside until 1897, when at the age of eighty-three years he discontinued the pursuit of his trade to accept his present position. At the old settler's meeting of Cook county, our subject received a gold medal for the longest uninterrupted service under one employer.

Mr. Snyder was married in Cook county to Miss Augusta Strever, and their home has been blessed by the presence of a family of five children whose names in the order of their birth are as follows: Matilda, George, Lizzie, Annie and Frank.

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DAVID SLOAN, chief engineer of the Illinois Central, was born in Belfast, Ireland, July 4, 1847, and began his railroad career in 1871 as chainman on the construction of the Franklin branch of the L. S. & M. S. From 1874 to 1875 he was assistant engineer of the Eastern Kentucky road at Grayson, Ky. In 1877 he was engaged in harbor work at Ashtabula, Ohio, for the L. S. & M. S. From 1883 to 1887 was with the Chicago & Atlanta Railroad the last two years of which he served as chief engineer; until 1888 he was assistant engineer for the C. M. & St. P.; then assistant chief engineer of the I. C. until October 8, 1897; since January 1, 1898, he has served the corporation as chief engineer.



WILLIAM F. KELLEY.



"HANK" SMITH.

WILLIAM HENRY SMITH, familiarly known as "Hank Smith", is now in charge of the stationary engine in the round house at the Twenty-seventh Street Station, Chicago. He is also known as the "veteran engineer", being the oldest in the employ of the Illinois Central company in Chicago. Mr. Smith was a fireman in Jersey City, New Jersey, when he was a boy, and when still a young man, he was fireman on the Michigan Central, at Detroit, Mich., but at the same time made an occasional run as engineer. April 26, 1856, he was placed in charge of engine No. 21, on the Illinois Central line, running from Chicago to Champaign, and for a time stood at the head of a construction train. While in this capacity he hauled the stone for the bridge south of Paxton. Our subject was next placed in charge of engine No. 76, which was the first one on the line with sixteen inch cylinders, and ran between Chicago and Champaign. In the fall of the same year 1856 Mr. Smith accepted a position at the head of a passenger train running between these points and retained it until the fall of 1896, a period of forty years. Sooner or later Father Time will render the best of men incompetent, and although our subject withstood him for a remarkable length of time, he had to finally bow to the inevitable. After leaving his passenger run, however, he sat for a time on the right side of the cab of the shop engine, running from Weldon to Burnside. Since January 1, 1899, he has had charge of the stationary engine at the Twenty-seventh street shops. During these years Mr. Smith has seen a great many changes in the Illinois Central Road, many new lines have been built and the old ones improved, the number of cars been multiplied, and the little slow running engines have given place to those several times their size and that will run at several times their speed, and scarcely a man who worked with him at the time he began is now in the employ of the company, to say nothing of the improvement in the shops and manufacturing and the methods of transacting business. He has been very fortunate, and in all of his career has never been in a wreck.

Mr. Smith was married in Chicago to Miss Catharine Your, and three children, William, George, and Catharine, have been born to them. Socially our subject is identified with the B. of L. E.



WILLIAM F. KELLEY. The subject of this sketch is a veteran in railroading and there are but few who have a record that will equal his. From a helper in the round house on the New York Central & Hudson River Railroad at Rochester, New York, where he began his career on September 14, 1864, he has climbed the ladder step by step, until now he stands at the top. It is a pleasure for us to enlighten our readers as to the ups and downs of our subject, who after much questioning and drawing out gave us the dates and which has been added to by the information secured from his fellow workmen by whom he is held in the highest esteem. But we are digressing and will return to the time of his connection with the N. Y. Central with which company he remained but two months, when like many young men of those days he decided to go west and "grow up with the country" as Greeley used to say. He located in Akron, Ohio, and began firing an engine on the Atlantic & Great Western. In those days each engineer engaged his own fireman and by a stroke of good luck he secured a position in road service, and during the next four years he devoted his entire time to mastering his profession. We next find him on the Hannibal & St. Joe road at Brookfield, Mo., as an engine house foreman which position he retained for six months and then tiring of the work he resigned and accepted a position as fireman and extra engineer and continued in that capacity for one year and a half. At this juncture his health failed and the following year was spent in his native state. Then he again came west, this time locating at Springfield, Ill., where he was offered and accepted a position as engineer in the freight service on

the Wabash, continuing there until August 13, 1874 when he resigned and was at once engaged by the G. C. & S., now the Springfield division of the Illinois Central. He took a freight run between Springfield and Gilman and during the next four years his became a familiar countenance to the boys along the line, but in 1878, when trains No. 39 and No. 40 were put on between Springfield and Chicago, our subject, owing to his long experience and clean record, was chosen as the one to pull what was then called a fine train, but what a contrast to the present magnificently equipped trains. He had engine No. 1355 at first and four cars made the train. This run, however, was of short duration, as in the same year it was discontinued and our subject returned to freight and extra passenger service and later pulled passenger from Springfield to Farmer City for two years. At this time a through passenger service was established on the Springfield division and Mr. Kelley was on that run until 1896, when again, as the business increased and the demand for faster time became necessary he was pulled off the Springfield division and given his present position, pulling the Daylight Special the finest equipped train in the service. During all these years our subject has never received a serious injury, but perhaps that is a stroke of good luck as No. 1309 the engine he was running at the time he was promoted to present run, was wrecked the day after he handed her over to his successor at Salt Creek.

Our subject is an honored and respected member of Division No. 315, B. of L. E., also a member of Blue Lodge, No. 333, Chapter No. 1, and Elwood Commandery, No. 6, all of Springfield, Ill.

In 1878 he was married to Miss Charlotte R. Harris, also a native of New York state and their union has been blessed by the birth of two daughters, Marchie and Ruby.

JOHN LOCKER HALLAM, M. D., deceased, was for many years district surgeon for the Illinois Central, at Centralia. Dr. Hallam was born at Bassington, Derbyshire, England, in February 1819. In company with his parents and three sisters he arrived in America in 1827, and settled in Edwards county, Illinois. Arriving at manhood, our subject entered the Kemper Medical College (now the Missouri Medical) of St. Louis, where he graduated. In 1871 he was appointed district surgeon for the I. C. and remained as such until his death on June 15, 1894.

His son, Dr. John Carter Hallam, is now a physician and surgeon, at Centralia, and practices his profession with Dr. E. E. Fyke, the medical representative of the I. C. at that place.



JOHN KIEFF. This name deserves a place on the list of the Illinois Central Company's pioneer workmen, since its bearer began work as a tinner in the old Weldon shops in 1856, or at least the sheds in which the machinery was first installed and stood on the site of the Weldon shops. At that time he was the only tinner employed by the company in the city of Chicago. Others have come and gone and the company has grown until it employs eighty tanners in the Burnside shops alone, to which our subject was transferred January 1, 1899, but he still holds his place, a record that hardly has an equal in the history of the railroad. During his forty-four years of service, Mr. Kieff has lost only two weeks time and that was during the great strike of 1894, but this has been more than made up by the over hours that he has worked. Some months he has drawn as much as forty-two days wages.

Mr. Kieff was born in Chippawa, Canada, May 15, 1838. In 1844 the family moved to Buffalo, N. Y., and two years later, moved from thence to Chicago. As soon as he had attained his majority, Mr. Kieff returned to Buffalo to

learn his trade, and there served an apprenticeship of four years and two months with John J. Smith & Co., which fully prepared him for his place in the shops of the Illinois Central Company. In 1864, in the city of Chicago, he was united in marriage to Miss Annie Humphrey, and their wedded life was blessed to them by the advent of a family of six children whose names in the order of their birth are as follows: Mary Agnes, William Henry, Albert, also an employe at the Burnside shops, Annie, Nellie and Emma.

Fraternally Mr. Kieff is a member of the Masonic Lodge No. 311, of Chicago.



W WAMSLEY, a former valued employe of the Ill. Central, residing at Centralia, Ill., is one of the thirteen children, born to Thomas E. and Elizabeth Wamsley, natives of Virginia, but who emigrated to Kentucky, and followed agricultural pursuits.

Our subject was born near Nicholasville, in the latter state, on February 2, 1841, but came to Illinois in 1853, with his parents, locating at Randolph, McLean county. He remained there but a short time, going to Leroy, in the same county, where he worked on a farm for five years, going from the latter place to Atlanta, Illinois. He was at Heyworth, Ill., at the beginning of the Civil war, and there joined the 94th Regiment, U. S. Volunteers, receiving an honorable discharge at the end of his years services. Returning to Leroy, in 1863 he entered the service of the Illinois Central, working at fence building, and in 1866 obtained a position as brakeman in the freight service, under Conductor Madden, running from Amboy to Wapella. He served in this capacity for two years, being then promoted to conductor on the same division, under Train Dispatcher, M. W. Wills. In 1880 he was promoted to conductor in the passenger service, serving with fidelity until

August 4, 1899, when he voluntarily resigned, and is now taking a much needed rest.

Mr. Wamsley was married to Miss Arabella Catterlin, of Clinton, Illinois, and their union has been blessed by three children, viz: Eugene, born November 19, 1872; Maude, born December 8, 1876, and Willie, born December 31, 1886.

A service of thirty-four years in the employ of the I. C. is a record of which Mr. Wamsley may be justly proud.



F HAFELI is a well known engineer in the Centralia district of the Illinois Central. He entered the service of the I. C. in 1869 as brakeman and fireman on the Centralia division and on the main line, working there for three years. In 1874 he went to the Cairo and Vincennes R. R. (now part of the "Big Four") and worked for that company six years as engineer. He re-entered the service of the I. C. as engineer in the freight service in 1880, and in 1895 was promoted to the passenger service and placed in charge of engine No. 913, between Centralia and Cairo, and has since remained on that run, and in charge of the same engine.

Mr. Hafeli is a native of Switzerland. He is a member of B. of L. E., No. 24.



T HOMAS J. WRIGHT was for twenty-four years a conductor in the passenger service of the Illinois Central, and has lately resigned his position. He entered the service of the I. C. as brakeman and baggageman, in the passenger service on April 27, 1863, running between Dunleith, (now East Dubuque) and Amboy, Illinois. He served in this capacity for several months and was then appointed baggagemaster at Freeport, Illinois.

From the latter position he returned to his former occupation of brakeman, securing employment in the freight service of the I. C. After serving five years he was promoted to conductor in the freight service, between Dunleith and Amboy, and in 1875 was promoted to conductor in the passenger service. For twenty-four years, or until August 1899, our subject held that position, running between Dubuque, Iowa, and Amboy, Illinois, and between Freeport and Centralia.

Mr. Wright is the son of John and Mary (Brady) Wright, and was born in the state of New York, but came west in early life. He was from 1863 to 1899, in the service of the Illinois Central, a record which speaks for itself. He was married to Miss M. Marylla Nichols, of Princeton, Illinois, and they have two daughters, Maude, and Gladys.

Socially he is connected with the Blue Lodge, Chapter and Knights Templar Consistory, and is a charter member of O. R. C., No. 1, when it was organized at Amboy, and known as the "Brotherhood of Conductors." He was the second chief conductor of the latter organization.



R. D. OXLEY, foreman of the machine shops at Centralia, Illinois, entered the employ of the I. C. in 1854. He is a brother of David Oxley, who was master mechanic for the I. C. from 1854 to 1890, retiring on pay, in October of that year and who died at Centralia, Illinois, in 1897, leaving two sons and two daughters. John Oxley, a son of the latter worked in the office of the I. C. as clerk and chief clerk, from 1861 to 1895, resigning in the latter year, to accept the position of superintendent of streets, in the city of Centralia.

The subject of this sketch has spent the greater part of his time since 1854 as a foreman in the machine shops, and has been in his present position for twenty years. Mr. Oxley

is a native of Schenectady, New York, and served his time in the shops of the New York Central R. R.

His son Robert A. Oxley has been in the employ of the I. C. since 1871, and is now engineer on the Springfield division of the road.

Our subject was married at Saratoga Springs, New York, to Miss Julia E. Cook, September 4, 1850 and to them has been born one son, Robert A.

In 1861 our subject was badly hurt in the fire that destroyed the shops at Centralia, Ill.



GEOGE MARTIN DUGAN, superintendent of telegraph of the Illinois Central Railroad, is a native of Ohio, having been born in Brown county, December 25, 1835. He began his railroad career in 1857 as an operator on the Mississippi Central at Grand Junction, Tenn., and remained with that road during the war. He then served as agent and operator for the Southern Railway Association at Bolivar, Tenn. From 1877 to 1884 he was superintendent of telegraph for the Chicago, St. Louis & New Orleans Railroad at Jackson, Tenn., then until March 1893 served as superintendent of telegraph for the southern lines of the I. C. and Y. & M. V., on the latter date being made superintendent of telegraph for the entire system, which position he holds at the present time.



W. J. HUNT, passenger conductor on the Illinois Central, was born in Madison county, Tenn., ten miles northwest of Jackson, November 4, 1847. He began railroading in 1871 on the M. & O. as a freight brakeman between Columbus, Ky., and Baldwin, Miss., and continued one year when he quit and was not engaged in rail-



THOMAS F. BARTON.

roading again until 1878, when he entered the employ of the I. C. as a freight brakeman between Jackson, Tenn., and Fillmore, Ky., then the northern terminal, and at the expiration of eighteen months he was promoted to conductor and began running freight on the same district. At that time all the men were in the chain gang and our subject continued in the freight service until 1889, when he was promoted to the passenger service and has continued in that capacity to the present time, with the exception of three years, when, owing to lack of travel, he was put back on a freight run. Most of his work has been confined to the Cairo district. He has been fortunate in that he has never been seriously injured. He is married and has three children, William F., now braking on the St. Louis division of the M. & O. Railroad; Clyde, flagman on the Cairo district, for passenger conductor Morgan, and Mary Ada.

Socially Mr. Hunt is a member of Jackson division No. 149, O. R. C., and Stonewall Lodge No. 199, Knights of Honor.



THOMAS F. BARTON, master mechanic at Paducah, Kentucky, is an example of what may be accomplished by well directed efforts backed by a strong character, even while a man is young. He began at the foot of the ladder as call boy at Point Edward, Ontario, for the Grand Trunk system, July 14, 1880, and remained in that capacity until February 14, 1882, when he became caller in the machinery department for about eleven months. January 1, 1883, he became an apprentice to the tin and copper-smiths trade in the railroad shops, but after twenty-two months decided that he preferred the machinists trade at which he worked until reaching his majority. Working as journeyman machinist until January 12, 1890, he resigned and secured a place with the Illinois Central three days later as machinist at the Weldon shops under master

mechanic Charles Clarke. In April 1892, he was made assistant round house foreman under Charles Kelley and January 19th, following was made foreman of the round house at the Burnside shops when they were opened for business. The first of May when the World's fair necessitated a large increase in the suburban service Mr. Barton was selected to serve as foreman of engines during the continuance of the exposition and on its close returned to his former position. On October 18, 1896, he was appointed general foreman of the Weldon shops and May 9, 1898, was promoted to master mechanic of the St. Louis division and stationed at East St. Louis. He was further promoted February 1, 1899, when he was assigned to duty in the shops at Water Valley, Mississippi, where he remained until April 1900, at which time he was placed in charge of the extensive shops at Paducah on the promotion of Mr. Curley to the Memphis station. Mr. Barton is a man of fine executive ability and while he exercises his authority over men on his division firmly he does so in a way to win their esteem and get the most out of them with but little friction in their management. He has the warmest commendations of those working under his authority, and that he holds the confidence of his employers is proved by his steady and rapid advance along the line of his chosen calling.



JOHAN WILFRED HIGGINS, superintendent of transportation of the Illinois Central, was born in Newport, R. I., and entered the service of the I. C. in 1879, serving as messenger boy until June 1881, then for a short time worked as a laborer on the track; from December 1881 to June 1883 switchman; to August 1883 telegraph operator; to October 1884 freight and passenger brakeman and baggage man; to Oct. '89 freight conductor; to April 1890 chief clerk to the division superintendent of the Chicago division; to Dec. 1891 trainmas-

ter, Centralia district; to Feb. 1892 chief clerk to general superintendent; to June 1892 assistant superintendent Louisiana division; to Jan. 1893 superintendent Louisiana division; to April 1893 superintendent terminals I. C. and Y. & M. V. railroads at New Orleans, later served as superintendent of Chicago terminals until appointed to his present position.



M GILLEAS, assistant general superintendent of the Southern lines of the Illinois Central and Y. & M. V. railroads, was born near Dublin, Ireland, October 20, 1844. He entered the service of the I. C. in 1859, at Amboy, Ill., and served three years as a porter in the superintendent's office, two years as clerk in the freight office and the four following years in the division engineer's office. From May 1, 1868 to May 1, 1877, he served in the division engineer's office in Dubuque, from the latter date to April 6, 1883, he was roadmaster of the Iowa division and until the following October was acting division superintendent and until October 1, 1887, division superintendent; to January 1, 1891, superintendent of the Iowa lines; to September 1892, superintendent of Western lines, including all lines west of Chicago; to January 1, 1893, general superintendent of the Y. & M. V. road, at which time he was made assistant general superintendent of the Southern lines.



J OHN C. HARTIGAN, assistant general superintendent of the northern and western lines, of the I. C., with headquarters at Chicago, was born March 25, 1847, at Swanton, Franklin county, Vt., and received his education in the Academy of his native town. He entered railroad service in August 1865,

when he became agent for the C. & A. at Nilwood, remaining there until April 1866, when he was sent to Pontiac, Ill., where he served as agent until 1872. He then served in the capacity of train dispatcher until April 30, 1874; May 1, 1874 to January 1, 1880, chief train dispatcher; Jan. 1st to June 1, 1880, manager Madison county Ferry & Transfer Co., at St. Louis, Mo.; June 1, 1880 to July 1, 1885, train master C. M. & St. P. Railroad; to October 1, 1886, division superintendent Missouri Pacific at Denison, Texas; to April 1890 assistant superintendent C. M. & St. P., and six months following division superintendent of the Chicago division of the I. C. railroad. From December 1890 to January 1, 1893, superintendent of northern lines of the I. C. and from the latter date to the present time as assistant general superintendent of northern and western lines.



A E. CLERMONT, engineer on the Freeport division, Illinois Central Railroad, began his railroad experience with the C. B. & Q. R. R. as brakeman and yardmaster at Aurora for a short time and then served the same company as engineer for a number of years. He entered the service of the I. C. R. R. as engineer on the Freeport division in 1888, and at present runs engine No. 918 on a regular through passenger run from Chicago to Dubuque.

Mr. Clermont is a native of Canada and was born in 1851. He was married in 1870 to Miss Leveque, a sister of George Leveque, an engineer in the I. C. R. R. service. Her father was an engineer on the M. C. & I. R. R., and was killed in an accident on the road in Nov. 1876. Mr. and Mrs. Clermont have five children: Alphonsine, Sylvia, George, Horace and Arthur.

Mr. Clermont is a member of the B. of L. E., No. 27, Racine division, K. P. No. 98, of Freeport, and the A. O. U. W., No. 250, also of Freeport.



JOSEPH E. HOFFMAN.



AMOS E. SHELL.



JOHN HAYS WILSON.

JOSEPH E. HOFFMAN, deceased, was formerly an engineer on the I. C. R. R., Freeport division, and born in Pleasant Valley, Jo Daviess county, Ill., November 15, 1870. His father, Adam Hoffman, is a retired farmer living in Chadwick, Ill. His mother was Miss Mary B. Sachs, and is still living. Our subject received his education in the public schools of Apple River, Ill., finishing in the high school of the same place. While attending school he spent his summers at work on the farm. In 1888 he came to Freeport and secured a position in a grocery store, where he remained one year, then clerked in a gents' furnishing store until 1894. At that time he entered the service of the I. C. R. R. as a night watchman in the shops, where he remained until August 4, 1894, when he became a fireman on the Freeport division and served in that capacity until September 10, 1898, being promoted at that time to the position of engineer. Mr. Hoffman was married to Miss Carrie V. Wise, of Freeport, June 14, 1893. She is a native of Stephenson county, and was born in Buckeye township, October 27, 1872. She has one child living—Carl J. Hoffman, born November 6, 1896, and lost the first born, Russell, at the age of ten months. Mrs. Hoffman is a member of the United Evangelical church to which church her husband also belonged. Mr. Hoffman was a member of the B. of L. F., and B. of L. E. He died at his post of duty, March 9, 1900.



chinery, and H. Schlacks, master mechanic, of Chicago, and after one year of successful running, was given a certificate as engineer under the I. C. R. R. system, running freight until March 1893, when he was transferred to the Diamond Special, and is now running on both the Daylight and the Diamond Special from Chicago to Clinton—two of the best runs on the road. On all examinations Mr. Shell has passed first-class. He was examined on color and eye sight in 1879, in a special car sent over the system, and again on eye-sight and color perceptions in the fall of 1897. May 7, 1891, he was examined by A. J. McEvoy on book of rules, and March 2, 1895, on air brake practice, by R. D. Davis, in his air car. Mr. Shell has been in the service continuously for twenty-eight years, and during that time has made a fine record for ability, steady nerve, and attention to duty. Mr. Shell, who is a son of John and Sabina Shell, the latter being deceased, was born near Harrisburg, Dauphin county, Pa., in 1857, and was married in 1883 to Miss Minnie Medland, whose parents were John and Priscilla (Jackman) Medland, both now deceased. Mr. and Mrs. Shell have two sons living, Fred and Arthur, and two daughters dead—Daisy and Gertrude. They are members of the Presbyterian church, in which Mr. Shell holds the office of deacon. He is a Republican in politics, is serving his second term in the board of education of Clinton, is socially connected with Division No. 315, B. of L. E., DeWitt Lodge No. 84, A. F. & A. M., Goodbrake Chapter No. 59; Clinton Commandery No. 66, and with his wife is a member of Myrtle Chapter of the Eastern Star No. 131, at Clinton.



AMOS E. SHELL, engineer on Springfield division of the Illinois Central Railroad, began his career as a railroad man, in June 1872, on what is now the Springfield division, but at that time was the Gilman, Clinton & Springfield R. R., and was promoted to the right side in 1879, under the old system. In January 1880 he was examined on time card by T. J. Hudson, and in the machinery department by S. J. Hayes, superintendent of ma-

JOHN HAYS WILSON, depot master of the Illinois Central Railroad at Freeport, was born in Union county, Pa., June 8, 1837. His grandfather, Hugh Wilson, was one of the judges of the U. S. district court. His father, also Hugh Wilson, a

tanner and farmer, was born in Union county, Pa., in 1792, and died in 1873. His mother, Jane (Foster), died in April 1879.

John H. Wilson was educated in the public schools of his native county and took an academic course of three years at Mifflinburg Academy. He assisted on his father's farm until 1857, when the family emigrated to Freeport, then a town of about 4,000 inhabitants. Here he taught school one term, and then secured a position with the I. C. R. R. as clerk in the superintendent's office at Amboy. He remained in that position thirteen months, when he took a position in the train service and served five years in that capacity. He then began making up trains at Amboy, later clerked in the office at Decatur, and then returned to Amboy and became one of the yardmasters. January 21, 1870, he lost his right arm in the service of the company, after which he came to Freeport and learned to write with his left hand. He is now a splendid penman, and a model of neatness. In 1871 he became yardmaster of Freeport yards and retained that position for sixteen years, and in 1887 was made car accountant, which position he held until 1890, when the new depot was erected in Freeport and he was made depot master, where he still serves, attending upon twenty-seven passenger trains daily, from 6:30 A. M. to 7:00 P. M. His service for the I. C. R. R. has always been pleasant. Mr. Wilson's household is made up of himself and two sisters, Mary and Martha. The latter has taught school in Freeport for eighteen years. Of the family, eight are living: six in Freeport and two in Pennsylvania. Mr. Wilson is a Prohibitionist, and was one of the founders of Centennial Lodge of Good Templars in 1876, and first Chaplain; assisted in organizing the Independent Order of Mutual Aid in 1879, and has been connected with all the temperance organizations. He is a member of the A. O. U. W., and one of the charter members of John H. Adams Lodge. The family are members of the First Presbyterian church of Freeport.

E. P. SKENE, land commissioner of the Illinois Central and Yazoo & Mississippi Valley railroads, was born October 16, 1854, in Salem, Mass. He entered railroad service in 1872 as a clerk in the New York office of the Illinois Central, remaining there until 1887, when he was made assistant secretary of the Dubuque & Sioux City Railroad and served in that capacity until January 1, 1891, when he was made land commissioner of the Illinois Central and in October 1892, he was made land commissioner of the Yazoo & Mississippi Valley Railroad.



JOHN F. WALLACE, assistant second vice-president of the Illinois Central, was born at Fall River, Miss. He entered railroad work in 1869 as rodman on the Carthage & Quincy road, serving one year; from 1870 to 1871 he was assistant engineer on the surveys of the Q. A. & St. L., and assistant engineer of office work of the R. R. I. & St. L. road; 1871 to 1876 he was assistant engineer in the U. S. engineering corps; 1876 to 1879 engaged in private practice; 1879 to 1882 chief engineer and superintendent of the Peoria & Farmington road; 1882 to 1883 superintendent Central Iowa road in Illinois; 1883 to 1886 master of trains for the Iowa Central; 1887 to 1889 bridge engineer for the Santa Fe; 1889 to 1891 resident engineer of Chicago terminals for the Chicago, Madison & Northern and the A. T. & S. F. railroads; 1891 to March 1892 engineer of construction for the Illinois Central; March 1, 1892 to Aug. 1897 chief engineer of the same road. Resigning in Aug. 1897, he was on Jan. 1, 1898 elected assistant second vice-president of the road which position he occupies at the present time. He is president of the Engineers and Maintenance of Way Association.



G. V. MARKHAM.



THOMAS GLAVIN.

GV. MARKHAM, engineer on the Springfield division of the Illinois Central Railroad, was born in Ann Arbor, Mich., February 4, 1847, a son of Vincent and Marietta (Gorton) Markham. He served time as fireman, and ran as engineer on the C. B. & Q. R. R. for over seventeen years, and entered the service of the Illinois Central Railroad Sept. 17, 1888, as engineer on the Springfield division, where he has since remained and is now running a local freight. He has been a member of the B. of L. E. since 1871, and is at present connected with Clinton Division No. 315. Mr. Markham was married in 1875 to Miss Mary Otten, daughter of John and Elizabeth Otten, and is the father of one son and two daughters: Frank O., Maud and Florence, all at home.

service of the Central as a section hand at Amboy, and in 1899 accepted a position as brakeman in the freight service, running between Freeport and Clinton. By faithfulness and close attention to business, Mr. Glavin confidently expects to rise in the service of the road.



THOMAS J. HUDSON, traffic manager of the Illinois Central, was born January 1, 1846, in Ireland. He entered the service of the C. & A. road in 1864 as a clerk in the freight office in Springfield, but after one year in this capacity was made freight agent and served as such until October 1871, at which time he became general agent for the Gilman, Clinton & Springfield road, then general passenger and freight agent until November 1875, from the latter date until July 1877, he served as superintendent and general freight and passenger agent of the same line. He was then appointed superintendent of the Springfield division, at Springfield, serving until July 1881, when he was transferred to the Chicago division as superintendent, then served as superintendent of the Illinois and Iowa lines until August 1, 1887, at which time he was promoted to his present position as traffic manager of the entire system.



WILLIAM and THOMAS GLAVIN Jr., brakemen in the service of the Illinois Central, come of a railroad family and have grown up in the atmosphere of the track and train. Their father, Thomas Glavin Sr., has for many years been in the employ of the road in section work, and is now road supervisor over the district between Decatur and Centralia. He is a man thorough in his line of work and is one of the best informed men in track construction on the system. He married Catherine Gaffney, who is the mother of eight children, as follows: William, Thomas Jr., Joseph, Mary, Agnes, Bernard, Lizzie and Jennie. William was born May 14th, 1878, at Amboy, and attended the Amboy schools. He secured a place on the section at Amboy, and after a few years was advanced in rank and made boss of the section for two years. He then went into the operating department as brakeman, in December 1898, and is in line of promotion to conductorship.

SAMUEL GRANT ELROD entered the service of the Illinois Central March 6, 1886, as brakeman on the Amboy division, Clinton district. His first run was made with Conductor J. D. Williams, leaving Centralia, Ill., at 5 A. M. on local run No. 10 on the above date. He was transferred to the Springfield division in 1888, and promoted to conductor in 1891, having been examined by

Thomas Jr. was born at Polo, Ill., November 26, 1879, and was reared in Amboy where he received his education. In 1897 he entered the

Superintendent Bailey on the old book of rules. At present our subject is on the merchandise run between Chicago and Clinton, giving eminent satisfaction to the company.

Mr. Elrod was born August 13, 1867, near St. Louis, Mo., in a one and a half story log house, built by General U. S. Grant. He is proud of the distinction of being a second cousin of the distinguished General, his grandfather on his mother's side having been a brother of General Grant's mother. He was married on November 25, 1893, to Grace Hagerman. Socially our subject is a member of Forester Lodge, Court DeWitt, No. 3163, of Clinton, Illinois.



FRED S. JAMES, chief train dispatcher of the Cherokee division of the Illinois Central, is a native of Wisconsin where his birth occurred at Brandon, July 6th, 1866. His ancestors were from the New England states, both of his great grand-fathers having fought side by side in the Revolutionary war. His parents were natives of New York state but removed to Wisconsin in 1845, where the father, S. G. James, successfully engaged in the lumber business until 1873 when he removed to Aurelia, Iowa, residing there until his death in 1895. Members of the family have been prominently connected with the professional and social life of the east. An uncle of our subject, Hon. A. B. James, was for twenty-three years judge of the supreme court of New York. He died while filling his second term in congress from that state. His son, E. C. James, is one of the most prominent attorneys of New York City, being private counsel for Russell Sage and was also counsel for Jay Gould prior to the latter's death. Our subject received his education in the common schools and at the age of fourteen began learning the art of telegraphy at Aurelia, Iowa, and a few months later was proficient enough to serve as extra

operator and agent, being stationed during the two following years at Marcus, Fonda, Alta, Aurelia and Cherokee for longer or shorter periods. In 1883 he was assigned a key in the train dispatcher's office at Ft. Dodge and two years later was made extra train dispatcher serving both at Ft. Dodge and Waterloo. In 1887 he was made trick dispatcher in the office at Ft. Dodge and three years later made chief dispatcher, in which capacity he served until consolidation of the offices in 1893. Transferred to Cherokee, he served as trick dispatcher until the spring of 1896, with the exception of two months in 1895, when he worked at Centra-
lia, Ill., during the shortage of train dispatchers at that point. He was then called to the Chicago division and stationed at Kankakee as trick dispatcher. In October following he was again transferred to Cherokee and made chief dispatcher of the division where he has since remained.

Mr. James was married in Cherokee, December 24, 1894, to Miss Alice Maude Holden, daughter of C. B. Holden, a prominent business man of Cherokee, Iowa. Their little one, Marjorie, died at the age of three years in the spring of 1900. Mr. James is a prominent member of the Train Dispatchers' Association of America, joining the association in 1889, and for three years has been a member of the executive committee and has been a delegate to nine of their annual meetings. At the Train Dispatchers' Convention, which was held at Indianapolis, in June 1889, Mr. James was the youngest delegate in attendance, it being one of the best and largest conventions the association has ever held, delegates being present from nearly every state in the union as well as Canada and Mexico. He is also a member of the association of Railway Telegraph Superintendents and is identified with Sioux City Lodge, B. P. O. E. No. 112. There is a saying that dispatchers, like poets, are born, not made, and only those of exceptional merit rise to the position of chief, or retain the position when once attained.



FRED S. JAMES.

PART III.

RAILROAD FRATERNITIES.

RAILROAD FRATERNITIES.



THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

By C. L. SALMONS, EDITOR B. OF L. E. MONTHLY JOURNAL.



PETER M. ARTHUR, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, was born in Scotland, and came to America when ten years of age, going to live on a farm with an uncle in New York. At the age of seventeen he went to Schenectady, N. Y., where with money he had saved, purchased a horse and wagon and started a small jobbing business. When eighteen years old he was employed as a wiper in the engine house of the New York Central Railroad at Schenectady. He rose rapidly to fireman and engineer. He was early attracted to the organization of his craft and in February 1874, was chosen to its highest office and has since that date been annually re-elected to Chief Engineer, with headquarters at Cleveland, Ohio.

His policy of using all conciliatory means in the settlement of difficulties, before resorting to strikes, has brought him into wide and favorable notice everywhere; under his administration there have been but few serious strikes, and these occurred mostly in the early part of his incumbency; he possesses, in an unusual degree, the confidence of the Order over which he presides; his public addresses have become noted for their vigor of language and plain speaking.

THIRTY-SEVEN years ago last April a few engineers in the employ of the Michigan Central Railroad Company conceived the idea of forming an association to promote the welfare and interest of their profession and elevate their standing and character as men. With these objects in view, they assembled at the house of one of their number, in the city of Marshall, Mich. The result of their deliberation was the issuing of an invitation to the engineers employed on the adjacent roads to meet in the city of Detroit on the fifth day of May. In response to the invitation, at the appointed time ten delegates assembled, who, with but little formality in their organization, entered upon their duties, and, with the assistance of a few engineers residing in Detroit, a constitution and by-laws were presented and adopted, embodying the fundamental principles of our present organization.

The necessity of something further on the part of engineers than the common consent to become and remain members of the association so long as suited their own convenience became apparent to the minds of the delegates, and an obligation, as a bond of union, was formulated and unanimously adopted, and on the 8th day of May 1863, twelve engineers joined hands and

hearts, pledging themselves to support the constitution and by-laws, assist the needy and maintain the right.

Officers were elected, and Detroit Division No. 1, Brotherhood of the Footboard, stood forth as the pioneer in the great work of reformation and elevation of the locomotive engineers of this continent.

The work of organizing sub-divisions soon began, and in a short time there were twelve divisions formed, and, in accordance with previous arrangements, a call was issued for each division to send a delegate to meet at the hall of Detroit Division No. 1, on the 18th of August of the same year.

The result of their deliberation was the forming of the Grand National Division, Brotherhood of the Footboard; electing as the Grand Chief, William D. Robinson.

Like many other associations in their infancy, many important points were lost sight of, for the want of experience.

During the first year of its existence, forty-four sub-divisions were organized. On the 17th of August 1864, the first convention was held in the city of Indianapolis, Ind., with forty-four division representatives, at which time the name and title of the organization was changed to its present one, making it international in character, so that all locomotive engineers, regardless of nationality, would be eligible.

The organization has been in existence, as a society, thirty-seven years, and during that time has gradually increased in numbers and importance; emerging almost silently from its original obscurity, until they now have 559 sub-divisions, comprising a membership of nine-tenths of the best locomotive engineers on this continent; and they have gained an enviable position by a strict adherence to their mottoes: "Sobriety, Truth, Justice and Morality," "Vigilance, not Violence," and "Do unto others as ye would that they should do unto you, and so fulfill the law." They stand aloof from all political bodies and sects and ignore all questions of creed and race, and look only to the improve-

ment and protection of the locomotive engineers and their families.

At the convention held in the city of Boston, in November 1866, the publication of a monthly journal, to be devoted exclusively to the interests of the profession, was authorized, and the first number was issued in January 1867, composed of 16 pages; it now has 112 pages and has at the present time a circulation of nearly 37,000, including among its subscribers residents of Europe and India. It contains a list of all sub-divisions, together with the names of the officers and where they are located.

On the 3rd of December 1867, there was established an insurance association, which pays to the heirs of deceased members, or to a member who is unfortunate enough to lose a hand, arm, limb, or eyesight, the full amount of the policy or policies held. Policies are for \$1,500, and a member may carry one, two or three, making \$1,500, \$3,000 or \$4,500. The cost of carrying one policy of \$1,500 is from 23 to 25 dollars a year. In the aggregate, the sum of over \$8,000,000 has been paid to injured brothers and heirs of deceased members, besides disbursing, out of their earnings, thirty-five to forty thousand dollars among the widows, orphans and needy of the order at every convention.

A large number of the divisions have a weekly indemnity insurance, each having their own law, which vary in the amount of dues and indemnity. The weekly indemnity is usually about twelve dollars.

The organization has contracts with 107 Railroad Companies, which include nearly all the great trunk lines. These contracts embody rates of pay and rules and regulations governing overtime, treatment of the employes and for the prevention of unjust discharge or suspension.

Through the instrumentality of this organized effort, the remuneration for services has been greatly increased, overtime allowance properly adjusted, and the character of those who comprise it elevated and educated, and peace and harmony maintained between the employer and employe.

The following are the places of meetings and dates thereof, of the conventions that have been held since the organization at Detroit:

1. Indianapolis, Ind., August, 1864.
 2. Rochester, N. Y., September, 1865.
- Called meeting at Rochester, N. Y., June, 1866.
3. Boston, Mass., October, 1866.
 4. Cincinnati, Ohio, October, 1867.
 5. Chicago, Ill., October, 1868.
 6. Baltimore, Md., October, 1869.
 7. Nashville, Tenn., October, 1870.
 8. Toronto, Canada, October, 1871.
 9. St. Louis, Mo., October, 1872.
 10. Philadelphia, Pa., October, 1873.
- Called meeting at Cleveland, Ohio, February, 1874. Charles Wilson resigned the position of Grand Chief Engineer and the present incumbent, P. M. Arthur was elected.
11. Atlanta, Ga., October, 1874.
 12. New York City, N. Y., October, 1875.
 13. Detroit, Mich., October, 1876.
 14. Boston, Mass., October, 1877.
 15. Indianapolis, Ind., October, 1878.

16. Kansas City, Mo., October, 1879.
17. Montreal, Canada, October, 1880.
18. Baltimore, Md., October, 1881.
19. Louisville, Ky., October, 1882.
20. Buffalo, N. Y., October, 1883.
21. San Francisco, Cal., October, 1884.
22. New Orleans, La., October, 1885.
23. New York City, N. Y., October, 1886.
24. Chicago, Ill., October, 1887.
25. Richmond, Va., October, 1888.
26. Denver, Col., October, 1889.
27. Pittsburg, Pa., October, 1890. At this convention the date of meetings was changed from the second Wednesday in October to the second Wednesday in May, making 19 months between this and the 28th meeting.
28. Atlanta, Ga., May, 1892. At this meeting the conventions were changed from annual to biennial sessions.
 - 1st Biennial — St. Paul, Minn., May, 1894.
 - 2d Biennial — Ottawa, Can., May, 1896.
 - 3d Biennial — St. Louis, Mo., May, 1898.
 - 4th Biennial — Milwaukee, Wis., May, 1900.



TWO FOREIGN LOCOMOTIVES.



FRENCH STATE RAILWAYS. PASSENGER LOCOMOTIVE.



GREAT NORTHERN RAILWAY OF ENGLAND. FREIGHT MOGUL.

The dimensions of these Engines are as follows:

	French State Railways.	Great Northern of England.	French State Railways.	Great Northern of England.
Cylinders.....	17½ x 26	18 x 24	1,925.4 sq. ft.	1,260 sq. ft.
Driving wheels, diameter.....	84½ in.	61½ in.	170.4 sq. ft.	120 sq. ft.
Number of tubes.....	246	254	2,065.8 sq. ft.	1,380 sq. ft.
Tubes, outside diameter.....	2 in.	1½ in.	136,055 lbs.	100,700 lbs.
Firebox, length.....	120 in.	72 in.	71,905 lbs.	85,500 lbs.
Firebox, width.....	42 in.	33½ in.		
Heating surface, tubes.....				
Heating surface, firebox.....				
Heating surface, total.....				
Weight of engine.....				
Weight on drivers.....				

THE GRAND INTERNATIONAL AUXILIARY TO THE B. OF L. E.



THE idea of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers was first suggested by Mrs. W. A. Murdock at the annual meeting of the B. of L. E. held in Chicago in 1887. It met with approval and a call was issued. The first meeting was held in the Palmer house parlors, October 14, 1887, with fifty-five ladies present. Besides those who were residents of Chicago there were but nine who represented other cities. They were as follows: Mrs. C. H. Bissell, Beardstown, Ill.; Mrs. George Stofft, Galesburg, Ill.; Mrs. Andrew Erhardt, Rochester, N. Y.; Mrs. S. A. Randall, Springfield, Ill.; Mrs. John Cochrane, Port Huron, Mich.; Mrs. C. L. Grosscup, St. Joseph, Mo.; Mrs. Mary C. Orr, Peoria, Ill.; Mrs. M. McDowell, Burlington, Ia.; Mrs. A. Strong, Butler, Ind.; Mrs. M. Kircher, Garrett, Ind.

At the first meeting Mrs. W. A. Murdock was elected Grand President, a position she has ably and satisfactorily filled ever since, having been re-elected at each session of the Grand Division. The following ladies constituted the first grand officers elected to represent the G. I. A. to the B. of L. E., Mrs. W. A. Murdock, Grand President, Chicago; Mrs. M. C. Maynard, Grand Vice-President, Chicago; Mrs. G. M. Brown, Grand Secretary, Chicago; Mrs. Charles Thorpe, Grand Treasurer, Chicago; Mrs. Mary C. Orr, Grand Chaplain, Peoria, Ill.; Mrs. A. Strong, Grand Guide, Butler, Ind.; Mrs. S. A. Randall, Grand Sentinel, Springfield, Ill.

At the second annual session, held in Chicago, September 8, 1889, the present Grand Secretary Mrs. Harry St. Clair was elected and has held the office continuously ever since. She has the entire confidence of the order she has so ably assisted in upbuilding.

The association was formed for the purpose of elevating and ennobling the railroad people, as well as to render assistance in time of need and trouble.

The insurance feature of the order, known as the Voluntary Relief Association of the G. I. A., although not compulsory, only members in good standing in the G. I. A. being eligible, is the first insurance order which was operated and controlled entirely by women. The officers in charge of the insurance branch are Mrs. George Wilson, of Allegheny, Pa., President of Insurance; and Mrs. Mary L. Robertson, of Toledo, Ohio, General Secretary and Treasurer. The Board of Trustees, to whom quarterly reports are made, and all questions of sufficient importance are submitted, and who audit the books of the V. R. A. once each year, are as follows: Mrs. Chester Durnell, Ft. Wayne, Ind., Mrs. F. G. Boomer, Raton, N. M., and Mrs. M. C. Orr, Peoria, Ill. When a member of the V. R. A. dies each member in the association is assessed twenty-five cents, and at the end of sixty days the beneficiary receives \$500, the limit of the policy. All over that amount is placed in the surplus fund to pay the second policy, as members may take out two policies for \$500 each, both of which will be paid in full. Since

the organization of the V. R. A. in 1890, there has been paid in beneficiaries over \$90,000. March 31, 1900, there were in force 4,015 policies.

At the biennial session held in Milwaukee, Wis., commencing May 9, 1900, it was deemed advisable to adopt a law to elect four assistant grand vice-presidents. The Grand Vice-President, Mrs. Mary E. Cassel, of Columbus, Ohio, being editress of the Ladies' Department of the B. of L. E., it was thought necessary to have assistants elected from different localities who could be called upon to organize new Divisions, or visit old ones when necessary, to attend union meetings and to create an interest in the order in their respective localities. The following were elected for this purpose: Mrs. Byron Baker, First Assistant Grand Vice-President, Ottawa, Canada; Mrs. William W. McNeil, Second Assistant Grand Vice-President, New Haven, Conn.; Mrs. John Spruell, Third Assistant Grand Vice-President, Montgomery, Ala.; Mrs. John Gregory, Fourth Assistant Grand Vice-President, Missoula, Mont.

Connected with the association is a Relief Fund, to which the sub-divisions are required to donate a small amount each year for the pur-

pose of assisting the widows and orphan children of the members of the B. of L. E.

There are now 247 divisions, with a total membership of 6,650. The divisions are located in every state and territory in the Union, with several divisions in Canada. The growth of the order has been remarkable and demonstrates the fact that ladies possess executive ability of a high order.

At the biennial meeting held in St. Louis in 1898 it was decided to call the literary society the G. I. A. Study Club, the officers to be called Director and First and Second Assistant. The object of the club is to stimulate intellectual and moral development and to promote good fellowship among its members. The motto of club is "Good Books, Our Best Companions."

The meetings of the order have been held as follows: The organization was effected in 1887 and until 1891 the meetings were held in Chicago. In 1892, at Atlanta, Ga.; 1894, St. Paul, Minn.; 1896, Ottawa, Canada; 1898, St. Louis, Mo.; 1900, Milwaukee, Wis.—(The above article was prepared from data furnished by Mrs. W. A. Murdock, Grand President and Mrs. Harry St. Clair, Grand Secretary.)



ORDER OF RAILWAY CONDUCTORS.



E. E. CLARK,
GRAND CHIEF CONDUCTOR.

E. CLARK, the efficient Grand Chief Conductor of the Order of Railway Conductors in America, was born at Lima, Livingston county, N. Y., Feb. 18, 1856. His father dying when our subject was but six years old, he was reared and educated by his mother and accompanied her upon her removal to Minnesota in 1872. Here they began life on a farm and he was thus engaged for the following two years. In 1874 he began his railroad life by entering the employ of the Burlington, Cedar Rapids & Minnesota Railroad as a brakeman, remaining there only a few months, however, when he went to the Chicago, Milwaukee & St. Paul system in the same capacity. In 1876 he resigned and started west, looking for a broader field, with the result that he entered the employ of the Central Pacific railroad, at Ogden, Utah, as a brakeman, in the latter part of 1876, and continued in this capacity until his promotion to conductor in the early part of 1880. From July, 1882, to July, 1883, he was employed as passenger conductor on the Utah & Northern division of the Union Pacific

Railroad and as passenger conductor on the Montana division of the Northern Pacific Railroad from August, 1883, to August, 1884. In the early part of 1885 he served for a few months as conductor of a freight train on the Rio Grand Western Railroad, and as passenger conductor from that time until June, 1889, when he resigned to accept a position with the Order of Railway Conductors. At the convention in Denver, in 1889, he was elected Grand Senior Conductor, or Second Vice-President, and at the convention of the Grand Division held in Rochester, New York, in 1890, was elected to his present responsible position, which he has since filled with credit to himself and to the entire satisfaction of the members of the order.



SOME time during the spring of 1868 the conductors employed by the Illinois Central Railroad at Amboy, Illinois, organized themselves into an association which they called the "Conductors' Union," and conductors employed on the Chicago, Burlington & Quincy Railroad, at Galesburg,

hearing of it concluded to organize also. Accordingly Messrs. Joseph Packard and William Wier, after consulting in the matter, placed on the "bulletin board" a notice requesting the conductors interested to meet on the evening of June 17th, for that purpose. At the appointed time Messrs. Joseph Packard, Scott Dewey, E. A.

Sadd, Henry Evans, Peter Clark, George McIntosh, Ed. Russell, J. Freeman, H. F. Dodd, Frank Hughes, Peter Kelley and Daniel Elliott met, effected an organization, calling themselves "Galesburg Division, No. 2, of the Conductors' Union," and elected the following officers: President, Joseph Packard; Vice-President, E. A. Sadd; Secretary, Daniel Elliott; Treasurer, Hi. Evans; Guide, Scott Dewey. A Constitution and By-Laws were adopted and Joseph Packard selected to confer with the Amboy organization in regard to consolidation.

At a meeting held June 20th, the following were made members: Charles Main, A. C. Richardson, Wm. Collins, J. C. Coleman, George Merrill, Emery D. Young, H. L. Angevine, H. C. Bristol, H. McKean, Neal Ruggles. At the meeting held June 25th, James Working was made a member. Richard Love, Fred Nance and Edward DeGroot became members at the last meeting the Division ever held, September 28, 1868.

The result of the conference between Mr. Packard and the members of the "Conductors' Union" at Amboy was an agreement for a meeting at Mendota, Ill., of three delegates each from Amboy and Galesburg. This meeting was held July 6, 1868. The delegates from Amboy were Capt. S. G. Comstock, J. W. Seymour and Josiah Purinton; from Galesburg, C. A. Main, J. C. Coleman and Daniel Elliott, and by them the Conductors' Brotherhood was formed, a Constitution and By-Laws adopted, and the following Grand Officers elected: Grand Chief Conductor, J. C. Coleman, Assistant Grand Chief Conductor, S. G. Comstock; Grand Secretary, Daniel Elliott; Grand Treasurer, E. A. Sadd; Grand Sentinel, J. W. Seymour. C. A. Main and Joseph Packard were appointed a Committee on Printing. Subordinate Divisions were organized, No. 2 at Galesburg, during August; No. 1 at Amboy, September 9th; No. 3 at Aurora, during August; and No. 4 at Centralia, September 29th.

Grand Secretary Elliott was killed while in discharge of his duty as a conductor on the Chicago, Burlington & Quincy Railroad and the

records of the Brotherhood up to that time were lost and have never been recovered.

In October 1868, Mr. Robert Harris notified conductors employed on the C. B. & Q. Railroad, of which he was then Superintendent, that members of the "Brotherhood" would not be continued in the employ of the company, and in consequence Mr. Joseph Packard and Brother E. D. Young left the service of the company and others withdrew from the association, and in consequence Divisions Nos. 2 and 3 became defunct. The Divisions at Amboy and Centralia struggled along for some time but finally gave up. Just what time they ceased to work is unknown, but the charters were declared forfeited by the Grand Division, Centralia in November 1871, and Amboy in November 1876.

During the month of November 1868, and but a few months after the organization at Mendota, the following circular was issued:

To all the Railroad Conductors in the United States and the British Provinces:

We, the conductors on the P. F. W. & C. Railway, request you to join us in a convention in the city of Columbus, Ohio, Dec. 15th, 1868, for the purpose of forming a Brotherhood of Conductors. The object being to protect ourselves and families in case of sickness, accident or death.

For a long time we have felt the necessity of an organization of this kind, and knowing your dangers and necessities are parallel with our own, we feel confident this move will meet your approbation. We, therefore, call upon you to send one or more delegates from each division of your respective roads.

In behalf of the conductors of the P. F. W. & C. Railway, we respectfully subscribe ourselves,

A. G. BLACK,
G. Z. CRUZEN,

This convention was duly held, delegates from the original Conductors' Brotherhood participating, a revised constitution adopted, Grand Officers elected, and the Mutual Insurance

Association instituted, and from this time our connected record of proceedings begins.

The following is a list of the Grand Chief Conductors, from the organization, at Mendota, to the present time:

J. C. Coleman, Galesburg, Ill., July to December 1868; A. R. Church, Fort Wayne, Ind., December 1868 to October 1869; A. G. Black, Fort Wayne, Ind., October 1869 to death August 23rd, 1870; C. S. Moore, Martinsburg, West Virginia, succeeded by death of A. G. Black to November 1871; I. N. Hodges, Wellesville, Ohio, November 1871 to November 1872; J. W. Sillsbee, Scranton, Pa., to November 1873; G. Z. Cruzen, Crestline, O., to November 1875, at which time he was expelled by the Grand Division; Wm. L. Collins, Hornellsville, N. Y., to October 1878; John B. Morford, New York City, to October 1880; C. S. Wheaton, Elmira, N. Y. to June 1890; E. E. Clark, Ogden, Utah, to the present time.

The first convention of the Conductors' Brotherhood, called to order at Columbus, Ohio, Tuesday, December 15, 1868, was in session two days, during which time it perfected an organization and adopted a constitution and by laws.

The first regular session convened at Chicago, June 15, 1869, and concluded the business of the order on the third day. The Conductors' Association of the New York & Erie Railway was admitted to membership, a badge of mourning and an emblematical pin were adopted and a committee appointed to arrange for a journal to be published in the interests of the order.

The second regular session met at Buffalo, in October following, concluding its labors in two days, having appointed a committee to prepare regalias for the use of the order.

The third session, held at Philadelphia, October 6, 1870, adopted a plan of insurance during its two days sittings.

Cleveland, Ohio, entertained the fourth session, November 1 to 3, 1871, at which the regalia recommended by the appointed committee was adopted.

The fifth session convened at Indianapolis, November 6, 1872, during the four days of which only routine business was transacted.

At the sixth session, at Pittsburg, November 4 to 6, 1873, nothing of general interest was considered.

At Baltimore, the seventh session convened for a three days' sitting, November 3, 1874, at which the Grand Chief Conductor was made editor of the journal.

The eighth convention was held at Atlanta, November 2, 1875, remaining in session five days, at which the Railroad Conductors' Brotherhood Magazine was chosen as the title of their official organ.

The ninth session at Omaha, lasting five days, convened November 7, 1876, at which only routine business was in order.

The tenth, an important session, held at Elmira, N. Y., October 2 to 6, 1877, enjoined temperance on the members and promulgated an order prohibiting the members from engaging in strikes and a resolution passed to adopt the name of the Conductors' Association of the United States and Canada.

The eleventh session held at Chicago, October 1, 1878, lasted seven days at which it was decided to change the name of the organization to the Order of Railway Conductors, the new name to be in force after the first of January following. A movement was set on foot to establish a home for sick and disabled members.

The twelfth session, the first as Order of Railway Conductors convened at New York City, in a four days session, October 7, 1879, at which it was decided to admit conductors of the elevated roads to membership in the order and further provision made to support a journal of the order which to this time had a struggle for existence.

The thirteenth convention of the order assembled at St Louis, for a four days session October 19, 1880, and among other business transacted adopted the Railway Age as the official organ for the ensuing year.

A special session was held October 26, the same year, at Texarkana, to dedicate Alamo Hall to the uses of the organization.

The order was entertained a second time in Buffalo in their fourteenth regular session, October 4th to 8th, 1881, at which a new constitution was adopted and insurance laws of the order adopted.

A four days session, the fifteenth was held at St. Paul, beginning October 17th, at which it was decided to pay a salary to the Grand Chief Conductor and Grand Secretary as their work had been very much increased with the growth of the order which now numbered ninety three Divisions.

The sixteenth session, of four days duration, was convened at Kansas City, October 16, 1883, The Railway Conductors' Monthly was established and a new declaration of principles promulgated — "Truth, Honor, Sobriety, Capability and Brotherly Love."

The seventeenth session, lasting five days, convened at Boston, October 21, 1884, and a movement was set on foot to establish permanent headquarters for the organization and the magazine.

The eighteenth, at Louisville, was a session of six days, beginning October 20, 1885, at which Chicago was chosen as the official headquarters and the Grand Chief Conductor relieved of the editorship, as his duties had grown to be too numerous and exacting to admit of his dividing his attention. Incorporation of the order under the laws of the state of Illinois was ordered and an effort made to establish a uniform code of signals and rules for all the railroads of the continent.

The nineteenth session at New Orleans, convened May 10, 1887, and lasted seven days. Incorporation under the laws of Iowa was effected and the offices removed to Cedar Rapids.

The twentieth session, which met at Toronto, May 8, 1888, for nine days session, considered as the principal subject the attitude of the officers of the order in connection with the engineers' and firemans' strike on the Burlington line. The

proposition to approve and assist in the organization of the Ladies' Auxiliary was laid on the table.

The twenty-first session was called to order at Denver, May 14, 1889, lasting seven days. The authorized organization of a stock company to erect a building for the order at Sioux City, Ia., fell through later, for lack of support.

The twenty-second session, at Rochester, convened May 13, 1890 lasting eight days, adopted a protective policy for the organization and released all members from their obligation not to engage in any strike of railway employes under any circumstances. This policy had been advocated for several years but had not, until this time, enough friends to make a majority.

The twenty-third session, convened May 12, 1891, at St. Louis, lasted eight days. The insurance laws were thoroughly revised, a plan of biennial sessions adopted, the office of editor abolished and the Grand Secretary appointed to act in that capacity

The twenty-fourth session, held at Toledo, began an eight days meeting May 9, 1893, during which approval was given the action of the board of directors in making an agreement with the Brotherhood of Railroad Conductors by which that organization became merged into the Order of Railway Conductors and approved the action of the officers in withdrawing the application for membership in the supreme Council.

The twenty-fifth session, lasting ten days, convened at Atlanta May 14, 1895, at which only routine business was transacted.

The twenty-sixth session at Los Angeles, began on the eleventh of May, 1897, and lasted seven days with nothing of especial interest transacted.

The twenty-seventh session of eight days, convened at Detroit, May 9, 1899, made the Grand Junior Conductor a salaried officer and appointed him organizer and instructor.

The study of the growth of the order is interesting. The earlier sessions were short and an analysis of the proceedings shows they were groping in the dark seeking the light. Later

the proceedings indicate that they had got their bearings but were having a difficult task in keeping to the course they had laid out. The latter sessions show that not only were they certain of the policy to be pursued but that they were keeping on the main line with all sidings locked and a clear track ahead. The magazine, that at first was a lone orphan, bound out from year to year, has been regularly adopted by the order, given a permanent home and become a credit to its promoters not only for its official features but for its general literary merit as well. The insurance department that at first had a struggle

for existence has grown to magnificent proportions. The reports ending July 1, 1900, show 403 Divisions, with 24,500 members. The total amount paid to disabled members and to the families of deceased members amounts to \$4,087,467.00, a record of which any organization may well be proud.

[The above brief History of the order was prepared some fourteen years ago by Mr. W. P. Daniels, who had at that time been serving over eight years as Assistant Grand Chief Conductor. Subsequent events have been added from the most reliable obtainable sources.—*Editor.*]



ORDER OF RAILWAY CONDUCTORS' TRAVELING CARD.



Exact reproduction of O. R. C. traveling card. Supposed to be the oldest in existence.



Reverse side of the above.

LADIES AUXILIARY OF THE O. OF R. C.

BY MRS. JOHN H. MOORE, GRAND PRESIDENT.



THE early history of the Ladies' Auxiliary to the Order of Railway Conductors is incomplete on account of the records not being carefully preserved. In February 1888, in response to a call from Mrs. A. P. Jackson, the wives of members of Wayne Division, No. 119, O. R. C. of Ft. Wayne, Ind., met in the O. R. C. hall for the purpose of organizing a social club to work in harmony with, and for the benefit of Wayne Division, No. 119, O. R. C. On the 2nd of March a second meeting was held, Mrs. Edd Erickson acting as chairman. A corps of officers were elected and by unanimous vote it was decided that the name of the club be "Ladies of our Royal Club." A few months later a constitution and by-laws were adopted and the club reorganized as an Auxiliary to the Order of Railway Conductors, with an obligation and prayer (written by Mrs. Edd Erickson) which served as the ritual.

Wayne Division, No. 1, was instituted and known as the Grand Organizing Division. Mrs. Edd Erickson was chosen Worthy President and Grand Organizer. Five divisions were instituted by the Grand Organizer, No. 2, at Creston, Iowa; No. 3, at Columbus, Ohio; No. 4, at Elkhart, Indiana, and No. 5 at Philadelphia.

The first Grand Convention was held in Ft. Wayne, Indiana, in June 1889. A more complete constitution, by-laws and a ritual, prepared by Mrs. Charles E. Ragon, of Columbus, Ohio, were adopted, and Mrs. Charles E. Ragon elected Grand President. From the first Grand Convention the founding of the Ladies Auxiliary to the Order of Railway Conductors was perfected. In the days of the order's early history strong

opposition faced those in authority, not only from the conductors' wives, but from the Order of Railway Conductors. Faith in justice and the rights we believed ours urged those early workers on. From June 1889 to June 1890 no divisions were added.

The second Grand Division meeting convened at Elkhart, Indiana, in June 1890 and was composed of the representatives of the five organized divisions. Mrs. Charles E. Ragon was re-elected Grand President.

On Oct. 9, 1890, Banner Division No. 6, of Toledo, Ohio, was instituted and from that date to June 1891, when the Grand Convention met in Columbus, Ohio, Divisions No. 7, 8, 9, 10 and 11 had been instituted. Just previous to this meeting of the Grand Division, Sister Ragon had addressed a communication, containing a copy of our laws, to the Grand Division of the Order of Railway Conductors, in session in St. Louis, Missouri, asking that body to recognize us as an Auxiliary to the Order of Railway Conductors. Previous attempts by conductors, who favored the Auxiliary work, for our recognition had failed. The only consideration ever given was to "table" everything pertaining to the Auxiliary work. A committee was appointed to examine our laws and report. To the surprise of all, this committee reported favorably and recommended "recognizing them as an auxiliary to the Order of Railway Conductors, and that we, the Order, give them our moral support." A motion was made that the report be accepted and the recommendations be concurred in. This motion was carried.

At the third meeting of the Grand Division, Mrs. Charles E. Ragon was re-elected Grand President. From June 1891 to June 1892 nine divisions were added and the Grand Convention held in Philadelphia was the largest and most successful ever held up to that time. At this convention Mrs. J. H. Moore asked that the next Grand Convention be held in Toledo, Ohio, at the same time as the convention of the Order of Railway Conductors, in May 1893. This request was granted. At this convention a new design for the charter was presented (by Banner Division, No. 6, of Toledo, Ohio,) and adopted. Mrs. J. H. Moore, of Toledo, Ohio, was elected Grand President.

At the fifth Grand Convention it was decided to change the annual sessions to biennial meetings and to meet at the same time and place as the Order of Railway Conductors. Mrs. J. H. Moore was re-elected Grand President.

The sixth convention, and first biennial session, met in Atlanta, Ga., in 1895. The great increase in number, not only of members but of divisions, and the most complete success of the first "biennial" proved the wisdom of those proposing the change from annual to biennial sessions, and the time and place to correspond with the time and place of the meetings of the Order of Railway Conductors. Each year has brought an increasing measure of success. We have endeavored to keep pace with the advancing times. The laws have been revised and new ones

added to meet new conditions. The ritual has been perfected and a beautiful floor work added. We have grown from a social to a beneficiary association. All of these new features are the work of the members. The floor work was presented by Eric Division, No. 16, of Huntington, Ind., in 1893. The plan of our insurance was formed and presented by Sister J. M. Sewell, now president of "White City" division, No. 100, of Chicago, in 1895.

Our membership has grown from 400 members, in 1891, to 4000 and despite all opposition (some still exists) we stand at the dawn of the new century, stronger and better able to cope with this opposition than ever. At our inception our rights needed to be asserted; where they are still disputed we aim by honest and upright means to overcome all prejudice. Our Grand Conventions have grown to be a power, and are composed of our representative women, of whom we are proud; and we are positive we need not be second to any order of a similar character in the world. All issues have been met, the arduous labor necessary to our formative period has been done, and we propose to continue the work until no differences remain to be adjusted. I appreciate the honor conferred upon me and will aim, as I have ever done, to place the standard of our order on a high elevation, that will distinguish us as co-workers for the elevation and advancement of our class.

BROTHERHOOD OF LOCOMOTIVE FIREMEN.

HISTORICAL SKETCH BY W. S. CARTER.



TWENTY-SEVEN years ago, to be exact, December 1, 1873, eleven men, eleven firemen of the old Erie road, pledged a mutual, enduring friendship. That that friendship has been enduring is materially manifest. One year after the institution of Lodge No. 1, B. of L. F., at Port Jervis, N. Y. representatives of twelve lodges assembled in Hornellsville, in the same state, at the first convention. We learn from our records that they convened, elected officers, organized a life insurance association, passed a vote of thanks to the B. of L. E. for "the kind and courteous manner in which they received us," and then adjourned. It will thus be seen that at the very beginning cordial relations existed between the two orders of enginemen, and we find that a year later the Grand Chaplain of the B. of L. E. asked the blessings of our Creator on our delegates assembled in Indianapolis, Ind., at the second convention. At this convention were forty-six delegates, representing twenty-nine lodges. Nine hundred members were reported. It was at this convention that the protective features of the organization were first developed.

At St. Louis, Mo., in September 1876, forty-one delegates represented fifty lodges. Probably the most important work of the third convention was agitation of the adoption of an official organ. The matter was referred to a popular vote of the members and their action was affirmative. At this convention the Grand Secretary and Treasurer and the members of the grievance committee were complimented "for securing an increase of wages on the I. B. & W. road." This may

be accepted as the first of the many wage benefits which the locomotive firemen of North America owe to the B. of L. F.

The fourth convention was held in Indianapolis, Ind., in Sept. 1877, to which city the headquarters of the Brotherhood had been removed from Galion, Ohio, the former home of the Grand Secretary and Treasurer. The order had not increased in membership as in the preceding year; only forty-nine delegates were reported. Trouble was brewing for the young organization. Delegates were cautioned against spies. The recent strike had its effect, and many members had been thrown out of employment and blacklisted. Lodges had gone down by the opposition of railway officials. In the face of threatened disruption, with 1000 delinquent members, these men bravely looked to the future for relief. Several years previous to the institution of the first lodge of the Brotherhood, there was organized the International Firemen's Union, which was strictly a trade union with little or no fraternal or insurance features. It had never taxed its members, except for strikes, and these generally had proven quite disastrous, although in several instances increases in wages had been obtained. It was at the fourth convention that an effort was made to consolidate the International Fireman's Union with the Firemen's Brotherhood, and a resolution was adopted inviting local branches of that organization to become lodges of our order, without incurring the expense of initiation.

A short time previous to the '77 strike, some members of the B. of L. E. had advocated the institution of an annex, or second degree, to

their organization to be composed of firemen. This question was discussed at our fourth convention and it was decided that no amalgamation with the Engineer's Brotherhood was desired, but the B. of L. F. would gladly co-operate with the B. of L. E. A committee was appointed to visit the B. of L. E. convention to seek recognition, but not annexation.

Buffalo, N. Y., was the city selected for the fifth convention (1878). The Brotherhood had lost both in members and lodges, on account of the violent opposition of railway officials, and the impecunious condition of the members. Thirty-eight delegates represented fifty-one lodges. At this meeting it was considered expedient to place an organizer in the field.

The sixth convention was held in Chicago in 1879 and the financial affairs of the Brotherhood had gone from bad to worse; but notwithstanding the depleted treasury, the order had taken on a new growth. Shortly after the fifth convention the local Divisions of the International Firemen's Union had cast their lot with the Brotherhood; besides, the Grand Organizer and several active members had been in the field. Seventy-six lodges were reported, sixty-five of which were represented. The opposition of railway officials was causing lodges to disband and members to withdraw in some sections of the country, and in order to have peace the protective features of the organization were eliminated and a resolution was adopted "ignoring" strikes. Here is the beginning of another epoch of our history. * * * * *

The seventh convention (1880) was also held in Chicago, and Grand Master Arnold had removed Sayre, Grand Secretary and Treasurer, from office and the Grand Lodge to Terre Haute, Ind. This took place on July 16, a few weeks prior to the convention. E. V. Debs was appointed by the Grand Master to that position until the delegates should meet and approve his action and fill the vacancy by election. Mr. Debs was unanimously elected to this position. The Brotherhood had, during the preceding year, made great progress, although only fifty-eight delegates were in attendance. * * *

The eighth convention met in Boston in 1881, where, although fifty-one lodges were represented, the official reports showed an increase of 18. The membership was reported as 2,998.

Terre Haute, Ind., was the place of holding the ninth convention in 1882; ninety-four lodges were represented with a membership of 5,125.

Denver, Colo., (1883) tenth convention. There were 130 lodges represented with a total membership of 7,337.

Toronto, Canada, (1884) eleventh convention. Number of lodges represented, 116; number of members, 12,246. It was at this convention that the question of classification of wages was discussed and a movement started, which in the end resulted in the Brotherhood again becoming a labor organization in the true sense. Up to this time the word "white" had not been incorporated in the qualifications of membership, but now this became a part of the law.

The twelfth convention met in Philadelphia in 1885, and here began the third epoch of the Brotherhood's history. After six years of "ignoring" strikes, it returned to the original policy and became a "labor" organization. That this pronounced reversal of principle came from below, from the rank and file, and in direct opposition to the officers, the proceedings of the convention give ample proof. Greetings were sent to organized labor and the assertion was publicly made that the B. of L. F. would henceforth be counted with those who demanded justice and were willing to fight for it if it need be.

In 1886, the thirteenth convention met in Minneapolis, Minn., with 256 lodges represented, out of a total of 331. There were reported 16,196 members. Advance in wages and details of adjustment of grievances were interesting parts of the Grand Master's report at this, our first great "labor" convention. Previous to this convention the Locomotive Firemen's Magazine had been sustained by individual subscriptions. A law was now enacted that required the Magazine to be sent free to each member.

The thirteenth convention was the last annual, and the first biennial was held in the city

of Atlanta, Ga., in 1888. A concise history of the intervening two years would fill a large volume. Hundreds of contracts and agreements were made with the railways which terminated classification, and in many instances, increased wages were secured. The Brooklyn elevated railroad strike was closely followed by the great strike on the C. B. & Q.

The second biennial convention was held in San Francisco, Cal., in 1890 and the third biennial in Cincinnati, Ohio, in 1892. On the latter occasion Eugene V. Debs refused to longer serve in the capacity of Grand Secretary and Treasurer, and Frank W. Arnold was elected to that position. Upon the earnest solicitation of the delegates, Mr. Debs agreed to act as editor of the Locomotive Firemen's Magazine, but to have no other official connection with the organization, which conditions were agreed to.

In 1894 the fourth biennial convention was held in Harrisburg, Pa. The Pullman strike had seriously affected the B. of L. F. While the latter organization had no official connection with the American Railroad Union, thousands of Brotherhood men were drawn into the strike, resulting in a loss of membership which equalled about twenty-five per cent. Mr. Debs resigned his position as editor, the resignation to become effective at once, and William S. Carter, of Lodge No. 263, San Antonio, Texas, was chosen to fill the position.

The fifth biennial convention was held in Galveston, Texas, in 1896. The most important changes in the laws were the merging of the beneficiary and general funds, and the provision for the election of officers of local lodges by popular vote of the membership. Previous to this change all local elections had been controlled by those members who were in a position to at-

tend the meeting at which the election took place, but thereafter, each and every member was granted the right and opportunity of expressing their choice for officers of subordinate lodges through a written ballot, "the candidate for office receiving the highest number of ballots by proxy and otherwise" to be elected.

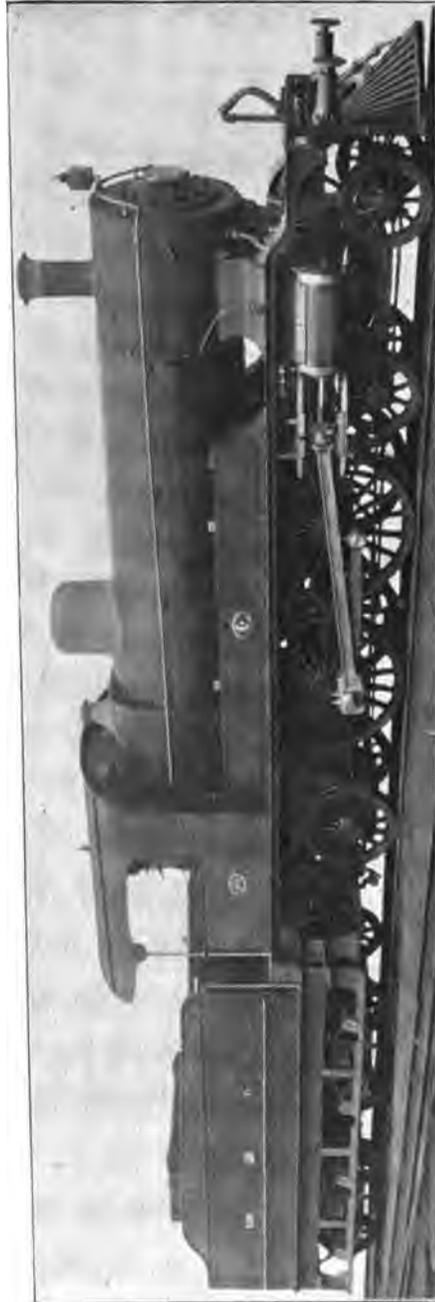
The sixth biennial, or nineteenth convention, of the Brotherhood, was held at Toronto, Ontario, in 1898.

The twentieth convention was held in Des Moines, Ia., in 1900.

The following given by Grand Master Sargent shows that there are 564 lodges in good standing, with a total membership of 36,789.

Joshua A. Leach is the recognized founder of the organization; it was he who instituted the first twelve lodges that were represented at the first convention. He remained Grand Master of the organization, by re-election, until the third convention, when he declined longer to serve. It may be of interest to the members of today to state that his only reason for no longer serving as Grand Master was that he had been promoted, and he believed that a fireman should be at the head of a fireman's organization. His successor was W. R. Worth, of Lodge No. 44, of Brookfield, Mo., who did not attend the fourth convention on account of severe illness of members of his family. F. B. Alley, of Lodge No. 23, of Louisville, Ky., was chosen for the position in 1877. He was succeeded a year later by W. T. Goundie of Lodge No. 75, of Philadelphia, Pa. At the sixth convention, F. W. Arnold, of Lodge No. 9, Columbus, Ohio, was placed at the nominal head of the organization. He served until the twelfth convention, a period of six years, when the present Grand Master, Frank P. Sargent, of Lodge No. 94, Tucson, Arizona, was elected to the responsible position.

PASSENGER LOCOMOTIVE OF EGYPT.



BUILT FOR THE EGYPTIAN STATE RAILWAYS BY BROOKS LOCOMOTIVE WORKS.

The various features of construction are as follows:

Weight on leading truck, 37,000 pounds; weight on forward drivers, 41,000 pounds; weight on main drivers, 42,000 pounds; weight on trailing wheels, 30,000 pounds; total weight of engine in working order, 150,000 pounds; maximum weight of tender loaded, 91,000 pounds; total wheel base of engine, 26 feet 9 inches; total wheel base, driving, 7 feet 1 inch; total wheel base, engine and tender, 54 feet 1½ inches; uniform length over buffers, 63 feet 6 inches; height, centre of boiler above rails, 8 feet 11 inches; height of stack above rails, 14 feet 5½ inches; drivers, diameter, 78 inches; material of centres, cast steel; leading truck wheels, 36 inches; trailing wheels, 48¾ inches; cylinders, 20 by 26 inches, with improved piston valve; boiler, Player-Belpaire wagon-top; boiler pressure, 180 pounds; firebox, long, sloping over frame; tubes, brass, 2 inches outside diameter; grates, railway company's stationary; tender, 8 wheeled steel frame; tank capacity, 4,800 gallons; coal capacity, 6½ tons; type of end frame, 13-inch steel channel; type of truck, B. L. W., 100,000 pounds; tender wheels, 36-inch cast-steel centres, steel tire; type of drawgear, heavy screw coupling and buffer; brakes, automatic vacuum with outside equalized brake on all drivers and trailing wheels.

THE LADIES' SOCIETY OF THE B. OF L. F.

BY MRS. F. P. SARGENT, GRAND PRESIDENT.



IT was in Arizona that the Ladies Society of the Brotherhood of Locomotive Firemen first saw the light of day, in the city of Tucson. In the month of April 1884, ten women, wives of locomotive fireman, met at the home of F. P. Sargent, then a locomotive fireman in the employ of the Southern Pacific Ry. Co., and formed the first society. Little did these sisters think that the work begun by them would be the beginning of the present Ladies Society. They looked upon it only as a local institution, never dreaming of it becoming an international organization as it is today. Of the ten pioneers who laid the foundation of the present organization, Mrs. F. P. Sargent, the present Grand President, is the only one that is left who still retains her membership and who has witnessed the good work accomplished from day to day since 1884.

The second lodge was established in Stratford, Ontario, and when the lodge at Tucson was disbanded, by the members moving from the city and for other causes, Mrs. Sargent became a member of Good Endeavor Lodge at Stratford, where she remained until the institution of Hazel Lodge No. 3 at Peoria, Illinois, when she withdrew and became a member of the same. The second lodge was not organized without many drawbacks, and very little encouragement was offered from the wives and families of the firemen. Only five became charter members, and that after five months of hard work. But those five faithful women labored with a will and

through their efforts the Ladies Society was continued.

From 1884 to 1890 were dark days for the Society. The members worked hard in 1886 to have a grand lodge instituted, but failed. It was not until the convention of the Brotherhood of Locomotive Firemen, held at San Francisco, Cal., in September 1890, that the Ladies Society was officially recognized by the Brotherhood of Locomotive Firemen. This recognition was accorded through the untiring efforts of Grand Master Sargent, who ably supported the claims of the Society as an auxiliary to the Brotherhood; and from that time on the Society has been encouraged by the members of the Brotherhood. At this convention (San Francisco) the charter was ordered, prepared and presented to the Ladies Society, which at that time was composed of fourteen lodges, with a membership of one hundred and eleven. It was at this time that Mrs. E. A. Ball, of Stratford, Ontario, was appointed Grand President, and Mrs. M. E. Moore, of the same place, Grand Secretary and Treasurer. The appointments were made by Grand Master Sargent. These sisters at once went to work on the plan mapped out for them, and as a result only six lodges came in under the charter. How slow and discouraging was the work at that time none but those appointed to carry it on will ever know.

Up to this time there had been little or no printing done. All rituals and by-laws were copied with pen and ink. When the first conven-

tion was held in Cincinnati, Ohio, in 1892, two new lodges had been added to the list, and the membership was then three hundred. Nine delegates answered the roll call. All work was done gratis, and all grand officers paid their own expenses to the convention. At this convention (Cincinnati, Ohio) the Grand President and the Grand Secretary and Treasurer were each voted a salary of \$50.00 per year. A resolution was adopted providing for a full set of books for the Grand Secretary and Treasurer. Grand Master Sargent very kindly offered to get up the forms for the books, and also to have the rituals and by-laws printed. His offer was gratefully accepted, and he assisted the Society in every possible way, making himself almost indispensable to the grand officers and the members at large.

The Society continued to grow slowly but steadily. During the year 1899 thirty-five new lodges were organized, with a total membership of over two thousand. During the same year a new insurance plan was adopted, and the number of members participating in this insurance feature is over two (2000) thousand. The sum of \$100.00 is paid to the beneficiary of the deceased members. During the time since the insurance system has been established the sum of \$1190.00

has been paid in death claims. There are many of the lodges that pay a weekly sick benefit. The present membership of the Society is nearly 3000, with 132 subordinate lodges.

The blessings that have come with the Ladies Society should need no reference at my hands. The help and encouragement that has been given to the brothers and their families is well known to all. When we look back and mark the progress that has been made since those ten women laid the foundation of the Society in 1884, we have every reason to feel proud of its growth. The Society has ever made it an aim to cultivate a spirit of harmony, to promote sociability, and to draw into friendly relationship the lady members of the families of the brothers of the Brotherhood. They have adopted as their motto, Friendship and Charity; both of which are fully exemplified in its daily work. The motive which prompted the organization of the Society by the ten women at Tucson was founded upon the conditions which surrounded the firemen and their families at that time; and ever since it has been the cardinal principle of the order, whose members are ever ready to extend a friendly and helping hand to the firemen and their families.



BROTHERHOOD OF RAILROAD TRAINMEN.

D. L. CEASE, EDITOR RAILROAD TRAINMEN'S JOURNAL.



THE Brotherhood of Railroad Trainmen dates its organization from September 23rd, 1883, but the Organization was actually started several months prior to that time, when the brakemen and switchmen, employed at Albany, New York, by the Delaware and Hudson, organized the Capitol City Aid Association, having for its purpose the payment of benefits during the period of sickness or injury of its members, and the train and yard men at Oneonta, New York, being taken with the idea started an organization of the same character, but through a misunderstanding with the parent organization at Albany, they resolved to go it alone, and during the month of July 1883, they organized Oneonta Lodge, of the Brotherhood of Railroad Brakemen. This organization was intended as a purely local affair, but news of it went out through the press and so many letters of inquiry were received by the men at Oneonta, that they resolved to make the organization a national one and accordingly on September 23rd, 1883, they organized the Grand Lodge of the Brotherhood of Railroad Brakemen and the lodge at Oneonta became Lodge No. 1 of the Organization.

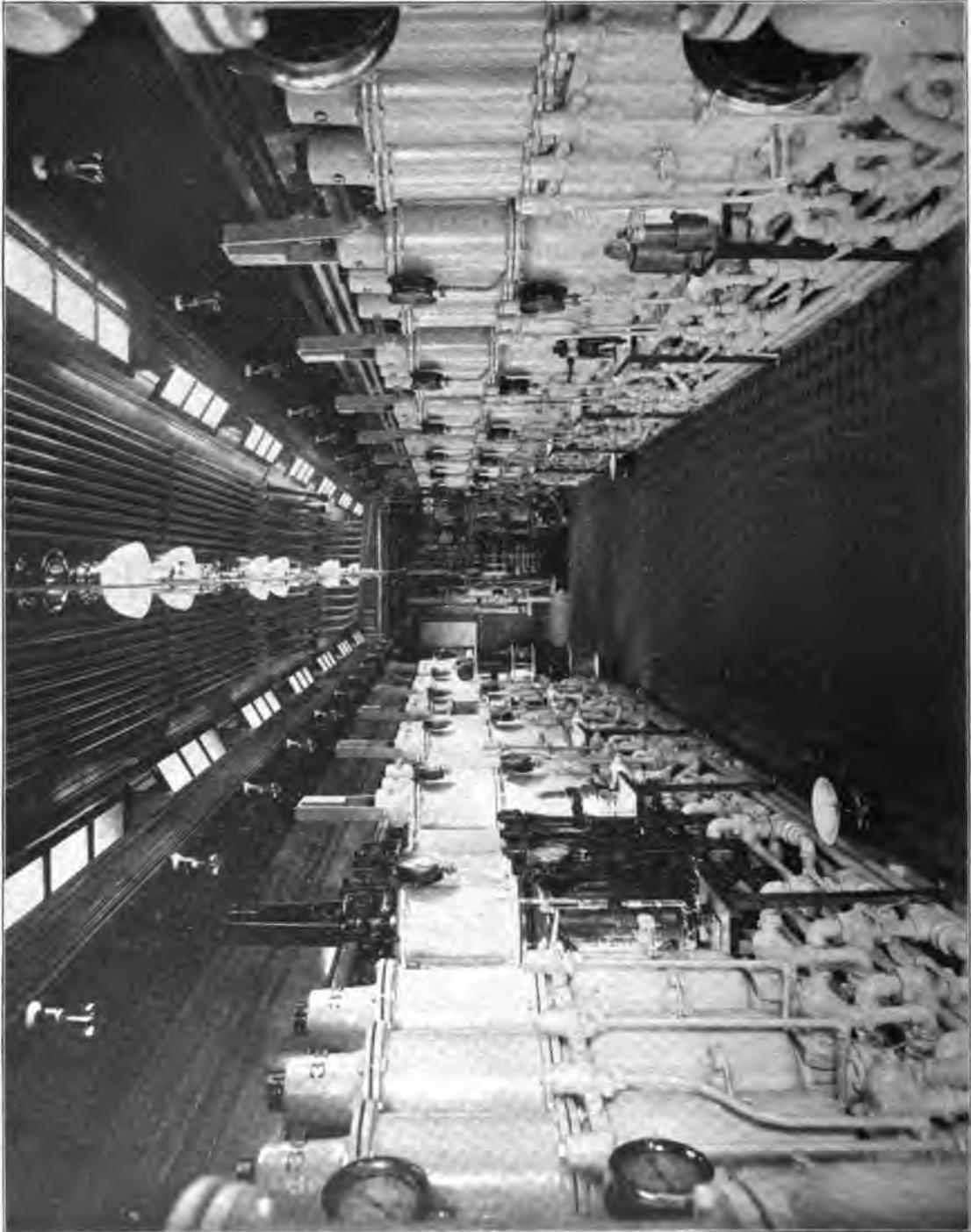
The railroad men of Canada became interested and on November 29th, 1885, the first lodge, No. 168, was organized in the Dominion, at Moncton, N. B. Since that time the Organization has been doing business in the United States and Canada as the Brotherhood of Railroad Brakemen and after the change of name, as the Brotherhood of Railroad Trainmen.

In 1883 the convention changed the name of the Brotherhood to the one it now bears, for the reason that the old name was not considered comprehensive, or representative, enough for the different vocations of the members of the Organization, some of them being conductors, baggage-men, switchmen, trainmen and others being in other departments, the name was changed to meet their wishes.

The insurance feature of the Brotherhood became effective October 1st, 1883, and at that time the amount payable at death, or total disability, was \$300.00. This amount has varied at different times, having been advanced by the different conventions, until now the insurance is of the graded order and the policy can be carried by the member for either \$400.00, \$800.00, or \$1,200.00, and the amount is payable in the event of death or total disability.

The protective feature, or the grievance machinery as it is sometimes called, is responsible for the betterment in conditions that has marked the progress of the Organization. The material welfare of the men in train and yard service has been marked by a decided progression and in every respect, concerning wages and conditions of employment, the men have been benefitted.

At the present time the Brotherhood of Railroad Trainmen has a membership of 40,000, and bank account of close to \$350,000.00 and is enjoying a season of contented prosperity within itself and a satisfactory condition of affairs with its employers.— (From the *Locomotive Firemen's Magazine*, August, 1900.)



INTERIOR VIEW OF AIR BRAKE INSTRUCTION CAR, OWNED BY THE INTERNATIONAL CORRESPONDENCE SCHOOLS,
OF SCRANTON, PA.

LADIES' AUXILIARY TO THE B. OF R. T.

BY MRS. RAY N. WATTERSON, GRAND MISTRESS.



PREAMBLE:—To unite the families of the Brotherhood of Railroad Trainmen; to promote their welfare socially, morally, and intellectually, and to encourage them in all things pertaining to the good of the Brotherhood, this auxiliary has been organized.

Convinced that it is for the good of the Brotherhood in general and our own welfare, that a mutual good feeling should, at all times, exist between both organizations, it shall be our constant aim and endeavor to create and maintain the same. Such are the aims and intentions of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen.

To Sister Sophia Granger is due the honor of first conceiving the idea of the organization of the wives, mothers, sisters and daughters of railroad trainmen.

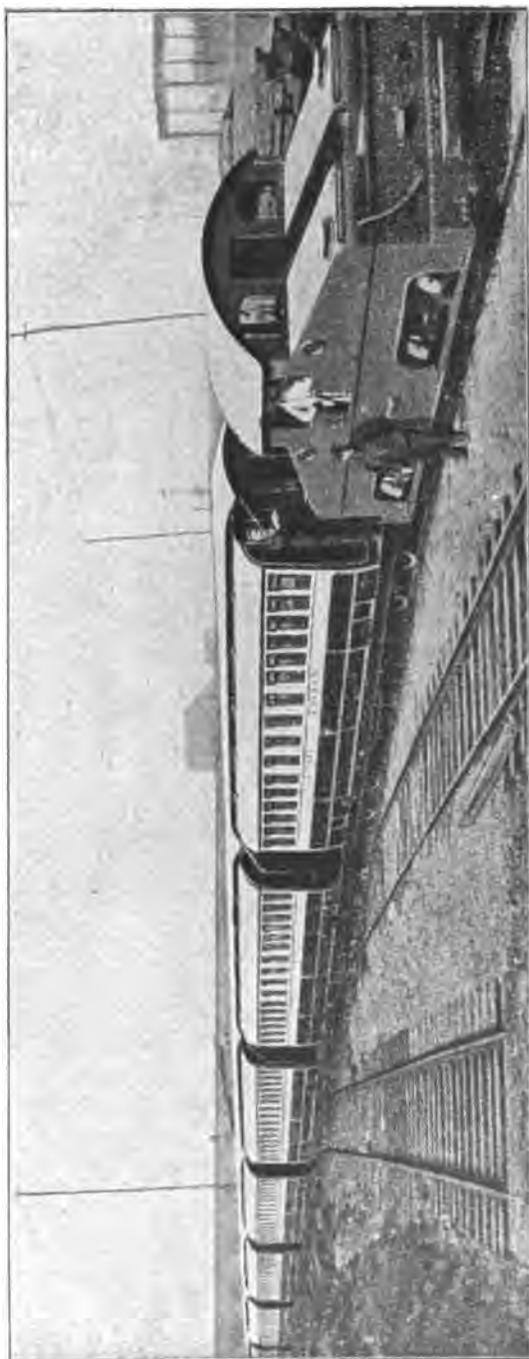
To this end a petition was circulated by her among the families of trainmen at Fort Gratiot, (now North Port Huron) Michigan.

At the biennial session of the Grand Lodge, Brotherhood of Railroad Trainmen, held at Columbus, Ohio, in 1888, this petition for permis-

sion to organize an auxiliary was presented to that honorable body and permission was given to organize the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen. Accordingly, January 23, 1889, the Grand Lodge was organized with twenty-five charter members. The growth of the Order during the first three and one-half years was very slow, thirty-one lodges being organized during that time. At the present time there are 191 lodges, with a membership of about 5,000.

Through our beneficiary department we have been the means of relieving much distress and with the kind hand of sisterly love have smoothed the dark hour of bereavement in many homes.

Since our organization we have paid out, in beneficiaries alone, \$43,415.00. Our Order, after nearly twelve years of earnest work, is in a prosperous condition. We have passed the epoch in which an organization of women is considered with disfavor and we feel confident that our efforts which have been of a character productive of a financial and moral benefit, are appreciated by our parent organization, the Brotherhood of Railroad Trainmen.



TRAIN WITH ELECTRIC LOCOMOTIVE, CENTRAL LONDON RAILWAY.



THE FIRST RAILWAY BRIDGE IN COREA—SEOUL-CHEMULPO RAILWAY.

ORDER OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR RAILROAD TELEGRAPHER.



THE Order of Railroad Telegraphers was organized at Cedar Rapids, Iowa, on June 9, 1886. For the first five years of its existence it was a fraternal association designed to bring the railroad telegraphers into closer relationship and curb the indiscriminate teaching of telegraphy which was proving to be a great detriment to the business.

At the sixth annual convention, held in St. Louis, Mo., in 1891, it adopted a protective feature similar to that of other railway labor organizations. The growth of the order in comparison with other railway labor organizations has been slow on account of the telegraphers being scattered over the country and the difficulty in getting any number of them together. Railroad telegraphers are mostly employed at points where only one man is necessary to transact the business. In the early days the order met with strenuous objections from the officials who considered telegraphers as men employed in a confidential capacity, but the telegraphers came to the con-

clusion that a man who would be loyal to his employer must first be loyal to himself and join the organization of his class. During the fourteen years of the Order's existence, it has been instrumental in shortening the hours of labor, increasing the rates of pay and establishing the rights of its members on all the important lines of railway in the United States and Canada. It has placed the business of telegraphy on a higher plane than it ever occupied before, by insuring just treatment and continuity of employment.

On January 1st, 1898, the Order, by referendum vote, adopted a Mutual Benefit Department plan providing death benefits for all members initiated after that date, and any others of the old members who might wish to participate therein. This department issues certificates in three series of \$300, \$500 and \$1000 each.

During the year 1899 the new department paid out \$17,700 in death claims. The Order is in a flourishing condition.—(From the *Locomotive Firemen's Magazine*, of August, 1900.)

PART IV.

MISCELLANEOUS MATTER.

TRANSPORTATION ADVANCEMENT.

A concise article showing the evolution of Locomotive Development and growth of Transportation Facilities.



IN no other field of activity is the progress of the Nineteenth Century better typified than in the improvements which have taken place in the means of transportation. One hundred years ago travel and traffic were nearly all confined to the road and natural waterway. The first turnpike company in the United States was chartered in 1790, and between 1792 and 1794 constructed a turnpike between Philadelphia and Lancaster, though the building of these improved roads in the United States was hardly begun until the nineteenth century was nearly twenty years old. In Great Britain the construction of turnpike roads was carried on during the last quarter of the eighteenth century.

The earliest idea of steam locomotion of which there is any authentic information, was advanced by Isaac Newton in 1690. His device was a very primitive and clumsy affair, consisting of a carriage, surmounted by a spherical boiler, with a steam pipe projecting straight backward, the re-actionary force of the steam issuing therefrom upon the atmosphere pushing the carriage ahead. The steam was controlled from the front by a handle and cock.

For about eighty years after the Newton engine was made there was no appreciable progress in this line of inventions, when in 1769, Nicholas Cugnot, a French artillery officer, through an appropriation made by the French

war department, made an engine of the high pressure class, with cylinders and pistons calculated for rotary force. After a few unsatisfactory experiments it was abandoned.

The earliest experiments of this character in the United States, were in 1790, when Nathan Read, of Salem, Massachusetts, made a machine to be propelled by steam. This was called the "Read." To Mr. Read belongs the honor of contriving the vertical boiler and fire box of many tubes.

In 1800, Richard Trevithick, of London, constructed a road engine which he called the "Trevithick." This engine was put into use between the years 1802 and 1804 on the Penydan Tramway, in South Wales. It sometimes attained a speed of from four to five miles an hour on a level surface. This is the earliest practical use, on record, of an engine on any railroad in the world. It is claimed to have been the earliest high pressure engine, no condensation of steam being required. It weighed about five tons and consumed two hundred pounds of coal in drawing five loaded wagons nine miles in four hours and five minutes. A model of this engine is in the South Kensington Museum, of London.

In 1808, Mr. Trevithick built the "catch me who can," which weighed about eight tons and was the first locomotive used on rails in the

city of London. It was exhibited on a circular track in Euston Square, but was finally derailed and abandoned.

The next locomotive known to have been used successfully was called the "Blenkensop," and was built in 1811, by Matthew Murray and John Blenkinsop. It weighed five tons and drew a load of ninety tons at the rate of three and one-half miles an hour.



THE "NEWTON."

Model in Field Columbian Museum, Chicago, Ill.

Following this came the "Puffing Billy," in 1813, which was the work of William Hedley, of England. In this engine were several improvements over those previously mentioned. It had two vertical cylinders, with piston rods connected to beams, centered at each end—a contrivance which was styled the "Grasshopper."

The "Brunton" was built in 1813, by William Brunton, it being called the "Mechanical Traveler," or "Horse-Leg Locomotive," from the fact that it was propelled by the motion of two legs which extended to the ground in the rear.

The first locomotive to be successfully used for a period of time was built in 1814, by George Stephenson, and was run over a year on the Killingworth colliery roads, in England, and drew thirty tons, four miles per hour.

Locomotive building, as a commercial enterprise, was founded by George Stephenson, who built a second engine in 1815 and a third in 1816, which was furnished with steel springs. On this engine was used for the first time in locomotive building, a chimney provided with a blast furnace.

One of the most rapid strides in the advancement of locomotive development was when Marc Seguin, of Paris, in remodeling one of Stephenson's engines, in 1828, changed the boiler, which was of cylindrical shape, with a single tube running lengthwise through it, into a multi-tubular boiler—the first of the kind ever used. He greatly increased the draft by using a fan, and demonstrating the fact that small tubes running from the furnace to the chimney increased the power of evaporation by the engine.

George Stephenson, "the father of railways," was born at Wylam, Northumberland, England, June 9, 1781, the son of a poor colliery laborer. Accident gave him an opportunity of putting in motion a steam engine which needed repairs, and in 1812, he was made engine-wright, at Killingworth Colliery. He originated the steam blast, which was introduced into his second locomotive, built in 1815. The first railway built by him, opened in 1822, eight miles long, was so successful that in the next year he was appointed engineer of the railway authorized to be constructed between Stockton and Darlington, and in 1825 of the Liverpool & Manchester line, which was begun in 1826. He had in the meantime set up an establishment for the manufacture of locomotives, at Newcastle-upon-Tyne. On October 6, 1829, his engine, the Rocket attained an average speed of fourteen miles per hour, and a short distance was driven at the rate of twenty-nine miles per hour. He died August 12, 1848.

The Rocket was completed in 1829. It was a multi-tubular boiler engine, weighing five tons, and was pronounced by mechanical experts the most perfect locomotive in existence.

The first patent granted in the United States for a locomotive engine was issued in 1828 to Dr. Howard, of Baltimore. The design was never realized in construction, but the invention marks the initial effort of its kind in the United States.

The first locomotive ever used in the United States was the "Stourbridge Lion" its front being ornamented with a lion. It was built by Foster Rastrick & Co. at Stourbridge, England. It is said that the earliest use of an engine on this continent, was when this engine made an experimental trip August 8, 1829, at Honesdale, Pa., on the tracks of the Delaware & Hudson Canal Co., which ran from the Honesdale mines to the terminus of the canal.

The first locomotive built in the United States and the second engine used in this country, was made at West Point Foundry, in New York, in 1830, for the South Carolina Railroad, and was called the "Best Friend," of Charleston. It arrived in Charleston, S. C., October 23, 1830, and was placed on the road November 2, 1830. The second locomotive was made by the same company and for the same railroad. The third engine was also made by the same company for the Mohawk & Hudson railroad, in 1831. It weighed three tons.

The "Atlantic" (see illustration page 70) was designed and built by Phineas Davis, of York, Pa., and the first of the "Grasshopper" class. This is the oldest American locomotive in existence and the only pioneer engine on American roads, either of American or foreign construction, now in original form. In actual service sixty years, a record unparalleled by any locomotive in any part of the world. The "Atlantic," which was the Davis perfected construction following the "York," was placed in service on the Baltimore & Ohio railroad in the summer of 1831, and until withdrawn for the purpose of exhibition in the spring of 1893 was never off duty. No ma-

terial changes were made in the engine as the years went by. It was after a time relegated to switching service and finally found place in the yard company's shops at Mount Clare, where for a long number of years it was constantly under steam, proving especially advantageous upon short curves and in and out of shops, where a large engine could not be used. A cab and tank were the main improvements, and they were recently removed in order to restore the loco-



THE "SEGUIN."

Model in Field Columbian Museum, Chicago, Ill.

tive to its original form. The "Atlantic" was a great improvement upon the "York" in all respects. Its weight was six and one half tons, and being geared by its spur and pinion so as to make two revolutions of the road wheels to one of the cranks, its speed was proportionately great for which its tubular boiler and fan blast for its anthracite coal fuel offered abundance of steam. It was designed for speed in propelling passenger trains, hence only one pair — as drivers, and on which pair nearly two-thirds of its weight was made to rest. The "Atlantic" averaged from

twelve to fifteen miles per hour against an extreme grade of thirty-seven feet to the mile and a curve of four hundred feet radius. The "Atlantic" is today as originally constructed thus enabling a study of progress of the period and consequently of value, historically. (This engine can be seen in the Field Columbian Museum, Chicago.)

The "Hercules," (see illust. page 68) was designed and built by Eastwick & Harrison, of Philadelphia, and was the first locomotive in the world with equalizing frames and levels. Andrew M. Eastwick, in successfully solving the problem of the distribution of weight upon driving wheels made possible the operation of locomotives of a much more powerful build than any known up to 1837; in fact brought into being the father, it might be said, of the mighty hundred-ton engines of today. The "Hercules" was the wonder of its time and its then enormous weight of fifteen tons was regarded with grave skepticism by most builders. Doubts were freely expressed that it would not turn curves or go into switches without trouble owing to its weight. The road it was built for, the Beaver Meadow, in Pennsylvania, had a flat rail but five-eighths of an inch thick and two and one half inches wide, laid upon continuous string pieces of wood with mud sills underneath. The "Hercules" when placed in service was an undeniable success and marked the commencement of a new era in locomotive history. Eastwick introduced under the rear end of the main frame a separate frame, in which two axles were placed, one pair above and one pair behind the fire box. This separate frame was made rigid and vibrated upon its center vertically. The weight of the engine rested upon the center of the sides of this separate frame through the intervention of a strong spring above the main frame, the separate frame being held in place by a pedestal bolted to the main frame, the centers of the main frame vibrating upon a journal sliding vertically in this pedestal. Shortly after the completion of the "Hercules" it was seen that a more perfect equalization of the weight on each of the driving wheels would be obtained if a separate and independent equalization lever was placed on each

side of the engine. This was an improvement invented by James Harrison, Jr. The equalization frame of the "Hercules" was at once altered by making the two sides of the frame two independent beams and discarding the end connections. (Full size working reproduction constructed from original drawings and data furnished by the sons of both inventors, may be seen at the Field Columbian Museum, Chicago.)

The "Mount Clare" (see illust. page 72) was designed and built by James Murray, of Baltimore, in 1845. In writing of the "Mount Clare," Mr. Murray said: "This engine was designed by me and built in the B. & O. Company's shops. The object being to remedy certain defects relative to the valve gear and to the position of the spur and pinion wheel of the Winans geared locomotive at a time when we still had but little else than two and one-quarter by five-eighth inch flat bar rail on a wooden string piece between Baltimore and Harper's Ferry and feared to introduce larger wheels and greater spread of wheel base than had previously been determined practicable. The cylinders were placed inside and immediately under the smoke box, the wheel having a diameter of thirty-five inches and the gearing so proportioned as to make them equal to fifty inches in diameter. The valve gear did not embrace 'cams,' as this was the fault in the Winans geared engine which I intended to avoid. The valves had considerable lap on the induction sides and there was an arrangement on the backs of the valves by means of which the steam could be cut off at about half stroke." Mr. Murray designed and constructed at Mount Clare the first round house in the world for the protection of locomotives, with a turn table in the center. (Full size working reproduction constructed by detailed drawings made by Mr. Murray, may be seen at the Field Columbian Museum, Chicago.)

"The Dragon," (see illust. page 74) was designed and built by M. W. Baldwin, of Philadelphia, in 1848, and is one of the oldest examples of the Baldwin Locomotive Works extant. In October 1847, the Baltimore & Ohio Railroad

Company advertised for proposals for four engines to burn Cumberland coal and the order was taken and filled by Mr. Baldwin with such number of his eight-wheel connected machines. This was the first one which was delivered and is shown just as taken out of the service in the yard of the company's rolling mill at Cumberland, after forty-five years continuous duty. Baldwin, in the early years of his work, had the usual ups and downs which characterized the establishing of a great business. He was not an impulsive man, on the contrary, he was most deliberate and he had to satisfy himself pretty thoroughly that the innovation was one that would stand the test of hard usage before he would adopt it. His first flexible truck engine was completed in 1842 and had six wheels connected. This plan of construction was modified and improved until 1844 when the six-wheel connected engine had become so successful as to enable the increase of size up to eighteen and twenty tons weight. Within a year or two eight-wheel connected engines were built, two for the Philadelphia & Reading railroad weighing up to twenty-five tons. These were the first upon which Baldwin placed sand boxes and also the first on which roofs were introduced over the foot-board, up to this time simply a rail being the only protection afforded the engine man. The latter added curtains at the sides and front, but by the time the "Dragon" was built, Baldwin had introduced the cab with sides and roof, sash and glass. In the "Dragon" he also introduced an innovation in the shape of a grate with a rocking bar in the center, having fingers on each side which interlocked with projections on fixed bars, one in front and one behind. It was operated from the foot-board.

The "Perkins" (see illust. page 76) was designed by Thatcher Perkins, of Baltimore, and was built by the B. & O. at the Mount Clare shops, in 1863. It is the first of the type of the heavy ten-wheel locomotives. This engine possesses a very great interest for its various symmetrical and graceful lines throughout. It is the earliest example of a type of locomotive now in

general use for heavy passenger trains running upon fast schedules.

The B. & O. "600," 1876, (see illust. p. 78) was regarded as representative of the highest type of American locomotives twenty-five years ago.

It is generally conceded that the first railroad for passenger traffic in England was the Stockton & Darlington line, fifteen miles in length. This road was projected by Edward



THE "BRUNTON."

Model in Field Columbian Museum, Chicago, Ill.

Pease and executed by George Stephenson. Royal assent was given April 19, 1821, and the first rail was laid with considerable ceremony at a point near St. John's well, in Stockton, May 23, 1822, and it was completed and opened for traffic September 27, 1825.

The first freight line, in England, on which steam was used was the Hutton railway, a short track of eight miles, built from the Hutton Colliery to the docks at Sunderland, on the banks of the river Wear. This was opened November

18, 1822. Stephenson was the engineer of this line and used five locomotives of his own design. They were called "iron horses" by the people in the neighborhood.

The Liverpool & Manchester railroad, thirty-seven miles long, was commenced in 1826, and opened to the public September 15, 1830. The gauge was four feet, eight and one-half inches. The surveys for this road were made in the face of strong opposition, the surveyors sometimes being mobbed by those interested in coaches, etc.

From this small beginning grew the present immense railway system of Great Britain, consisting of over 18,000 miles and costing \$3,750,000,000 or over \$200,000 per mile.

The earliest railroad built in this country was a tramway, constructed in 1826, from the vicinity of Bunker Hill monument to a point at tide-water for the purpose of hauling, by horse power, the material used in rearing that historic shaft.

In 1827 another road was constructed from the Mauch Chunk mines to the Lehigh canal.

The charter for the present Baltimore & Ohio railroad was secured in 1827, and July 4, 1828, the first shovel full of earth, in connection with the laying of the tracks, was turned by Charles Carroll, of Carrollton, the only survivor of the Signers of the Declaration of Independence. When he took the initial part in the ceremony, he was ninety-four years of age, and in common with all witnesses of the act, contemplated only animal power as the means of locomotion.

In 1829, the laying of rails began in Baltimore, and on May 22, 1830, the road to Ellicott's Mills, a distance of thirteen miles, was opened. Washington and Baltimore were formally connected by railroad on Tuesday August 25, 1835.

The charter of the South Carolina Railroad was granted December 19, 1827, and the road was begun January 9, 1830, and was completed in 1833. The distance was 135 miles and was the longest railroad in the world. This was the first corporation to apply locomotive traction to

the operation of its line; and it was on this road that the first continuous run of 100 miles was ever made. This was also the first railroad to carry the U. S. mail.

The construction of the Mohawk & Hudson railroad (now a part of the New York Central) was begun in 1830 and completed in 1831. It extended from Albany to Schenectady and the



STEPHENSON'S "ROCKET," 1829.

Model in Field Columbian Museum, Chicago, Ill.

"DeWitt Clinton," with its train of three coaches made its first regular trip from the former to the latter city on the 9th of August 1831, attaining on this trip a maximum speed of fifteen miles per hour. This was the first steam railway train in the state of New York.

The Boston & Worcester railroad was opened for business on Saturday, September 20, 1834, from the former city to West Hopkinson, a distance of twenty-four miles, though thirteen miles of this road were in operation prior to this time.

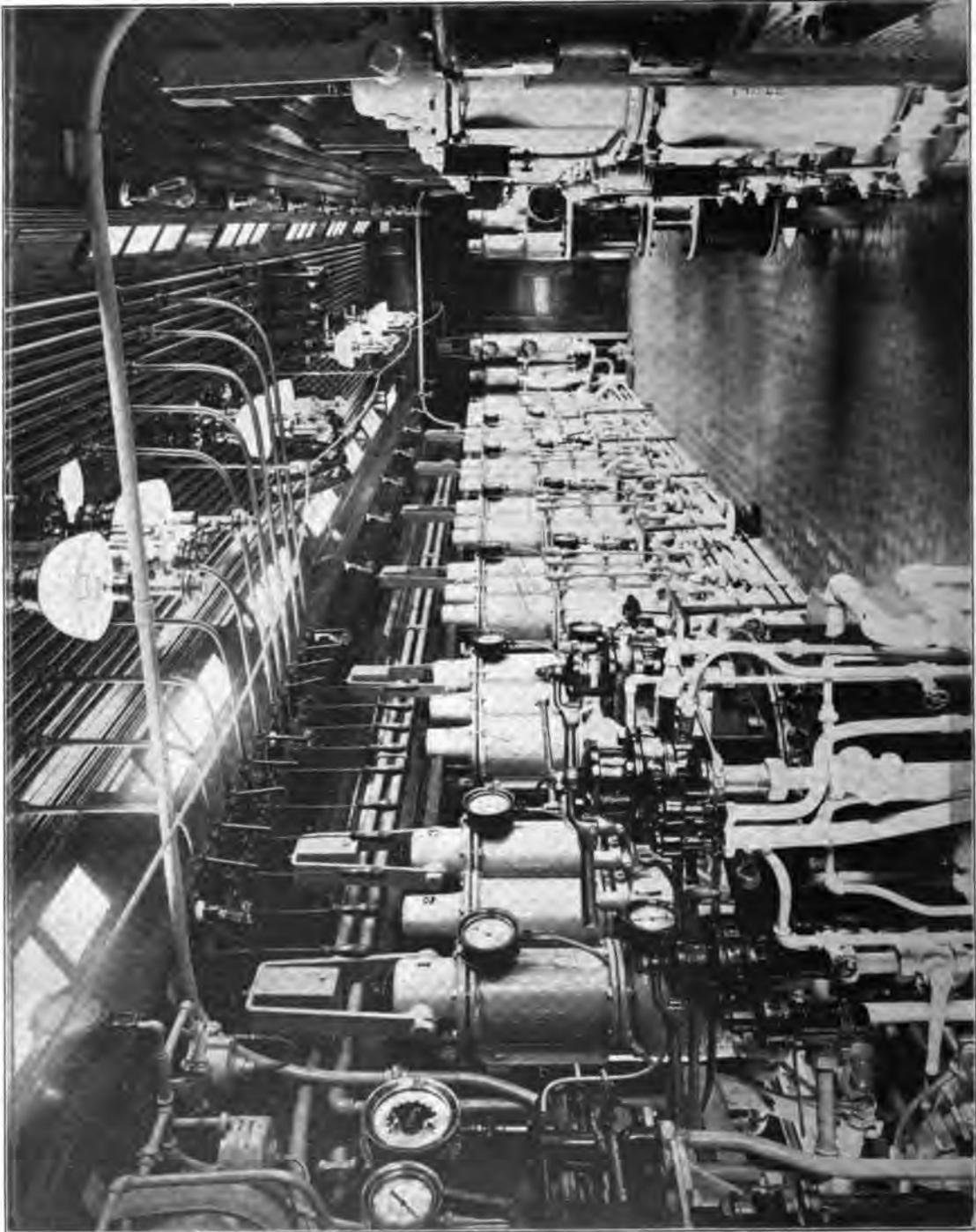
On September 23, 1834, the Portsmouth & Roanoke railroad, between Portsmouth and Suffolk, Va., was opened. November following, the Philadelphia & Trenton railroad, twenty-eight miles in length, commenced operations. Two trains daily were placed in service on this line, one being provided with locomotive power while the other was drawn by horses.

The Boston & Providence railroad, which had been completed from Boston to Canton, fifteen miles, in September 1834, was finished the following year, and the first train passed over the entire line on Tuesday, July 27, 1835. The Wilmington & Susquehanna railroad was opened to the public June 27, 1835.

The first national legislation in this country, pertaining to railroads, of which there is any authentic information, originated in the United States Senate, April 23, 1828, when a bill was introduced and subsequently passed, authorizing the Baltimore & Ohio railroad company to import iron for the purpose of building their projected line. The Pennsylvania railroad company imported from England the first steel used in the country for railroad construction. The first T rails made in the United States were rolled at Montour Rolling Mills, at Danville, Pa., in October 1845. The Bessemer steel process was originated in 1855, but the manufacture was not fully established until 1867. Twenty-five hundred and fifty tons of steel rails were made in

the United States in 1867, the price being \$120.00 per ton.

That vast area, which during the early part of the nineteenth century was known as the "Great American Desert," and which knew no railroads and a very scant population, now furnishes the restless scene of some of the chief railroad enterprises of this country. A recent comparative statement of railway mileage and transportation facilities shows the relative mileage of the following states in the order in which they come: Illinois, Pennsylvania, Texas, Kansas, Iowa, Ohio and New York. To the evolution of the railway is due the wonderful transformation of the great middle west from an uninhabited, almost unknown region, to one of the most fertile spots in the world. The transportation facilities have been such as to enable those living in the far western states to engage extensively in the world's trade, and to multiply a hundred fold the value of the entire country through these means. These vast railways, girding the globe, have changed the condition of mankind, by bringing widely separated people into direct contact with each other, and by affording a speedy and convenient exchange of the products of the world. The increase of transportation facilities marked a new era in the history of our country—an era of better understanding and closer and more amicable relations between the commercial, agricultural and industrial interests of the United States.



INTERIOR VIEW OF AIR BRAKE INSTRUCTION CAR, OWNED BY THE INTERNATIONAL CORRESPONDENCE SCHOOLS, OF SCRANTON, PA.

LAND .. GRANTS.

By STUYVESANT FISH.



The first act of congress granting lands in aid of a railroad was not that of Sept. 20, 1850, and that act neither mentions nor refers to the Illinois Central Railroad Co., which at that time did not exist. Nor was the policy of granting public lands in aid of internal improvements even then a new one. It dates back at least to the earliest days of government under our present Constitution. From the beginning the public lands were freely used by congress for all sorts of public purposes. They never have been, and it is hoped never will be, held as a private owner might well hold his lands—for the sole purpose of getting the uttermost farthing out of their sale.

At the outset, one thirty-sixth of every township in the public domain was given for school purposes. Increased population created demand for transportation, and our early statutes are full of large grants in aid of turnpikes and canals. Having, many years before, granted lands to the State of Illinois in aid of a canal, the congress on March 2, 1833, amended its previous act so that those lands might be used and disposed of by the state

“For the purpose of making a railroad instead of a canal, as in said act contemplated, and that the time for commencing and completing said canal or railroad, whichever the State of Illinois may choose to make, be and is extended five years.”

The state, however, chose to build a canal and not a railroad.

GRANT TO IOWA TERRITORY.

A grant was also made by congress in 1846 to the then Territory of Iowa in aid of the navigation of the Des Moines River. It became the subject of contention and of legislation by the State of Iowa, which was finally settled by the act of congress approved Aug. 12, 1862, under which the grant was in part diverted to railroad purposes. While it is fair to assume that other acts prior to that of Sept. 20, 1850, may have granted lands in aid of railroads, I doubt if any land had up to that time actually passed thereunder. It may therefore be said that the first lands actually conveyed by the federal government in aid of a railroad were those described in the act of Sept. 20, 1850. But that law was entitled:

“An act granting the right of way, and making a grant of land to the states of Illinois, Mississippi and Alabama, in aid of the construction of a railroad from Chicago to Mobile.”

The states named were, of course, free to accept or decline this grant. They were equally free to build and own the railroad themselves, or to delegate that hazardous work to others. The only obligation assumed by them through its acceptance was “that if the said railroad shall not be completed within ten years, the

said state * * * shall be bound to pay to the United States the amount which may be received upon the sale of any part of said lands by said state, the title to the purchasers under said state remaining valid, and the title to the residue re-vesting in the United States."

BUILDING OF ILLINOIS CENTRAL.

That act defined the termini and the general course of the railroad to be built in Illinois, fixing two points in the interior of the state, La Salle and Galena, one on its northeastern border, Chicago; another at its extreme southern end, Cairo, and required it to reach Dubuque, Iowa, which is opposite the northwestern corner of Illinois. That act also prescribed the order in which the several parts of the railroad in Illinois should be built.

It provided, among other things:

"That the lands hereby granted shall be applied in the construction of said road and branches respectively, in quantities corresponding with the grant for each, and shall be disposed of only as the work progresses, and shall be applied to no other purpose whatsoever."

The only reference in that act to the other states is contained in the final section, which reads:

"And be it further enacted, That in order to aid in the continuation of said Central Railroad from the mouth of the Ohio river to the city of Mobile, all the rights, privileges and liabilities hereinbefore conferred on the State of Illinois shall be granted to the states of Alabama and Mississippi respectively for the purpose of aiding in the construction of a railroad from said city of Mobile to a point near the mouth of the Ohio river, and that public lands of the United States to the same extent in proportion to the length of the road, on the same terms, limitations and restrictions in every respect, shall be and is hereby granted to said states of Alabama and Mississippi respectively."

ROAD PLANNED TO REACH MOBILE.

You will not fail to observe that nothing is said as to the location in Mississippi or Alabama further than that the railroad should reach Mobile. Reference is made to this difference because, in the charter granted February 10, 1851, by the State of Illinois to the Illinois Central Railroad Company, further and more specific provisions were inserted as to the location of the railroad, which, with those contained in the act of congress, entailed vast outlays in the construction and a continued and great expense in the maintenance of the line. Especially is this the case in the city of Chicago, where a different location was in vain sought for by the company in order to avoid such expense. The act of congress further provided that the alternate sections of land within six miles of the railroad, which were reserved to the United States,

"Shall not be sold for less than double the minimum price of the public lands when sold."

Those lands were then, and had long been, unsalable at the minimum price. The fact that, upon the building of the railroad in Illinois, all the lands near it reserved by the government were promptly sold at and above double the minimum price, demonstrates that in the mere matter of money the federal government gained more than double what it gave. It exchanged one-half of an unsalable asset for more than the price at which it had in vain been offering the whole. Indeed, it fared even better by selling vast quantities of land more than six miles from the railroad at good prices.

The Illinois Central Railroad was completed within six years of the passage of the act of September 20, 1850, in exact compliance therewith, and with the even more precise requirements of the charter. That other acts of

congress granting lands to or in aid of railroads were more loosely drawn is undoubtedly true, but in this they did not follow the model act of Sept. 20, 1850, under which alone has the Illinois Central, even indirectly, ever received any public lands.

The total amount of public land ever received by the Illinois Central was 2,594,115 acres. The Illinois Central never received any part of the grant of lands made for the railroad from Dubuque to Sioux City, 326.58 miles, embracing, 1,226,063 acres. It is true that the Illinois Central is operating under lease the railroad from Dubuque to Sioux City, and that it owns nearly all of the stock of the Dubuque and Sioux City Railroad Company, but the Dubuque and Sioux City Railroad Company and the Iowa Falls and Sioux City Railroad Company disposed of their lands many years before the Illinois Central owned a single share or had any control over the affairs of either of those corporations.

Now, as to the value of the lands granted by congress to the State of Illinois through the act of September 20, 1850, you assume that our last sales were at \$6.50 per acre (which is not borne out by the facts), and apply that value to the whole, including therewith the lands granted for the railroad from Dubuque to Sioux City.

It has been shown above that the lands were at that time and had long been freely but in vain offered at the minimum price, which was \$1.25 per acre.

There were then great quantities of Mexican war bounty scrip afloat, which was difficult and slow of sale at from 40 to 50 cents on the dollar. There are thousands of acres of land in Illinois which were thus bought in and about 1850 at from 50 cents to 62½ cents per acre in cash. The value of the 2,594,115 acres received by

the Illinois Central was therefore somewhere between \$1,297,057.50 and \$1,621,321.87. As the act of September 20, 1850, provided that the railroad—

“Shall be and remain a public highway, for the use of the government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States,” and that—

“The United States mail shall at all times be transported on the said railroad under the direction of the Postoffice Department, at such price as the congress may by law direct.”

GOVERNMENT AMPLY REPAID.

And as these provisions, in substance, also apply to the railroad from Dubuque to Sioux City, it is far within bounds to say that, in the carriage of troops, munitions of war and the mails and in other transportation for the federal government at reduced rates, the Illinois Central has long since allowed much greater sums to the United States than the value of all the lands granted to the State of Illinois to aid in its construction. Moreover, it continues under like obligations for all time.

From a national and particularly from a military point of view the value of the Illinois Central during the civil war in bringing to Cairo the armies of the West and in keeping them supplied and equipped during four years is past calculation. The all but exclusive use thus made by the federal government of the railroad during those years not only prevented the earning of legitimate revenues, but thereafter subjected the company to reclamations by shippers, for which hundreds of thousands of dollars were subsequently recovered against and paid by it.

The lands granted by this same act of Sept. 20, 1850, to the states of Mississippi and Alabama were by them turned over to the Mobile and Ohio Railroad. Those lands are now

"estimated to be worth 55 cents per acre, not including town lots," although they lie near to a railroad which has been in operation for fifty years and carries freight at the lowest average rate per ton per mile of any in the south. Indeed, the average rate per ton per mile charged by the Mobile and Ohio during the year ended June 30, 1899, was 5 83-100 mills, or somewhat less than that charged by the New York Central and Hudson River Railroad, which was 5 9-10 mills. As the act of September 20, 1850, clearly shows, the recipients of the government's bounty thereunder were the states of Illinois, Mississippi and Alabama.

HOW ILLINOIS HAS FARED.

Let us see how Illinois has fared since, on February 10, 1851, it incorporated the Illinois Central Railroad Company. The charter, in addition to requiring that the governor of the state for the time being shall forever be one of the thirteen directors of the corporation, reserved to the state, in lieu of taxes, 7 per cent. of the gross receipts of the railroad to be built thereunder. The charter also said that—

"In case the persons incorporated by this act shall fail or neglect to accept the provisions of the same and comply with its conditions within the time and in the manner herein prescribed, then the same may be accepted by any other company which shall be approved by the governor, auditor and treasurer of this state."

Those conditions embraced, among other things, the deposit, with the treasurer of the state, of—

"Three hundred thousand dollars of registered canal bonds, or funded internal improvement bonds of the State of Illinois, or \$200,000 in specie, or \$200,000 of 6 per cent United States stock"—

as security for the completion of at least fifty miles of said railroad and the indemnification

of the state of Illinois against all claims of the United States government for the proceeds of sales of lands. This is mentioned merely to show that the charter was in no sense a largess or favor to the individuals therein named, but simply the creation of a corporation destined to carry out the long-cherished dream of the state—the construction of a central railroad through its trackless prairies. In February, 1837, an act had been passed by the legislature providing for the building of such a railroad by the state, and the sum of \$3,500,000 was appropriated for that purpose. The money was to be procured by the sale of state bonds. Bonds to a large amount were actually issued and sold by the state. With the moneys thus borrowed the state entered upon the construction of an extensive system of internal improvements.

EFFECTS OF PANIC OF 1837.

The financial panic which swept over the country in 1837 and 1838 brought these enterprises to an abrupt close. The borrowed money was exhausted and the state was compelled to suspend the payment of interest on the public debt. The bonds of the state were discredited and it was not until 1850 that the revenues were found to be sufficient to even meet the current demands upon the treasury for ordinary state expenses, exclusive of the interest on the debt. That debt, to the amount of \$16,000,000, was then and had long been in default for non-payment of interest.

The gross sum received by the state out of the earnings of the Illinois Central Railroad Company down to April 30, 1899, was \$17,652,-930. In the six years ended April 30, 1899, these contributions to the revenues of the state amounted to \$3,856,929.35, or an average of \$642,821.56 per year. Thus we see that the

State of Illinois has also been well paid, and will be for all time. How is it with the people living on and near the railroad?

The railroad built under the charter granted February 10, 1851, traverses twenty-nine of the 102 counties in Illinois, among them Cook county, in which Chicago lies. In population the twenty-eight counties other than Cook served by that railroad show an increase from 1850 to 1890 of 370.55 per cent, which is nearly double that of the seventy-three counties not served by that railroad (186.69 per cent), and decidedly greater than that of the state at large, including Cook county (349.38 per cent). In assessed values those twenty-eight counties show an increase of 673.79 per cent, which is also about double that of the seventy-three counties (341.70 per cent), and much greater than that of the state at large (574.81 per cent), even though there is included therein Cook county, with 2,857.93 per cent of increase.

INFLUENCE ON COUNTRY'S DEVELOPMENT.

The proportion of the population and of the assessed values of the whole state in those twenty-eight counties has increased perceptibly since 1850 notwithstanding the growth of Cook county, to which the railroad has contributed as much as any one cause, while in the seventy-three counties it has fallen from being nearly three-quarters to less than one-half of the whole.

It is unnecessary to allude to the vast public service performed by the railroad in the carriage of passengers and freight, to the low

rates charged therefor, to the value of that service, to the increased value thereby given to land and other matters which are common to all railroad history. That all of the other grants made by congress in aid of railroads were not as well safeguarded or as honestly administered must be admitted. While this is to be regretted, a like comparison of conditions prevailing in the locality at the time those grants were made with present conditions will in every case bring out a good showing.

With these facts before us as to the results of the first effective railroad land grant, should we not rather extol the memory of Stephen A. Douglas, who was chiefly instrumental in passing the act of September 20, 1850; of Clay and Seward, of Benton and Shields and the others who aided him in bringing about, through the granting of lands then valueless, the upbuilding of our western civilization? Eight generations of our fathers served to bring Christianity, civilization and commerce to the Mississippi River. Since liberal grants of land began to be made in aid of railroads we have seen those blessings carried to the Pacific in a lifetime.

On reflection, you will, I feel sure, agree with me in thinking that it is not for us who enjoy the fruits of their labors to question the acts of those who did this work, even though we may somewhere see motes and specks in it.

The above appeared in the United States Investor, (by whose permission it is reproduced), in reply to an article appearing in that journal September 2, 1899, assailing land grants in general and that to the Illinois Central in particular.



STUYVESANT DOCKS, NEW ORLEANS, LA.

The Stuyvesant Docks at New Orleans, named in honor of the president of the Illinois Central, is one of the finest structures of its kind in the world. Its opening in the latter part of March, 1897, marked a new era in the business life of the Crescent City by opening a line of traffic from the Mississippi valley direct to European ports, bringing the largest ocean steamers and the railroads into close and actual contact with each other, and pouring out a flood of the products of the great valley through its natural outlet instead of, as heretofore, having to be carried over a chain of mountains before reaching tide water.

The wharf, at the inauguration, was 1600 feet long by 100 feet wide, covering only a third of the proposed area designed to be used as traffic demands an increase. In preparation of the land for the buildings over 100,000 yards of material were deposited from boats and 15,000 car loads by rail. Storage for 100,000 bales of cotton has been planned as well as for all other articles of trade in like proportion.

The elevator building is 300 feet long, 83 feet wide, and about 165 feet high, resting on 3,000 piles, driven forty-five feet into the ground, with heavy framing timbers supporting it, resting on brick piers. Two parallel tracks run through the building between which are located the steam shovels for unloading the grain, with a capacity of 350 cars per day. Taking the time necessary for switching and sorting, 250 cars can be handled in ten hours. The working floors are divided into 180 bins, 50 feet deep, into which the unloading machinery can pour a stream of nearly 40,000 bushels an hour, while the unloading devices can handle some 60,000 bushels in the same length of time. There are eleven sets of scales in the plant for weighing the grain, both in going in and coming out. For conveying the grain from the elevator to vessels four thirty-six inch belts, 1,000 feet long run through the large conveyor capable of handling 60,000 bushels per hour, and are so arranged that all four can discharge into one vessel or into four separate vessels at the same time. Power is supplied by two 600 horse-power Corliss engines and four large tubular boilers. A complete electric plant and water system are parts of the equipment, making it equal to any on the continent.

A SKETCH OF THE ILLINOIS CENTRAL AND ITS TRAFFIC.

BY MR. J. P. MERRY, ASST. G. P. A.



Among the railroads that for nearly a half century have been identified with the commercial and industrial development of the United States, none is more widely known nor enjoys more fully the confidence of the general public at home and abroad than the Illinois Central.

Other lines have been conspicuous in their respective localities, but the Illinois Central, to which attention is invited, was not only one of the pioneer lines of the West, but it came into existence during the early days of the great state whose name it proudly bears, and for nearly half a century it has been so intimately connected with the nation's commerce that it has become a part of the warp and woof of its commercial fabric.

After nearly twenty years of discussion relating to governmental aid by land grants, which was participated in by some of the ablest men in the nation, congress, in September 1850, made a grant of land to the State of Illinois to aid in the construction of a railroad. This grant was subsequently transferred by the state to the Illinois Central Railroad Company, which was chartered on the 10th day of February 1851. The charter provided for the construction of 704 miles of road, extending from the junction of the Ohio and Mississippi rivers at Cairo to Dubuque, Iowa, and also a branch

line to the city of Chicago. It is quite evident that the original founders of this great system contemplated it would become, eventually, the great thoroughfare between the North and the South, that would afford rapid transit and exceptional facilities for the handling of interchangeable products between the two sections. The charter referred to provided for a land grant of 2,595,000 acres, most of which was black, rich alluvial soil, and to one acquainted with the present value of Illinois lands, it would seem that this land grant, of itself, would have furnished ample capital for the construction and equipment of 700 miles of road. Had there been no consideration on the part of the company other than the construction and operation of the road, the charter might justly, perhaps, have been considered a one-sided affair. But time has demonstrated that the provision of the charter that the company should make annual payments of 7 per cent. of its gross earnings to the state was a far-sighted and wise one, and one that from 1855 to June 30, 1895, has contributed to the state treasury of Illinois no less than \$17,315,607.44. It should also be remembered that the population of Chicago at that time was but 40,000, and of the entire state of Illinois only 851,470. The country generally throughout the state was sparsely settled. Towns and villages were few and far between,

Over 11,000,000 acres of Illinois public lands were unsold. Not a mile of railroad had been constructed west of the Mississippi river, and only 11,000 miles were completed or in process of construction in the United States. . At the end of 1854 the Illinois Central had completed 300 miles of road. The earnings, however, were insufficient to pay operating expenses, not to speak of the interest on the bonded indebtedness which was soon to become due. Then followed an entire crop failure, when the farmers had nothing to ship and no money with which to purchase lands or to pay for what had already been purchased. Following these discouraging conditions came the panic of 1857, when everything would have been lost but for the stanch character of the men who composed the Illinois Central directory. To-day it requires but little effort to secure millions of money for any legitimate business enterprise, but it was not so from 1851 to 1857. Business men of the East were skeptical as to the future of the West. Much of the country was undeveloped. Farmers, as a rule, were poor, and the immediate prospects of large earnings from the new pioneer railroad of the West were anything but flattering. These were times that tried men's souls. The Illinois Central board of directors, however, was equal to the occasion, and, like thousands of people in the early days of Illinois, it believed in the future of the state, and it was willing to risk money and reputation in the construction of what was necessary to its further development.

Following the panic of 1857 came an era of prosperity. Every wagon road from the East was lined with covered wagons from Ohio, Pennsylvania and New York state. The reports of the fertility of Illinois soil had reached beyond the Alleghanies. Railroad lands were in

demand at advanced prices. Crops were good. New towns were springing up all over the state. Earnings were showing a steady and decided increase, and the Illinois Central Railroad, extending from Dubuque to Cairo, and from Chicago to a junction with the main line near Centralia, Ill., was no longer an experiment. Then followed the war of 1861 to '65, when the company was taxed to its utmost capacity to handle government troops and supplies from the northwest to the junction of the Ohio and Mississippi rivers on the south.

This is but a single chapter from the early history of one of the most important transportation lines in the United States. It has, under strong, but honest and conservative management, continued to grow in wealth, usefulness and extent until it now reaches directly one-fourth of all the states in the Union. It traverses the corn belt and wheat sections of the Northwest, the dairy sections of the North, the fruit and lumber sections of the central, and the cane and cotton belts of the extreme South; and this great system, organized in 1851 under unfavorable conditions, now owns or controls lines aggregating 4,615.01 miles.

Reference to the Illinois Central Railroad map, gives one a comprehensive idea of the magnitude of the country reached by this great system, and the further fact that, by reason of its location, it has advantages for the handling of interchangeable products between the northern and southern states possessed by no other line. It will also be interesting to note the population of the states traversed by the Illinois Central Railroad as it appears in the following table:

Illinois.....	4,680,902
Iowa.....	2,058,000
Wisconsin	1,937,915
Minnesota	1,574,619

South Dakota	330,975
Indiana	2,192,404
Arkansas.....	1,500,000
Missouri	3,250,000
Kentucky	1,985,000
Tennessee.....	2,000,000
Mississippi.....	1,289,600
Louisiana.....	1,118,587
Total	23,918,002

From the above it will be readily seen that this continuous line of road, reaching from the lakes and the Missouri river to the gulf, and traversing twelve of the best agricultural states in the Mississippi Valley, with an aggregate population of 23,918,002, or one-third of the entire population of the United States, is in a position to handle a large percentage of the grain, packing-house and dairy products of the North, and the lumber, sugar, rice, cotton, vegetables and fruit of the South. It is also a significant fact that the states producing the staple agricultural products of this country are traversed by this line. Iowa and Illinois, with a corn crop in a single year amounting to 565,000,000 bushels, are the great corn-producing states of the Union. South Dakota and Minnesota excel in the growing of wheat. Wisconsin, Northern Illinois and Northern Iowa are foremost in dairy products. Mississippi ranks among the great cotton states of the South, while Louisiana, in a single year, produced sugar to the value of \$35,000,000.

Not only has the Illinois Central exceptional facilities for an interchange of domestic products between the northern and southern states, but it has acknowledged superior advantages in the handling of grain for export through the port of New Orleans.

To one who has not given the matter close attention, it is a matter of great surprise to

know how the fruit and vegetable industry has grown within the past ten years at points adjacent to the line of the Illinois Central Railroad throughout West Tennessee, as well as throughout Mississippi and Louisiana, and this business, during the winter as well as summer months, amounts to thousands of cars, and in order to handle it in the best possible manner and with the least possible loss and delay, the company has constructed in close proximity to the fruit commission district of Chicago a large fruithouse, having a frontage of 106 feet on South Water street, and extending south 700 feet. The structure is of brick, with iron trusses and slate roof. Every facility is afforded for the loading and unloading of cars within the house. A battery of three 125 horse-power boilers, with smoke consumers and other modern improvements, has been provided, which insures a temperature, even during the coldest winter months, in which fruit can be handled without danger of being frozen. The construction of the building is such that fruit is not only protected from cold in winter, but from sun and heat in summer. The building is lighted by electricity, and all heating by steam controlled in such a manner as to have different degrees of temperature in the various apartments, as the character of the fruit handled may demand. Large ventilators are placed along the roof to open or close at will. This great Illinois Central fruithouse, costing \$90,000, with a capacity of fifty-six cars, is only another indication of the enterprise of the company in providing the best possible facilities for handling business.

In no branch of the service, however, are the improved conditions more manifest than in the passenger department. Large engines capable of handling a dozen or more cars, have

taken the place of the smaller ones. Vestibuled trains of elegant sleepers, chair cars, cafe dining cars, coaches, baggage and mail cars of the standard olive color are now run on fast time between all commercial centers on the system, and by reason of these greatly improved conditions and facilities for handling business, the Illinois Central ranks as one of the leading, first-class passenger roads of the country.

As a passenger route this line is highly favored in having thirteen prominent terminal cities, with an aggregate population of 3,147,499, as follows:

Chicago.....	2,698,575
St. Louis.....	575,237
New Orleans.....	287,104
Louisville.....	204,731
Memphis.....	112,000
Dubuque.....	36,297
Sioux City.....	35,000
Cedar Rapids.....	25,000
Madison.....	16,000
Springfield.....	35,000
Helena, Ark.....	10,000
Sioux Falls.....	10,000
Omaha.....	102,555

That this line has become popular as a passenger route is evidenced by the fact that the annual report shows that from June 30, 1897, to June 30, 1898, this company carried one mile 263,336,693 passengers, or more than three and one-half times the entire population of the United States.

One of the great lines that has and is now contributing so much to the development of Memphis is the Yazoo & Mississippi Valley Railroad, a part of the Illinois Central system extending from Memphis to New Orleans, which runs through the most fertile sections of the South, and is now attracting the attention of

farmers and mill men throughout the Northwest who are judges of good soil and good timber. Between Memphis and Vicksburg the land is especially adapted to the growing of cotton and corn. Indeed it is not an unusual crop to harvest sixty to seventy-five bushels of corn or a bale of cotton per acre, without the use of an ounce of fertilizer. The Yazoo & Mississippi Valley Railroad Company owns nearly 500,000 acres of the finest hardwood timber land in the United States located within two to fifteen miles of its line. This land is now being sold by the land commissioner at nominal prices to actual settlers, and thus is being developed tributary to Memphis an area of country that has no equal in the fertility of its soil, and the variety of products to which it is adapted.

The tonnage forwarded and received from the Memphis station of the Illinois Central and Yazoo & Mississippi Valley Railroads from 1895 to 1898 inclusive, aggregating no less than 7,095,934,000 tons, and showing a steady yearly increase, is the best possible indication of the growth and development of Memphis and the country tributary to the Central Road.

Few people have any conception of the facilities required in order that such an enormous freight business as above indicated may be properly handled. Already 87,086 square feet of warehouse, and 47,650 square feet of platform room is in use, and yet this must be increased to accommodate the freight traffic of this great company. The present warehouse of the Yazoo & Mississippi Valley Railroad at Memphis, used for the delivery of sugar, molasses and carload freight alone, is 308 feet in length by 46 feet in width, with an annex 122 by 40. At Beale street is another 400 feet by

50, with a covered platform annex 200 feet long by 70 feet wide at one end and 40 at the other, devoted exclusively to the delivery of package freight. At Calhoun street the Illinois Central freight house is 500 feet long by 75 feet wide, with no less than eighteen receiving doors and six tracks side by side with a capacity for storing 108 cars. Here is done the day loading of merchandise, under precisely the same system as in use at Chicago. For the handling of cotton, platforms of large dimensions are in use, one of which is 650x50 feet, another 120x40, and still another 150x75. To accommodate this immense traffic in freight it requires fifteen freight trains daily in and out of Memphis, 213,783 feet of track room sufficient to handle 4,000 cars has become a necessity, and in addition to the above, this company is now expending \$150,000 in the construction of a convenient and modern freight yard at South Memphis.

Improvements are also being made at the Poplar Street Passenger Station in order to furnish ample and excellent facilities for the

handling of the great passenger traffic of this company, which amounts to \$350,000 annually, from the sale of tickets, and which requires eleven passenger trains daily in and out of Memphis. It is generally conceded that the persistent and continued efforts of the Illinois Central Railroad Company has done more than all other agencies combined to turn the export trade of the Mississippi Valley from its unnatural but long continued route across the Alleghany Mountains, to the natural and easy course by the way of the Gulf ports; and in this Memphis has not suffered. Indeed, every through train contributes to the sum total of the growth and development of the city. To the 975 employes connected with the Illinois Central and Yazoo & Mississippi Valley Railroads, now permanently located at Memphis, many others will be added; and in every possible way this company will continue to manifest a genuine interest in everything that tends to the growth and expansion of Greater Memphis.— From *Memphis Scimitar*, April 1899.





Scene in the Yazoo Delta.

AT NINETY MILES AN HOUR.



Saving a Day Between the Atlantic and the Pacific.—Experiences on Racing Locomotives in Record-Breaking Runs.

By CLEVELAND MOFFIT.



THEY call it a race for a million, but that gives small notion of what has been going on these recent months between Chicago and the Missouri river, ever since the great mail-hustling order was sent out by long-headed managers on the first day of 1899. Huge locomotives, tearing through the night faster than locomotives ever before were driven; rival engineers keyed up beyond what human nerves can bear, but bound to "get there, or smash something;" superintendent's, train-dispatchers, and their kind lying awake of nights figuring out how the schedule may be shaved down ten minutes—all this is exciting enough; but the struggle now on between the Chicago & Northwestern and the C. B. & Q., or rather the struggle that each one of these roads is making against all records in the world, stands for much more than any paltry million-dollar mail contract that may be awarded from Chicago to Omaha. It stands for a business day saved in crossing the continent. It means that tons of mail from the Atlantic coast now reach California and Oregon so that bankers and business men there receive their drafts and other money papers before three o'clock on a certain day, instead of at noon on the following day. It means a day saved in steamer connections for China and the Orient. And a very clever statistician were needed to say what that is worth.

Thanks to courtesies of railroad officials and post-office authorities, we may now watch the carrying of this transcontinental mail in the hottest, maddest part of its sweep between the oceans; we may journey with it across Illinois and Iowa, where level ground and keenest competition offer such a spectacle of flying mail service as has not been seen before since letters and engines came upon the earth.

It is 8:30 P. M., any night you please, and for miles through the yards of East Chicago lights are swinging, semaphore arms are moving, men in the clicking signal towers are juggling with electric buttons and pneumatic levers, target lights on a hundred switches are changing from red to green, from green to red; everything is clear, everything is all right; the Lake Shore Mail is coming, with eighty tons of letters and papers in its pouches. Relays of engines and engineers and firemen, the picked men of the road and the pet locomotives, have brought these messages, this news of the world thus far on their journey. Up the Hudson they have come and across the Empire State and along the shores of Lake Michigan, nearly a thousand miles in twenty-four hours, which is not so bad. Formerly this same mail reached Chicago at midnight, and did not go on again until three in the morning. Now we shall see it start for Omaha in a single hour, and before that, it must be unloaded

and piled into vans and hauled across the city, then loaded again. Only a local transfer here; but watch it if you would have some idea of the hurry involved in this business.

Outside the station ten of the largest mail-wagons wait, drawn up like fire-engines, two big horses for a wagon. The platform crew work like circus men packing the big tents away. There is a rumbling of trucks, a bumping and thudding of leather, and presently off go the horses west on VanBuren street, north on Pacific avenue, then, swinging into Jackson Boulevard (where no other heavy traffic is allowed), they make a dead run for the river, with the same right of way that ambulances have; and the drivers cease not to ply their whips as they near the bridge: they know that a city ordinance holds the draw for the passage of this mail.

So six wagons reach the Burlington station at Canal street, with horses in a lather. Meanwhile the others have dashed through Sherman street and Fifth avenue to the Wells street station of the Chicago and Northwestern. This latter is the longer journey by some five minutes, but the Northwestern vans make a compensating gain in backing right up to a platform near the waiting train, while the C. B. & Q. pouches must be slid down a chute, then handled on trucks. This whole operation of transfer is accomplished in half an hour, more or less (as the mail is heavy or light); and it is a thing to remember, like some giant foot-ball game, the way these steady-legged, quick-handed men send the pouches flying out of the vans and into the cars, dragging and tossing and spinning them through the air, until all are stowed away.

And now begins the effort of steam and brain and skill of the hand; now start the trains. Perhaps some distant eye far above can watch them speed to the west, two fire-spots creeping through the darkness in pursuit of the setting stars, one might fancy. Side by side they go, with slight divergence, the Burlington keeping a little more south-ward; side by side they cross the Mississippi; then come together as the sun is rising, and pause on the Missouri's banks, this stretch over. Both trains cover the 500 miles

in about ten hours, including stops, slow-downs, and delays of every kind: which means that both attain a velocity at times of eighty, ninety, or a hundred miles an hour; some claim as much as 120 miles an hour for short distances, but this cannot be verified, since no instrument has yet been devised that will make reliable record of these great bursts. The Northwestern route is ten miles shorter than the Burlington (489.9 against 500.2 miles). On the other hand, the Northwestern flyer leaves Chicago at ten o'clock, while the Burlington train leaves at 9.30.

By schedule time the two reach Omaha at about eight in the morning (the Northwestern at 8.15, the Burlington at 7:55), and no man can say that one is better or faster than the other. Yet this is true, that both do more than has ever been done by any other train in the world running daily.

It is a fine thing to know the men who drive the engines on these trains; just to see them is something, and to make them talk (if you can do it) is better business than interviewing most celebrities you have heard about.

To this end I set out one evening early in January for the great round-house of the Northwestern road that lies in the outskirts of Chicago. A strange place, surely, is this to one who approaches it unprepared; a place where yellow eyes glare out of deep shadows, where fire-dragons rush at you with crunching and snortings, where the air hisses and roars. It might be some demon menagerie, there in the darkness.

To this place of fears and pitfalls I came an hour or so before starting time, and here I found Dan White, one of the Northwestern crack-a-jacks, giving the last careful touches to locomotive 908 before the night's hard run. In almost our first words my heart was won by something White said. I had mentioned Frank Bullard of the Burlington road, a rival by all right's, and immediately this bluff, broad-shouldered man exclaimed: "Ah, he's a fine fellow, Bullard is, and he knows how to run an engine." White would fight Bullard at the throttle to any finish, but would speak only good words of him.

"Tell me," said I, "about the great run you made the other night." From a dozen lips I had heard of White's tremendous dash from Chicago to Clinton, Iowa.

"Oh, it wasn't much; we had to make the time up, and we did it. Didn't we Fred?"

This to the fireman, who nodded in silent assent, but said nothing.

"You made a record, didn't you?"

"Well, we went 138 miles in 143 minutes; that included three stops and two slow-downs. I don't know as anybody has beat that — much."

By dint of questioning I drew from this modest man some details of his achievement. The curve-bent stretch of seventeen miles between Franklin Grove and Nelson they did in fourteen minutes, and a part of this, beyond Nachusa, they took at an eighty-mile pace. They covered five miles between Clarence and Stanwood in three minutes and a half, and they made two miles beyond Denison at over a hundred miles an hour. As the mail rushed west, word was flashed ahead that a hair-raising run was being made, and crowds gathered at the stations to cheer and marvel. Lights burned late that night in farmers' houses, and at every signal station along the way a group of eager men were waiting.

"There must have been 500 people on the platform at Dixon," said White, telling the story, "and they looked to me like a swarm of ants, just a black, wriggling mass, and then they were gone. We came on to a bridge there after a big reverse curve with a down grade, and I guess no one will ever know how fast we were going that night, as we slammed her around one way and then slammed her around the other way. It was every bit of ninety miles an hour. You got all you wanted, didn't you, Fred?"

The fireman looked up, torch in hand, and remarked in a dry monotone: "Goin' through Dixon I said my prayers, and hung on, stretched out flat. That's what I done."

"Fred and I," continued White, "both got letters about the run from the superintendent. Here's mine, if you'd like to read it."

The pleasure of the two blackened men over this graciousness of the superintendent was a thing to see. For a bit of crumpled paper such as that White showed me I believe they would have taken the Mississippi at a jump, engine train and all. Superintendent's orders, superintendent's praise, there is the beginning and end of all things for them.

It was only a short ride I took this night in the cab of 908, five miles through the yards to the Northwestern station, where the mail-cars were waiting. But I felt the power of the great creature, and thrilled with the throbbing of her brave heart. What splendid courage she has, I thought, as we moved along swiftly among the shadows. How kind she is to us, poor puny men!

As we lay by the platform waiting for orders, White took me down on the tracks, and explained how the switches are operated by compressed air from the towers.

"Listen!" he said; "you'll hear it hiss as the rail moves over. Look out for your feet; it would take one of them clean off if the jam caught it. And it's no fun to lose a foot; I tried it once with this one."

He held up his right foot.

"What's the matter with it?" said I.

"Nothing, only it's half gone. Shoe's stuffed with cotton. Engine driver rolled over it."

Then he told how a few years before he had been working under his locomotive when she had suddenly started forward (a cylinder cock not carefully closed), and how he managed to escape, all but his right foot.

"I was laid up for a good many months, but the company stood by me nobly; that's the way they always treat disabled men, and here I am to-day as sound as a dollar. Well, good-bye, sir."

Five minutes later they are off for the West, with various Northwestern officials waving encouragement. White's effort and the strength of 908 will take the train's 250 tons one third of the way to Omaha. Then a second engine and engineer and fireman will do a second stretch;

then a third relay will finish the run. Three engines, three engineers, and three fireman—these are needed by either road for the journey one way.

The first long ride on one of these splendid locomotives was with the Burlington flyer, with 590 at her head and Frank Bullard at the throttle. It is said that the Baldwin Locomotive Works

These words to me from Bullard, first-class engine-driver of the C. B. & Q., a long, loosely joined man with the eye and build of a scout. As he spoke they were coupling us to the mail-cars, in preparation for the start. In overalls and sweater I have come, with typewritten authority to make the run that night. This was in the first week in January, the second time



Drilling Machine used in Shop Work.

never turned out a faster engine than this 590. The man must be a giant whose head will top her drivers, and for all her seventy tons, there is speed in every line of her. She is a young engine, too, only four years old, and Bullard swears he will back her in the matter of getting over rails to do anything that steel and steam can do. "She's willing and gentle, sir, and easy running. You'll see in a minute."

Bullard had drawn the throttle for Burlington on the new fast schedule. Burlington lay off there in Iowa, on the Mississippi, with all the night and all the State of Illinois between us.

Now the train stands ready, three mail-cars and the engine, not a stick besides. No Pullman comforts here, no bunks for sleeping, no man aboard who has the right to sleep. Everything is hustle and business. Already the mail-

clerks are swarming at the pouches, like printers on a rush edition. See those last bags swung in through the panel doors! Not even the president of the road may ride here without permit from the government.

Bullard takes up a red, smoking torch, and looks 590 over. He fills her cups and prods a two-foot oiler into her rods and bearings. Dan Cleary, the fireman, looks out of his window on the left, and chews complacently. Down the track beside him locomotive 1309 backs up, a first-class engine she, but 590 bulks over her as the king of a herd might over some good, ordinary working elephant. As she stands here now, purring through her black iron throat, 590 measures sixteen feet three inches from rails to stack-top. Both engines blow out steam, that rolls up in silver clouds to the electric lights.

Bullard climbs to his place at the right, and a hiss of air tells that he is testing the brakes. Under each car sixteen iron shoes close against sixteen wheels, and they stay there. Down the length of the train goes the repair man with his kit, and makes sure that every contact is right. He then pulls a rope four times at the rear, whereupon four hissing signals answer in the cab. Bullard shuts off the air.

"It's all there is to stop her with," says he, "so we take no chances with it. She's got high-speed brakes on her, 590 has — 110 pounds to the inch. Twenty-four, Dan," he adds, and snaps his watch. "We start at thirty."

Dan chews on. "Bad wind to-night," he says; "reg'lar gale."

Bullard nods. "I know it; we're fifteen minutes late, too."

"Make Burlington on time?"

"Got to; you hit it up, and I'll skin her. Twenty-six, Dan."

Four minutes to wait. Two station officials come up with polite inquiries. The thermometer is falling, they say, and we shall have it bitter cold over the plains. They reach up with cordial hand-shakes. I pull my cap down, and take my stand behind Bullard. Our side of the cab is quite cut off from the fireman's side by a swelling girth of boiler, which leaves an alley-

way on either side wide enough for a man's body and no wider. Bullard and I are in the right-hand alley-way, Bullard's back and black cap just before me. Dan with his shovel is out on a shaky steel shelf behind, that bridges the space between engine and tender. This is where he works, poor lad! We are breathing coal dust and torch smoke and warm oil.

"F-s-s-s-s," comes the signal, and instantly we are moving. Lights flash about us everywhere, green lights, white lights, red lights, a phantasmagoria of drug-store bottles. The tracks shine yellow far ahead. A steady jarring and pounding begins, and grows like the roar of battle. The cab heaves with the tugging of a captive balloon. Our speed increases amazingly. We seem constantly on the point of running straight through blocks of houses, and only escape by sudden and disconcerting swayings around curves that all lead, one will vow, straight into black chasm under the dazzle. Whoever rides here for the first time feels that he is ticketed for sure destruction, understands that this plunging engine must necessarily go off the rails in two or three minutes, say five minutes at the latest; for what guidance, he reasons, can any man get from a million crazy lights, and who that is human can avoid a snarl in such a tangle of bumping switches? I am free to confess, for my own part, that I found the first half hour of my ride on 590 absolutely terrifying.

Thus, at break-neck speed, we come out of Chicago, all slow-going city ordinances to the contrary notwithstanding. We are chasing a trans-continental record schedule, and have fifteen minutes to make up. I breathe more freely as we get into open country. We are going like the wind, but the track is straighter, and the darkness comfortable. I begin to notice things with better understanding. As the lurches come, I brace myself against the boiler side without fear of burning: that is something learned; I find out later that I owe this protection to a two-inch layer of asbestos. I catch a faint sound of the engine-bell, and discover, to my surprise, that it has been ringing from the start; indeed it rings without ceasing all the way to Burling-

ton, the rope pulled by a steam jerking contrivance, but the roar of the engine drowns it.

Deep shadows enwrap the cab, all the deeper for the glare that flashes through them every minute or two as Dan, back there on his iron shelf, stokes coal in at the red-hot door. Two faint lights burn for the gauges—a jumping water column in front, a pair of wavering needles on the boiler. These Bullard watches coolly, and from time to time reaches back past me to turn the injector cock, whereupon steam hisses by my head. For the most part he is quite still, like an Indian pilot, head forward at the look-out window, right hand down by the air-brake valve, left hand across the throttle lever, with only a second's jump to the reversing lever that rises up from the floor straight before him. As we race into towns and roar through them, he sounds the chime whistle, making its deep voice challenge the darkness. At curves he eases her with the brakes. And for grades and level stretches and bridges he notches the throttle up or down as the need is. Watch his big strong grip on the polished handles! Think of the hours he spends here all alone, this man who holds life and death in his quick, sure judgment!

Now he catches the window frame and slides it open. A blast sweeps in like an Arctic hurricane. Bullard leans out into the night and seems to listen. "Try it," he cries, but his voice is faint. I put my head out, and come into a rush of air billows that strangle like breakers.

"Greggs—Hill—three—miles—long. Let—her—go—soon." He closes the window. And now, as we are clear of the grade, begins a burst of speed that makes the rest of small account. Faster and faster we go, until the very iron seems alive and straining underneath us. I am tossed about in hard pitches. The glow of the furnace lights up continuously. There is no sense of fear any longer. It is too splendid what we are doing. Of course it means instant death if anything breaks. Let the massive side rod that holds the two drivers snap, and a half-ton knife sweeping seventy miles and hour will slice off our cab and us with it like a cut of cheese. Did not an engineer go to his death that way on-

ly last week on the Union Pacific run? After all, why not this death as well as any other? Have we not valves and tubes in our bodies that may snap at any moment?

"How—fast?" I call out.

"Eighty—miles—an—hour," says Bullard close to my ear, and a moment later pulls the rope for a grade crossing. "Ooooo—Ooooo—Oo—Oo," answers the deep iron voice, two long and two short calls, as the code requires. "Year—ago—killed—two—men—here," he shouts as we whizz over the road. "Struck—buggy—threw—men—sixty—feet." I wonder how far we would throw them now.

In the 206 miles' run to the Mississippi we stop only twice—for water, at Mendota and at Galesburg—nine minutes wasted for the two, and the gale blowing harder. Our schedule makes allowance for no stops; every minute from our actual going is so much "dead time" that must be fought for, second by second, and made up. Drive her as he will, with all the cunning of his hand, Bullard can score but small gains against the wind. And some of these he loses. At Mendota we have made up seven minutes, but we pull out thirteen minutes late. At Princeton we are fifteen minutes late, at Galva fourteen minutes, at Galesburg eight minutes, but we pull out twelve minutes late. Then we make the last forty-three miles, including bridges, towns, grades, and curves, in forty-four minutes, and draw into Burlington at 1.22 A. M.—on time to the dot. This because Bullard has sworn to do it; also because the road beyond Galesburg runs west instead of southwest, and it is easier for a train to bore straight through a gale, head-on, than to take it from the quarter. But be sure of this, that whoever covers forty-three miles of railroad in forty-four consecutive minutes travels much of the way at an eighty or ninety-mile pace.

We took the big, steady curve at Princeton, a down-grade helping us, at a hundred miles an hour, so Bullard declares, and what he says about engine-driving I believe. Indeed, these great bursts can be measured only by the subtle senses of an expert, since no registering instrument has

been devised to make reliable record. Across the twin high bridges that span the Bureau creeks we shot with a rush that left the reverberations far back in the night like two short barks. And just as we rounded a curve before these bridges I saw a black face peering down from the boiler top, while a voice called out: "Wahr—wahr—wahr—wahr." To this startling apparition Bullard, undisturbed, replied: "Wahr—wahr—wahr—wahr." Then the head disappeared. Dan was telling Bullard that he had seen the safety light for the bridges, first visible on his side, and Bullard was answering something about hitting it up harder. How these men understand one another in such tumult is a mystery to one with ordinary hearing, but somehow they manage it.

Half way between Kewanee and Galva a white light came suddenly into view far ahead I knew it for the headlight of a locomotive coming toward us on the parallel track. Already we had met two or three trains, and swept past them with a smashing of sound and air. But this headlight seemed different from the others, paler in its luster, not so steady in its glare. The ordinary locomotive comes at you with a calm, staring yellow eye that grows until it gets to be a huge full moon. But it comes gradually, without much jumping or wavering. This light danced and flashed like a great white diamond. I watched it with a certain fascination, and, as it came nearer and nearer, realized that here was a train of different kind from the others, coming down on us at terrific speed. And Bullard shouted: "Number—Eight—with—the—mail." Then added as she passed like the gleam of a knife: "She's—going—too."

And going she certainly was, as I learned the next day at the company's office in Burlington. For sixty-two minutes they had held her at Council Bluffs, this train No. 8, this East-bound flyer, waiting for the Union Pacific mail. She had started for Chicago one hour and two minutes late—and she made the time up. Her last relay from Burlington was done by big locomotive 1083, Sam Dove driving her, and they ran the 206 miles in 213 minutes, stops, slow-downs, everything counted; or 206 miles in 200

minutes actual running time. So when these sister trains came in sight, there near Kewanee, they were hurrying together at an easy rate of 180 miles an hour. No wonder the headlight danced!

At about half-past one this memorable night, with the Mississippi river at my back, I entered a little hotel that faces the Burlington station. My head rang as if I had been swinging on some great church bell. And when the night clerk saw me, he nearly laughed in my face, for I was black with smoke and coal dust. Here was a change of plan. I had thought to go straight through with the run to Omaha; but Bullard's personality, the charm and the mystery of it had tempted me to linger for a talk with him. It was plain I might ride a lifetime on 590 and learn nothing for all the chance of conversation there would be: as well try to converse with an officer leading a charge of cavalry.

But the next day, with comfortable rocking chairs to sit in, and cigars to smoke, and a row of hotel windows before us, Bullard and I found time for a chat, and I was well content. First I asked him about putting his head out of the cab window there at Greggs Hill—and elsewhere. "Was it to see better?" said I.

No, said Bullard; "it was to hear better and to smell better!"

"Hear what? Smell what?"

"Hear the noises of the engine. If any little thing was working wrong, I'd hear it. "If there was a wear on a bearing I'd hear it." Why, if a mouse squeaked somewhere inside of 590, and the mouse didn't belong there, I guess I'd hear it."

Then he went on to explain that the ordinary roar of the engine, which drowned everything for me, was to him an unimportant background of sound that made little impression and left his ears free for other sounds.

"I get so accustomed to listening to an engine," he added, "that often up home, talking with my wife and child, I find myself trying to hear the sounds from the round-house. And often, after a run, I talk to people as if they were deaf."

"You spoke about smelling better."

"That's right. I can smell a hot box in a minute, or oil burning. All engineers can. Why, there was——"

This led to the story of poor Giddings, killed on 590 three years ago, through this very necessity of putting the head out of the cab window. Giddings had Bullard's place, until death came, and he was one of the most trusted men in the Burlington employ.

he put his head out to hear and to smell, the way I've explained it.

"There must have been a post set too near the track, and anyway 590's cab is extra wide; so the first thing he knew, and he didn't know that, his head was knocked clean off, or as good as that, and there was 590, her throttle wide open, tearing along, with a fireman stoking for all he was worth, and a dead engineer hanging out the window.



Device for Inserting and Removing Driving Box Brasses.

"You saw last night," said Bullard, "how the boiler in 590 shuts off the engineer from the fireman. And probably you noticed those posts along the road that hold the tell-tale strings. They're to warn crews on freight-car tops when its time to duck for bridges. Well, Giddings was coming along one night between Biggsville and Gladstone—that's about ten miles before you get to the Mississippi. He was driving her fast to make up time, sixty miles an hour easy, and

"So they ran for eight miles, and Billy Maine—he was firing—never suspected anything wrong, for of course he couldn't see, until they struck the Mississippi bridge at full speed. You remember crossing the bridge just before we pulled in here. It's 2,200 feet long, and we always give a whistle of extra warning before we get to it, and then slow down. That's the law," he added, smiling, "and besides, there's a draw to look out for. When he heard no whistle this

time, Billy Maine jumped around quick to where Giddings was, and then he saw he had a corpse for a partner."

Another question I asked was about stopping a train at great speed. "I've done it," said Bullard, "in 950 feet, pulling five cars, that were making about sixty-two miles an hour. I don't know what I could do with this new train, only three cars, and going ninety miles an hour. That's a hard proposition."

"Would you reverse her?"

"No, sir. All engineers who know their business will agree on that. I'd shut the throttle off, and put brakes on full. But I wouldn't reverse her. If I did, the wheels would lock in a second, and the whole business would skate ahead as if you'd put her on ice."

Then we talked about the nerve it takes to run an engine, and how a man can lose his nerve. It's like a lion-tamer who wakes up some morning and finds that he's afraid. Then his time has come to quit taming lions, for the beasts will know it if he doesn't, and kill him. There are men who can stand these high-speed runs for tens years. But few go beyond that term, or past the forty-five year point. Slow going passenger trains will do for them after that. Others break down after five years. Many engineers, skilled men, too, would rather throw up their jobs than take the run Bullard makes. Not that they feel the danger to be so much greater in pushing the speed up to seventy, eighty, or ninety miles an hour; but they simply cannot stand the strain of doing the thing. And even a man of Bullard's stoical temperament comes down from his cab so exhausted after a run like ours that he must rest entirely for twenty-four hours before he can make another one. Thus an engineer of this special class draws full pay—\$185 a month—for working on alternate days. And for the three relays between Chicago and Omaha, six engineers are required to take the flyer West, and six engineers to take it East, twelve men, the flower of the road, for a round trip of a thousand miles, and twelve firemen to help them.

"This doubling up is what breaks my heart," said Bullard. "Since they've put on their new schedule, I have to divide 590 with another fellow. John Kelly takes her on the fast run East while I wait here and rest. And so I've lost my sweetheart, and I don't feel near as much interest in her as I did. You see, she ain't mine any more. And between you and me," he added confidentially, "I don't think 590 likes it much herself; you see, engines are a good deal like girls after all."

We talked next of the coal and water consumed between Chicago and Burlington, seven tons of the one, and 5,000 gallons of the other. Then summing it all up, I asked Bullard what he really thought of the new fast schedule and the speed they have to make.

"It isn't for me to think," said Bullard; "but I'll tell you this, it's the hardest game I ever got up against. My wife says she hopes for just one thing: that they won't start me off some night too far behind time."

"What do you mean?"

"Why," he answered with modest hesitation, "my wife knows that if they do, I'll—I'll—why, she knows I'll make it up. And even as it is, she don't sleep any nights until she hears my long whistle over the bridge."

Good luck to Bullard, I say, and all men of his kind.

That night, in workmen's garb again, I made my way to a gloomy round-house, ready for the run to Omaha. I was to ride the second relay, as far as Creston, on locomotive 1201, with Jake Myers in the cab, so I had been informed. Being hours ahead of time, I saw something of round-house life.

First, I followed a gaunt, black-faced Swede, with stubby beard, through his duties as locomotive hostler; saw him take the tired engines in hand, as they came in one after another from hard runs, and care for them as stable hostlers care for horses. There were the fires to be dropped in the clinker pit, coal and wood to be loaded in from the chutes, the water-tanks to be filled, sand-boxes looked after, and, finally, there was the hitching fast of the weary monsters in empty

stalls, whither they were led from the lumbering turn-table with the last head of steam left over dead fire-boxes. And now spoke the Swede:

"Dem big passenger engines can werry easy climb over dem blocks and go through the round-house." This from Gus Andersen, as he showed me past a great semi-circle of cold engine-noses, ranged along not two feet from the brick wall.

Later on, in the dimly-lighted locker-room, I listened to round-house men swapping yarns about accidents, and to threats of a fireman touching a certain yardmaster set apart by general consent for a licking.

Finally an Irishman came in, James Byron, and for all his good-natured face he seemed in ill humor. It turned out that he had just received a hurry order to take 1201 out in Myer's place.

"Jake is sick," said he, "and they've sent for me. But I'm sick, too. Was in bed with grip. Just took ten grains of quinine. Say, I ain't any more fit to run an engine than I am to run a Sunday-school.

Then he began pulling on his overalls, while the others laughed at him, told him he was "scared" of the fast run, and said good-by with mock seriousness.

But Byron showed himself a good soldier, and soon was working over 1201 with a will, inspecting every inch of her, torch in hand, and he assured me he would take her through all right, grip or no grip.

And take her through he did. At 1.16 A. M., my old friend, locomotive 590, brought the flyer up from Chicago, six minutes ahead of the schedule. Kelly had done himself proud this time. And six minutes later, on time to the minute, we drew out behind 1201, with Byron handling her, and seventy tons of mail following after.

Our fireman was named Bellamy. He wore isinglass goggles against the heat, and, in his way, he was a humorist, as I discovered presently, when he came near me (we were running at a sixty-mile gait) and, grinning like a Dante

demon, remarked slowly: "Say—if—we—go—in—the—ditch—will—you—come—along?"

The first feature of this run was some trouble with a feed pipe from the tank, which, brought us to sudden standstill in the open night with a great hissing of steam.

"What is it?" I asked of Bellamy, while Byron, grumbling maledictions, hammered under the truck.

"Check-valve stuck; water can't get into the boiler."

"How did he know it?"

"Water-gauge."

"What if he hadn't noticed it?"

Bellamy smiled in half contempt. "Say if he hadn't noticed it for fifteen minutes, we'd have been sailing over them trees about this time—in pieces. She'd have bust her boiler."

Five minutes lost here, and we were off again, running presently into a thick fog, then into rain, and, finally, into a snow storm. Never shall I forget the illusion, due to our great speed that the flakes were rushing at us horizontally, shooting upward in sharp curves over the engine's headlight. And, as we swept on, the shadow of 1201 advanced beside us over the stretch of white snow as smoothly and silently as the tail of an eclipse. The engine itself was a noisy, hurrying affair, but the engine's shadow was as calm and quiet as a cloud. And I recall that the swiftness of our rush this night caused in me neither fear nor any particular emotion. Yet this was practically the same experience that had stirred me so the night before on 590.

We reached Creston on time, as Byron said he would, and of what happened during the last relay from Creston on, or what engine drew us, or who the engineer was, I have no knowledge, for I passed the early morning hours in troubled sleep, curled up on a pile of pouches in the rear mail-car. I may add that my sleep was troubled for good and sufficient reasons: first, because there was need of changing my hard couch at intervals so that the crew could handle what I was sleeping on; also because the motion here is even more violent than on the locomotive. There were double curves in western Iowa that

made those mail-cars look like a battlefield. It was bundles of newspapers flying through the air, and poor devils of mail-clerks stretched on the floor hugging the iron racks. Any one who, as a boy has indulged in the noble sport of "cracking the whip" will understand why the mail-car at the tail of a train gets more swing on a hard fast curve than the engine at the head. And as for danger, there is really much more here than anywhere else, for the mail-cars rest light on their trucks, compared with the great mass of a locomotive. Besides that, a locomotive's weight is low while the tons of pouches in the mail cars, often piled nearly to the roof, lift the center of gravity high.

Not on this ride, then, but on subsequent ones, both on the Burlington and the Northwestern, I got an idea what duty it is a man undertakes in choosing the career of railway mail clerk. And frankly, I can think of no occupation that puts harder tax upon mind and body. To begin with, the mail crew, during their "on days," which alternate with "off days," are called upon to work sometimes seventeen hours in twenty-four; one set of men, for instance, begin handling the mail at 3 P. M. in Chicago, and keep at it steadily until they reach Omaha at 8 A. M. the following day. Furthermore, they must remember and have literally at their fingers' ends such a mass of names, places, railroad routes, etc., as would cause the despair of a lightning calculator. Each clerk on this run must know the precise location of 1,079 separate post-offices in Nebraska, of 1,904 in Iowa, of 1,800 in Ohio (only a part), of 1,100 in Michigan (only a part), of 1,200 in Missouri (only a part), of 720 in Colorado, of 660 in South Dakota, 705 in Illinois (only a part), of about 1,000 in Pennsylvania, and so on for Indiana, Wisconsin, and all the western states.

In addition to these separate places, amounting to about 18,000 in all, each mail-clerk must know, and be able to say instantly, how any particular letter will reach its destination by the quickest and best connection; that is, must have an intimate knowledge of a labyrinth of large and small routes, spreading over the whole

region. To test his readiness of information, I took up a handful of letters from one of the pouches and read off the towns to one of the men, who answered thus, in mail-clerk jargon:

Elk Creek—"Columbus and Atch. Lincoln south."

Nelson—"Neb. City and Superior. Number two."

Ainsley—"Lincoln and Bill. Train forty-one. Number two."

Liberty—"K. C. and Ox. Wymore east."

Carleton—"St. Jo and Grand Island, via Jotown."

Julian—"Omaha and K. C. Train ten. South of Neb. City."

Rock Bluff—"Goes to Plattsmouth (Dist.) no office."

Oak—"Lenwood and Superior. Seward east."

Friend—"Peajack and Denver. No. one."

And so on for letters and papers without end, all dealt out swiftly, hour after hour, through the night, into some 500 pigeon-holes, in ten letter-cases (this for a single car), and some 120 pouches packed in neatly through the car's length, with mouths held open by iron frames.

And the head man of the crew (six in all) must see to it that the mail is so assorted and classified that the Galesburg pouch for Santa Fe connections will be ready to throw off at Galesburg, and the two Burlington, pouches ready to throw off at Burlington, and the five Ottumwa pouches ready at Ottumwa, and so on, the work being done stage by stage, as the flyer rushes west-ward. And every man of the crew must stand for his own mistakes—at the throat of each pouch being placed, before it is closed the name of the clerk who filled it. No wonder these young men require four or five "days off" after a like number of "days on" for the work of studying and memorizing. And right well do they earn their wages, which vary from \$900 to \$1,300 a year, and which stop (perhaps this is worth noting) on the very day when one of them is killed in the discharge of his duty, for the pension system of our government has never been extended to these obscure heroes of the

pouches, who, nevertheless, are called upon to expose their lives constantly.

So, every day of the year now, with weary clerks, but well-assorted mail, these wonderful rival flyers of the Northwestern and the Burlington draw into Council Bluffs at about eight o'clock in the morning, as their schedules require. Before January 1, 1899, this mail would have reached Council Bluffs at 2.45 P. M., nearly seven hours later, the start having been five hours and a half later. And within half an hour of its arrival at Council Bluffs it is carried to Omaha, shifted from train to train at the Union Pacific transfer, and is rushing westward once more, with fresh locomotive, engineer, and mail crew. And so it advances in its course, from

relay to relay, from state to state, from railroad to railroad, until the through pouches land in San Francisco ninety-eight and one-half hours after their departure from New York, which is a gain of from fifteen to eighteen hours over any previous mail record. Even so, this gives a transcontinental average of less than thirty-five miles an hour, counting all the time spent, which shows what a fine achievement it is in practical railroading, this run from Chicago to Omaha at a fifty-mile rate, counting everything. Were the same effort put forth all the way, we should have a regular three days' mail service between the oceans. And that is sure to come!

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A RELIGIOUS RAILWAY.



 N the road once more, with Lebanon fading away in the distance, the fat passenger drumming idly on the window pane and the cross passenger fast asleep. To me comes the brakeman, and perching himself on the arm of the seat, says: "I went to church yesterday." "Yes?" I said, with that interested inflection that ask for more, "and what church did you attend," I hazarded. "Well," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do I want to run on the main line, where your run is regular and you go on schedule time, and don't have to wait for connections. Good enough, but I don't like it." "Episcopal?" I guessed. "Limited express," he said, "all palace cars at \$2.00 extra a seat; fast time, and only stop at the big stations. Nice line, but too expensive for the brakeman. All train men in uniform; conductor's punch and lantern silver-plated, and no train-boys allowed. Then the passengers are allowed to talk back at the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too." "Universalist?" I suggested. "Broad gage," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at all flag stations, and won't run into anything but a union depot. No smoking car on the train. Train orders are rather vague, though, and the train-men don't get along well with the passengers. No, I didn't go to the universalist, though I know some good men on that road." "Pres-

byterian?" I asked. "Narrow gauge, eh?" said the brakeman, "pretty track, straight as a rule; tunnel right through a mountain rather than go around it; spirit level grade. Passengers have to show their tickets before they get on the train. Mighty strict road but the cars are a little narrow; have to sit one in a seat, and no room in the aisle to dance. Then there's no stop over tickets allowed; got to go straight through to the station you're ticketed for, or you can't get on. When the car's full, no extra seats, cars built at the shop; hold just so many, and nobody else allowed on. But you don't hear of an accident on that road; it's run straight up to the rules." "May be you joined the Free Thinkers?" I said. "Scrub road," said the brakeman, dirt road-bed and no ballast; no time card and no train dispatcher. All trains run wild, and the engineer makes his own time just as he pleases. Smoke if you want to; kind of go-as-you-please road. Too many side tracks, and every switch wide open all the time, with the watchman sound asleep, and the target lamp dead out. Get on as you please and get off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass, but I don't like the line. I don't like to travel on a line that has no terminus. Do you know, sir, I asked a division superintendent where the road goes to and he said he hoped to die if he knew. I asked him if the general superintendent could tell me and he said they didn't have a general superintendent and if they did he didn't know anything more about the road than the passengers. I asked him who he reported to and he said 'Nobody.' I asked a con-

ductor who he got his orders from and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer who he got his orders from, he said he didn't like to see anybody give him orders; he'd run the train to suit himself, or he'd run it into the ditch. Now you see, sir, I'm a railroad man, and I don't care to run on a road that has no time, makes no connections, runs nowhere and

to the next station. Every train lamp shines like a headlight. Stop over checks given on all the through tickets; passengers can drop off the train as often as they like, do the station two or three days and hop on the next revival train that comes thundering along. Good, whole-souled, companionable conductors. Ain't any road in the country where the passengers feel more at home. No passes; every passenger pays full



BIRDSEYE VIEW OF ILLINOIS CENTRAL STATION AT WATERLOO, IOWA.

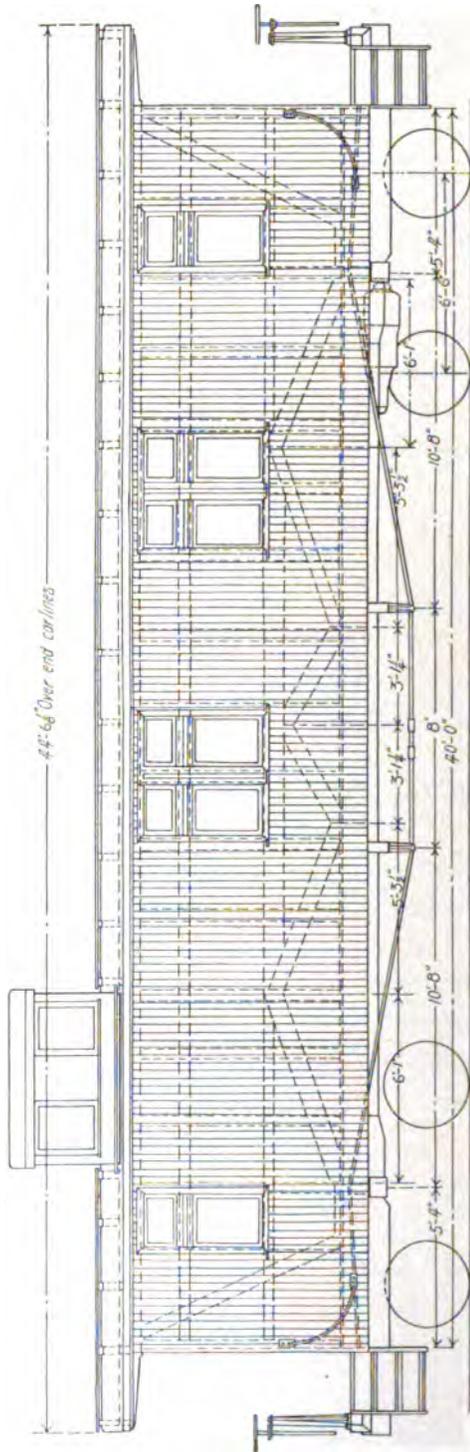
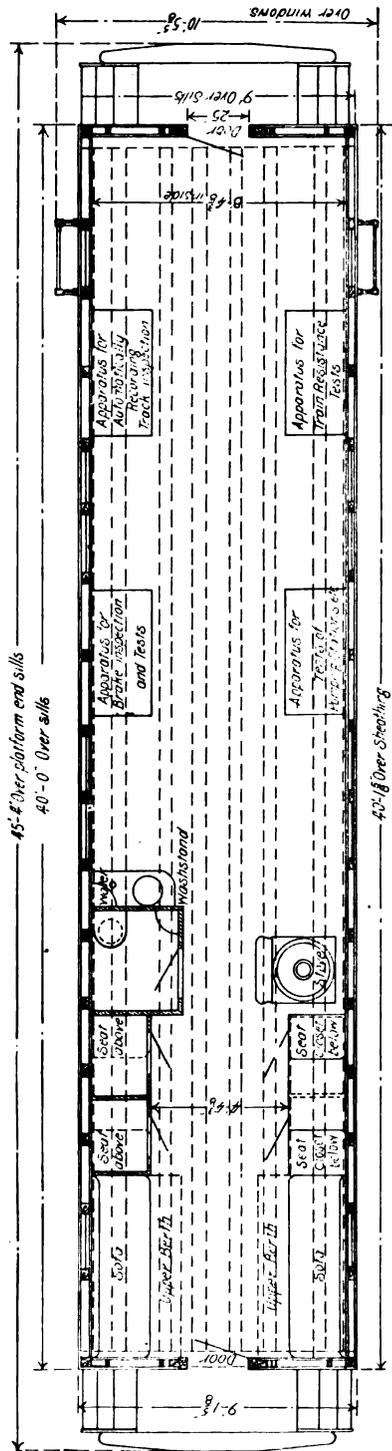
has no superintendent. It may be all right, but I've railroaded too long to understand it." "Did you try the Methodists?" I said. "Now you're shouting," he said with some enthusiasm. "Nice road, eh?" Fast time and plenty of passengers. Engines carry a power of steam, and you don't forget it; steam gauge shows one hundred, and enough all the time. Lively road. When the conductor shouts 'all aboard' you can hear him

tariff rate for his ticket. Wesleyan-house air-brakes on all trains, too. Pretty safe road, but I didn't ride over it yesterday." "May be you went to the Congregational church?" I said. "Popular road," said the brakeman, "an old road too, one of the very oldest in the country. Good road bed and comfortable cars. Well managed road, too. Directors don't interfere with division superintendents and train orders. Road's

mighty popular, but it's pretty independent. Let see, didn't one of the division superintendents down east discontinue one of the oldest stations on the line two or three years ago? But it's a mighty pleasant road to travel on; always has such a splendid class of passengers." "Perhaps you tried the Baptist?" I guessed once more. "Ha, ha!" said the brakeman, "she a daisy, isn't she? River road; beautiful curves; sweep around anything to keep near the river; but it's all steel rail and rock ballast, single track all the way and not a side track from the round house to the terminus. Takes a heap of water to run it, though; double tanks at every station, and there isn't an engine in the shops that can pull a pound or run a mile with less than two gauges. But it runs through a lovely country, these river roads always do—river on one side

and hills on the other; and it's a steady climb up the grade all the way, till the run ends where the fountain head of the river begins. Yes, sir, I'll take the river road every time for a lovely trip, sure connections and a good time, and no prairie dust blowing in at the windows. And yesterday when the conductor came around with a little basket punch, I didn't ask him to pass me but I paid my fare like a little man, twenty-five cents for an hour's run and a little concert by the passengers thrown in. I tell you, pilgrim, you take the river road when you want"—but just here the long whistle from the engine announced a station and the brakeman hurried to the door and shouted: "Zionsville! this train makes no stops between here and Indianapolis!"—Bob Burdette in *Burlington Hawkeye*.





TEST CAR OF THE ILLINOIS CENTRAL RAILROAD AND THE UNIVERSITY OF ILLINOIS.

ILLINOIS CENTRAL TEST CAR.



The railway test car whose description follows was built at the Burnside shops of the Illinois Central Railroad at Chicago. It is owned and operated jointly by the Illinois Central Railroad and the railway mechanical engineering department of the University of Illinois, the car being built by the former and the apparatus and other equipment by the latter. It is designed for general railroad experimental work and will be adapted to the following purposes, for each of which it has its special equipment:

1. Measurement of train resistance.
2. Autographic track inspection.
3. Locomotive road tests.
4. Air brake tests.
5. Station tests.

Hydraulic transmission of the pressure and motion has been adopted for both the apparatus for dynamometric work and for track inspection; the latter, however, is not being at present installed.

The car was designed under the direction of Mr. William Renshaw, superintendent of machinery Illinois Central Railroad; Prof. L. P. Breckenridge of the department of mechanical engineering of the University of Illi-

nois, and Edward C. Schmidt, instructor in railway mechanical engineering.

The car itself was specially designed for this work and is shown in Figs. 1 and 2. It has been built particularly heavy, in order to withstand the usage it will receive in the heaviest freight service.

It is 45 feet 4 inches in length and 40 feet over the end sills, which is as long as is compatible with the necessary stiffness and rigidity. It is 8 feet $4\frac{3}{8}$ inches wide inside, 9 feet $1\frac{5}{8}$ inches outside, with an extreme width of $10\frac{1}{2}$ feet over the observation windows. About 15 feet in the rear end is occupied by the berths, lockers, closets and toilet room, leaving 25 feet of working space, in which are placed the tables and instruments.

The lookout shown in the rear of the car affords facilities for observing the handling of the train, and in it are placed the push buttons controlling the signals to the operators below, also the pens which mark on the dynamometer record the location of mileposts, stations, curves and grades. The projecting windows at the front end also provide a means of watching the train and engine.



ILLINOIS CENTRAL EMPLOYEES' HOSPITAL, AT PADUCAH, KY.

THE ILLINOIS CENTRAL EMPLOYEES' HOSPITAL.



This Hospital located at Paducah, Ky., is one of the finest institutions of its kind in the South, was founded on January 15th, 1884, by the Chesapeake, Ohio & South Western R. R.

The original building, was an old farm house, located near the site of the present beautiful structure, and was in charge of Dr. J. W. Thompson, as Chief Surgeon and President, with J. A. Dew, Secretary, and board of directors, consisting of Frazier Briggs, John L. McGuire, and others.

The new hospital buildings, costing about \$30,000, were completed in April 1896, and with the fine lot on which they stand, valued at \$25,000, were the gift of C. P. Huntington, of New York, with the stipulation, that they should be forever used for hospital purposes.

The hospital is located on Broadway, one of the principal thoroughfares of Paducah, and stands in the center of a beautifully laid-out park, dotted with shade trees, and with a fountain of elegant design, on which is carved the I. C. monogram.

The buildings are of the most modern design, having fine offices, laboratories, operating rooms, and reception rooms; besides the wards and private rooms for patients willing to pay, and are equipped with all modern conveniences; steam heat, gas and electric lights and elevators.

The hospital has a capacity at the present time, of forty-five patients, with separate wards for the whites and blacks, and cares for all I. C. employes from Memphis, Tennessee, to Louisville, Kentucky, a district composed of 54 local surgeons.

It is sustained by assessments taken monthly from the salaries of the employes, on the following basis.

Employes receiving \$40 per month or under	\$.40
Employes receiving \$40 to \$75	.50
Employes receiving \$75 to \$90	.75
Employes receiving \$90 to \$100 and over	1.00

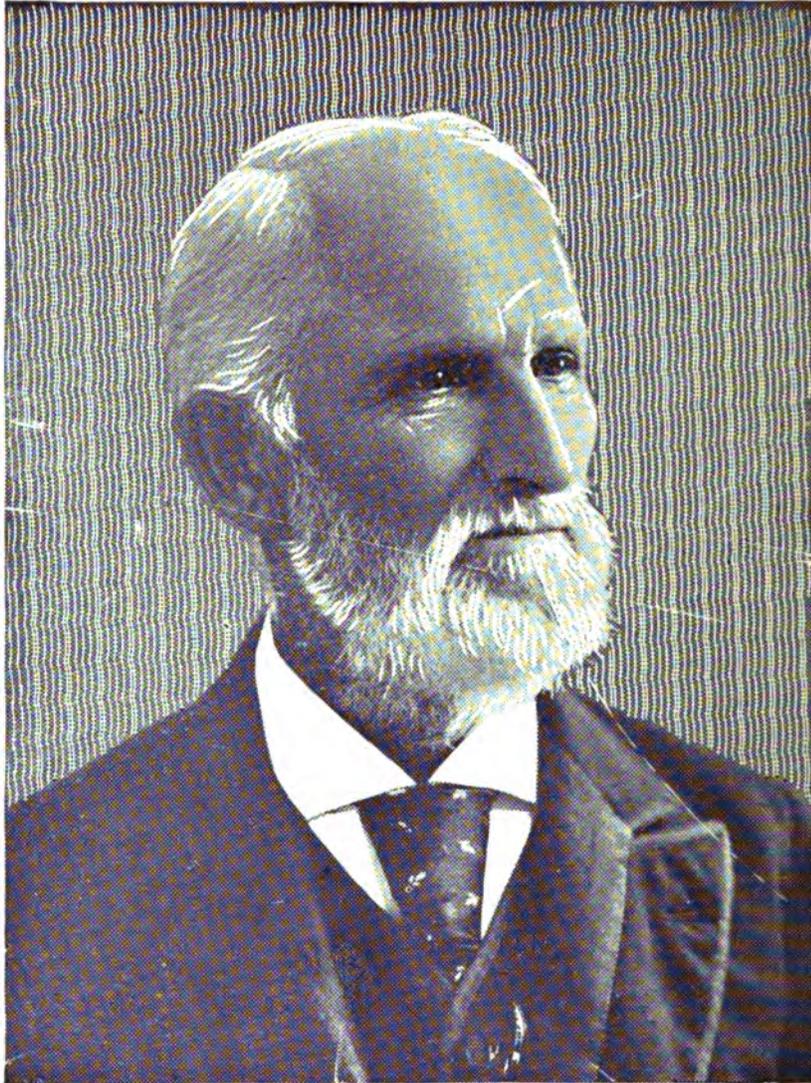
The total receipts for the year 1899, were \$24,308.65; expenditures, \$18,441.90. Surplus on hand Jan. 1, 1900, \$15,096.18.

The following is a comparative statement of the number of patients treated for the past three years.

	Whites.	Black.	Total.
1897.....	173.....	169.....	342
1898.....	370.....	309.....	679
1899.....	492.....	393.....	882

Besides the 882 patients treated in 1899, there were 7547 cases treated, termed outside patients, of which 5141 were white, and 2406 black. Of the 882 patients treated in 1899, only eleven died, which speaks volumes for the efficiency of the management.

Everything from basement to garret is kept exquisitely neat and clean, and the highly competent physicians in charge, together with the corps of assistants put forth every effort to alleviate the suffering of those to whom they administer. The hospital is an institution, of which the officials and employes of the Illinois Central, are justly proud.



GIDEON HAWLEY.

OLDEST OF LOCOMOTIVE ENGINEERS.



GIDEON HAWLEY, who runs an accommodation train on the Lake Shore Railroad from Conneaut, Ohio, to Cleveland, is the oldest engineer in active service in the United States. Mr. Hawley, who is 73 years old, has been fifty-two years at the throttle. He began railroad work as a fireman in 1846, when one of his duties was to stand at the front of the cabless locomotive to sprinkle sand on the tracks from a wooden pail provided for the purpose. The wooden pail was filled from some bank here and there along the route, as time was not a matter of importance. In the 40's twenty miles an hour was considered good speed for a passenger train, while the freights made only seven miles,

The first place obtained by Mr. Hawley was on the Michigan Central. The wheels of the tender were then set by brakes, the only ones by the way on the old-time trains, and it was the duty of the fireman to operate these brakes. He found that his labors were varied and exacting, but after four years of service he became an engineer, entering the service of the Lake Shore road in 1852.

The engineer then had many responsibilities that are not now put upon men who operate the great locomotives. Headlights were not used, and it was risky work to run an engine in the darkness, especially when the single tracks were in use and the railway companies did not maintain their own telegraph lines. The cow-catcher, however, was one of the first appliances

although the primitive invention was of very different pattern from those in use today. Trains made their way from one station to another depending on flagmen who were employed in great numbers. These flagmen managed to obviate the need of dispatches, except in cases of emergency, when messages were sent at regular rates. There were regular sidings, at which the trains pulled out to allow those coming in an opposite direction to pass. Mr. Hawley remembers that he spent many anxious hours when he was compelled to run his engine on in the hope that he would make the next station before a delayed train left it.

While employed on the Michigan Central Railroad, Mr. Hawley visited Chicago, which was a flourishing country town. After leaving the Michigan Central, he obtained a position on the Mad River and Lake Erie Railroad for a short time, and he ran his train through a wilderness that was sparsely settled.

The Lake Shore Railroad, in addition to employing the oldest engineer now actively engaged, has the distinction of having the oldest conductor on its payrolls. He is Edward Page, of Cleveland, and he has charge of the fast mail trains. He was conductor of the train that carried President Lincoln to his inauguration and also of the train that carried the President's body home from Washington. George Martin, who died recently in Cleveland, was the engineer on both these memorable occasions.—*Inter Ocean*,

M. O. J., and G. H. Railroad.

TIME TABLE NO. 4.

TO TAKE EFFECT SUNDAY, DEC. 9, AT 6:15, O'CLOCK, A. M., 1866.

No. of Station	NORTH.			Distances Between Stations	List of Trains from Orleans	SOUTH.			No. of Station
	Passenger Train No. 1.	Passenger Train No. 2.	Freight Train			Passenger Train No. 1.	Passenger Train No. 2.	Freight Train	
0	L'e. 7:30 P.M.	L'e. 7:30 A.M.	L'e. 6:50 A.M.			Ar. 7:30	Ar. 8:40	Ar. 4:00	0
1	8:10	8:05	8:05	10	NEW ORLEANS	7:00	8:10	3:0	1
2	9:00	8:55	9:10	14	KENNER	8:10	9:00	1:45	2
3	9:50	9:45	10:25	13½	FRENIER	5:20	7:10	12:40 P.M.	3
4	10:30	10:25	11:35	10½	MANGHAC	4:40	6:20	L'e. 11:40 A.M.	4
4½		10:50			PONCHATOUA		5:40	Ar. 11:20	4½
5	11:10	11:10	12:35 P.M.	9½	HAMMONDS	4:00	5:00	10:50	5
6	11:45	11:45	1:35	10½	TICKFAY	3:25	4:25	10:10	6
7	12:20 A.M.	12:20 P.M.	2:50	10½	AMITE	2:50	3:50	9:10	7
8	12:50	12:50	3:50	9½	TANGIPAHOA	2:20	3:20	8:05	8
9	1:30	Ar. 1:25	4:50	9½	OSYKA	1:45	2:45	7:05	9
10	2:05	L'e. 1:50	5:50	10	MAGNOLIA*	12:45	2:05	L'e. 6:00 A.M.	10
11	2:45	2:55	Ar. 6:40	10½	SUMMIT	12:15 P.M.	1:20	Ar. 8:25	11
12	3:20	8:30	L'e. 6:30 A.M.	10½	BOGUE CHITTO	11:40	12:40	7:40	12
13	4:00	4:05	7:40	10½	BROOKHAVEN	11:05	12:05 A.M.	L'e. 6:40	13
14	4:35	4:40	9:00	10	BEAUREGARD	10:30	11:25	5:10	14
15	5:10	5:15	10:30	9½	HAZLEHURST	9:55	10:45	2:55	15
16	5:40	5:45	11:40	9½	CRYSTAL SPRINGS	9:25	10:15	1:50	16
17	6:10	6:15	12:50 P.M.	8½	TERRY	9:00	10:15	12:50 P.M.	17
18	6:55	6:50	1:30	6½	BYRAM	8:25	9:50	11:30	18
18½	7:30	7:30	2:50	9½	JACKSON*	8:00	9:15	10:25	18½
19	7:55	7:45	3:30	5	TUGALOO	7:30	8:45	9:15	19
20	8:15	8:00	4:00	3½	MADISON	7:00	8:20	8:40	20
21	Ar. 8:45	Ar. 8:30	Ar. 5:00	7½	CALHOUN	6:45	8:00	8:15	21
21				7½	CANTON*	L'e. 6:15 A.M.	7:30 P.M.	L'e. 7:15 A.M.	21

All Engines crossing Manchac at night must be stopped before going on the Draw; and the Engineer must be certain that all is right before starting. The speed of all Trains must be reduced to Six miles per hour whilst passing over the two Manchac Bridges.

Engines must be ready to start at all times possible in running. Conductors on Freight Trains should notify the Engineers, before leaving a Station, how many minutes it will take to do the work at the next station.

Engines must not be run on switches at a greater speed than six miles per hour.

Passenger trains must not be run at a greater rate of speed than one mile in three minutes. Freight, wood, timber and ditching, a mile in four minutes. Time wasted at a Station must be reported. Time is not to be considered should there be any risk in attempting to make it. Down Passenger Trains are siding at half-mile switch and Tugaloo. Passenger Train No. 3 will leave New Orleans on Sunday, Tuesday and Thursday. Returning, leave Canton on Mondays, Wednesdays and Fridays.

T. S. WILLIAMS, Gen'l Sup't.

SKETCH OF RAILROADING, IT'S JOYS AND ITS DANGERS.

By L. A. LOUTZENHISER.



PERHAPS at no time in the career of a railroad man is the seriousness of life brought home more forcibly than when he hears of the sudden death of one who but an hour before had greeted him pleasantly and had then passed on to his doom.

A few months ago it was Mabry; a few weeks ago it was Nagle; now it is Sinclair—and not a moment's warning nor a single word of love for those who are bereft of friendly counsel, husbandly solicitude and fatherly care.

Oh! how inadequate an elegy must be framed for those we love.

Bright with hope, strong and happy in the knowledge that wife and children are provided for by his personal labor, kissing his hand at the corner and waving a fond farewell he goes to work with never a thought of impending peril. Down among a tangle of murderous tracks, lamp on arm and train book in hand he goes about his calling singing a lullaby that speaks of all he treasures most.

To me there comes a knowledge
 In the watches of the night,
 Born in hours that swiftly vanish
 From the dusk till day's broad light,—
 When toil and cares weigh heavy
 And there seemeth naught to gain,
 You are waiting for me, darling,
 For to ease away all pain.

The train is checked up and bills received at the office where stories go the round amid the loud laughter of hearty men who keep the gossip going and who say "goodbye" and high ball the conductor out of town, with many a parting banter of good will.

"Bad night, old boy; take keer o' yer sel'."
 "Same t' you, old head. Well, so long." Out he goes buttoned up to the chin against the storm, singing again as he climbs the slippery ladders and picks a treacherous pathway along the running boards:

When the dreary hour of midnight
 Settles on the world outside,
 And the fierce wind shakes the casement
 With a chill that ill betide,—
 You are thinking of me darling,
 And it thrills my heart to know
 That for me through miles of coldness
 I can feel your heart's warm glow.

Mile on mile and station after station is left behind; trains are met, work is done, and wearily the night wears on. Back in the caboose sits the conductor listening and alert to the jar and roll and rumble of the cars, alive to the "feel" of the train as the slack runs up against the engine in the dips and straightens out over the knolls, while he sings as he nears the journey's end:

For your love is with me ever,
 E'en though danger lurketh near,
 And it turneth into gladness
 All my hours of grief and fear;
 And from cold and care and hunger,
 From the snow and sleet and rain
 I am coming to you, darling,
 Coming, faithful heart, again.

The trip is finished in safety ahead of a special and a passenger train that he has hustled and schemed to beat into the terminal, and with the weight of the trip off his mind he plods along towards the office with a bundle of bills

and a present or two for friends and family,
singing gaily —

I am coming with the many
Whose brave hearts never quail,
Who face danger and destruction,
Life and love upon the rail;—

Unconsciously he steps over on the main
line, thinking he is still on the siding. Swiftly
up behind him comes the limited express slipping
over the wet rails without a sound. They
have whistled for town and are rolling up
through the yards to the station. In a mist of
rain a few yards ahead is a man walking rapidly,
singing:—

I am coming to you, darling,
Coming home to love and rest;

Coming home aweary, weary,
To the heart that I love best.

Then his quick ear catches a sound directly
behind him and he casts a glance over his
shoulder to realize too late his awful peril.

“Almighty God! My wife! My child!”

A wild leap aside but all in vain; the pilot
beam strikes him in the back and hurls him head-
long.

Yet ere the eyes glaze in death the spirit of
that beautiful soul hovers o'er the body a
moment in its flight to eternal rest, while the
lips murmur gently —

Coming home aweary, weary,
To the heart that I love best.



Modern Hydraulic Punch and Shear.

FAST RUNS.



THE present is truly a rapid age. We are daily whirled through space at a speed that would have made our grandfathers dizzy and our sires of revolutionary days would be thrown into a panic, could they come to earth for an hour and be carried over sixty to seventy miles of space during that brief period of time. Civilization can be measured by the speed of its transportation and this, the closing year of the nineteenth century has witnessed the shattering of records as no year has ever done before. In the matter of ocean travel the great German flyers have brought the old world and the new within but a few hours over five days apart and ere the year closes even those few units of time may be wiped out. But it is in railroad traffic that the most wonderful bursts of speed have been witnessed. Record has followed record to the shades of obscurity at such a rate that we can but stop to wonder where it will all end.

In considering and comparing the speed of railroad trains they naturally group themselves into two classes, special runs of greater or longer distance and the regular schedule trains that for days, months—at a time fly across the country at the speed of the eagle.

In taking up the subject of special runs, for convenience we will divide them into three divisions, very short bursts of speed; longer runs not greater than the endurance of one engine; and runs which require one or more changes of motive power for their accomplishment.

Of the first class, one of the earliest astonishing runs occurred in 1884, over the B. & O., when six miles were covered at the rate of 90 miles an hour, which, allowing for possible

errors, can not be far wrong. This speed was not approached for six years, when the Philadelphia & Reading Company sent a four car train over four and one tenth miles at the unprecedented rate of 98.4 miles an hour. In 1892 the Central Railroad of New Jersey had an engine pull a train of equal size one mile at the rate of 91.7 miles an hour and another mile at 97.3 miles per hour. The following year saw a still greater breaking of records in the performances of the New York Central's famous World's Fair Flyer, No. 999, which covered five miles at the rate of 100 miles an hour, one mile at 102.8 and one at 102 it is said and allowing for slight errors there can be no doubt that at that time no conveyance had ever moved so swiftly through space. In 1895 on the Baltimore & Washington branch of the Pennsylvania a train ran five and one-tenth miles at the rate of 102 miles per hour; in October 1895 the Lake Shore & Michigan Southern attained a speed of 92.3 miles; in September 1897 the Pittsburgh, Cincinnati & St. Louis is said to have covered a mile at an even hundred rate. In October of the same year the Pennsylvania line, over the same stretch of track that the run in '95 was made, ran a train of two cars fifteen and one-tenth miles at a speed of 100.7 and six and nine tenths miles of this was done to the tune of 103.5 and repeated this performance in June 1899. One of the most remarkable runs ever made when the weight of the train is taken into consideration was over the lines of the same road near Philadelphia when one of its monster engines drew a train of ten cars over a stretch of track nine and seven tenths miles long, at the rate of 72.6 miles an hour. But the fastest

speed ever attained by humanity was done by two of the leading lines running west from Chicago. On January 2, 1899 the Northwestern's fast train covered the fourteen miles between Siding X and Arion, Ia., in seven minutes, a speed of 120 miles per hour. The Burlington, however claims the world's record, a run of 2.11 miles in one minute and twenty seconds, a speed of 130 miles an hour. There was no speed indicator attached to this train, but four stop watches gave the same time.

When the distance is so great that a change of engines must be made the speed of necessity drops materially. The Lackawanna road has a record of 197 miles, at the rate of 60.64 miles an hour while the Santa Fe made a run of 204.4 miles at 56.7 miles an hour. Of the longer runs of this class the performance of the Lake Shore "Special" in 1895 is by far the best. The distance between Chicago and Buffalo, 510 miles was traversed at the rate of 63.61 miles an hour and 181.5 miles of the distance were done at a rate of 68.67 miles an hour, 86 miles at a speed of 72.91; 33 miles at a 80.6 rate; 8 miles at 85.44 and one mile at a 92.3 rate. In 1897 the Union Pacific made a run of 519 miles at the rate of 55.7 miles an hour, 291 miles at 63.49 and for 261 miles the speed attained was 65.6 miles an hour. The same year a Burlington train made the run between Chicago and Denver, 1025 miles in 1047 minutes, at a speed of 58.74 miles per hour, exclusive of stops, the world's record for such a distance. The same line sent some fast trains over the road in 1899; some of the best runs are, 197.3 miles at the rate of 64.3 miles; 206 miles at 59.4 miles and 500 miles at the rate of 53.1 miles an hour. On December 18, 1899, one of their trains leaving Burlington thirty-six minutes late reached Chicago on time, running 206 miles in 209 minutes, including stops, 83 miles were made in seventy-six minutes and 46 miles in thirty-nine minutes and the entire run was made against a stormy head-wind. Deducting time for mail and water, the average speed was above eighty miles an hour. The same year the Wabash made a run of 181.1 miles at a speed of 64.9 miles an hour. The New

York Central and the Lake Shore roads ran a train between New York and Chicago, a distance of 964 miles at an average speed of 48.2 miles an hour.

Two famous transcontinental runs were the Cheeny and Peacock specials. In the former, made some years ago, Mr. B. F. Cheeny, Jr., travelled 2267 miles to attend a meeting of the board of directors of that road, of which he was a member, covering the distance in three days, seven hours and two minutes, a speed that would have been better had not washouts caused delays. The second, an unprecedented run, occurred in the latter days of March 1900. Mr. C. R. Peacock, vice-president of the Carnegie Steel and Iron Company, desired to attend a meeting of the board, notice of which he received after the departure of the limited express. A special was made up for him consisting of a Pullman sleeper and a combination car. Leaving Los Angeles at ten o'clock on the morning of March 27, they were landed in Chicago fifty-seven hours and fifty-six minutes after, later by four hours, twenty-four minutes than they would have been had it not been for delays. No such run was ever made before.

Of middle distance special runs a high speed has been attained. The West Shore road sent a train over the line for 36.3 miles at a seventy-two mile rate in 1886. Nothing to compare with this occurred until 1893, when the Pittsburg, Cincinnati, Chicago & St. Louis passed forty-two mile posts at a speed of 72 miles. The next year the Lake Shore & Michigan Southern ran forty-two miles at a seventy mile rate, while the Pennsylvania line ran an engine with one car, on the Camden and Atlantic branch, 24.9 miles, at a speed of 83 miles. In 1897 the Union Pacific ran a train for forty-two miles at a 70 mile rate, and on the Philadelphia, Wilmington & Baltimore branch of the Pennsylvania lines a speed of 72.3 miles was maintained by an engine pulling two cars for a distance of 31 miles. The Philadelphia & Reading road has a record of 26 miles at a rate of 85.4, made in 1898 by a train of six cars. The year 1899 witnessed some remarkable bursts of speed. The Northwes-

tern's fast mail ran 138.1 miles at a rate of 58.8 miles, and 51.3 miles at 69.9 miles: the Atlantic trains of the Pennsylvania lines ran 24.9 miles at an 83 mile rate and for 30.6 miles attained a speed of 81.6 miles an hour.

Of the longer special runs within the limits of a single engine, the performance of the Chicago, Milwaukee & St. Paul, made what for the time, 1896, was a creditable performance, covering 74 miles at the rate of 54.2 miles an hour, while the Lake Shore and Michigan Southern sped over 118 miles at a 66.1 miles rate of speed. In 1897 the Empire State Express ran for a distance of 148 miles averaging 68.2 miles. The Wabash made a record of 66.1 miles for a distance of 71.6 miles in 1898 and the following year fell but one tenth below that speed for a distance of 105 miles; all records that would have seemed impossible thirty years ago.

The Lehigh Valley has a record of 43.96 miles at the rate of 80 miles an hour. After seven years endeavor to secure a trial of his sheathed train Frederick U. Adams at last succeeded in the summer of 1900 and demonstrated the correctness of his theory. A sheathed train on the Baltimore & Ohio between Baltimore and Washington made the following astonishing records:

1½ miles in 1 minute 24 seconds, or 64.3 miles an hour .

3.4 miles in 3 minutes 1 second, or 67 miles an hour.

5.7 miles in 4 minutes 55 seconds, or 70 miles an hour.

6.6 miles in 4 minutes 58 seconds, or 80 miles an hour.

5 miles in 2 minutes 55 seconds, or 103 miles an hour.

20 miles in 15 minutes, or about 80 miles an hour, while the forty miles between stations was made in thirty-seven minutes.

When it comes to regular schedule runs the American railroads are far in the lead. Of the fourteen trains running a mile a minute and upward ten are American, two are French and

two English and of the six trains making sixty-one or better, five are American and one French. The fastest scheduled trains in the world are between Philadelphia and Atlantic City. After ferrying they make the run from Camden at the rate of 66.6 on the Philadelphia & Reading and at the rate of 64.3 miles per hour on the Pennsylvania lines. For a period of fifty-three days in the summer of 1898 they made the run at a speed of upwards of seventy miles an hour. The Pennsylvania road runs trains between New York and Washington, a distance of 227 miles at the rate of forty-six and forty-seven and two-thirds miles per hour.

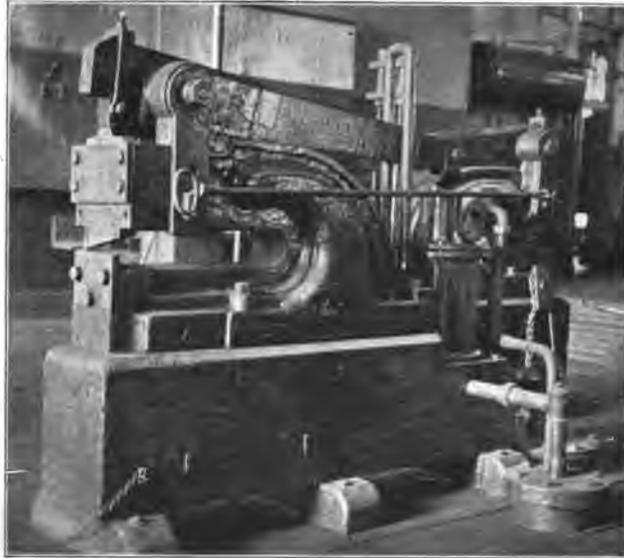
The Empire Express covers the distance between New York and Buffalo, 440 miles, making four stops, at the average speed of 53.4 miles per hour.

The Lehigh Valley road has trains making the distance between Jersey City and Buffalo, a distance of 450 miles at the average speed of 46.4 miles per hour. The Chicago, Milwaukee & St. Paul road has trains between the first named points that average 44.3 m. h., while the Northwestern sends trains through from Chicago to St. Paul a distance of 408 miles at the rate of 40.2 miles per hour. The Chicago, Burlington & Quincy road has a train running from the lake to Omaha, a distance of 499 miles at a speed of 43.8 miles, as far as Creston, 396 miles, at 44. miles, and to Galesburg, 162½ miles at an average of 52.3 miles an hour. Another of their trains the fast mail, makes the distance at a rate from four to five miles an hour better than this.

Of foreign trains of high speed may be mentioned, the East Coast train, from London to Edinburgh, which covers the 400 miles between the cities at a speed of 50 miles an hour; and the West Coast train, from London to Glasgow, runs at a rate of 50.18 miles per hour for the 401½ miles between the cities. In France the Sud Express runs between Paris and Bayonne, 486¼ miles, at the rate of 54.13 miles an hour, while trains on the same road between Mor-

ceaux and Bordeaux cover the 67.15 miles intervening at a speed of 61.6 miles an hour. These are the fastest trains abroad. When the weight of train is considered, in runs of the same

class, it will be found that the American roads far excel anything abroad. Whether for short or long special runs, or for the regular scheduled trains, America is far in the lead.



Modern Hydraulic Shear used in Shop Work,

“PIONEER” IN THE “BONEYARD.”



First Sleeping Car Built by George M. Pullman, Condemned and Retired from Service—Has Traveled Forty Times the Earth's Circumference.



ADINGY old sleeping car of primitive pattern, its sides battered and its interior woodwork cracked and warped by age and hard usage, stands on a sidetrack in a corner of the main inclosure at Pullman, known as the “boneyard.” With a dozen of its fellows, all in advance stages of dilapidation, it has been condemned. It has made its last trip, and whether it is to be torn down and its material used in the construction of more modern rolling stock, or “pensioned” and allowed to exist to illustrate the progress that has been made in car building since its early days, will depend upon the will of the company. As yet no orders touching its disposition have been issued.

Unusual interest attaches to this antiquated coach, by reason of its being the first of its kind. It was the first sleeping car built by George M. Pullman. Constructed in 1861, it was given the prophetic name of “Pioneer,” and in gilt letters, badly chipped and scaled, this name still appears upon its sides. Its experiences—if a sleeping car may be said to have experiences—have been many and varied. In 1865 it was sent East to return with the funeral cortege of Abraham Lincoln. At least ten Governors of the State of Illinois have ridden in it, and it has transported many other people prominent in professional, political, or business lines.

RETIRED FIRST IN 1889.

This is the second time the “Pioneer” has been retired to the “boneyard.” In 1889 the company decided to give it a long rest, and it was backed into the scrap heap, only to be resurrected and placed on exhibition during the World's Fair. It was supposed that this would be its last appearance in public, but an unlooked-for emergency came on in the form of the Spanish-American war, calling into use for the transportation of troops all the available rolling stock of the country. Again the “Pioneer” was oiled up and pressed into service. Since then it has been in constant usage until a few days ago, when it was returned from San Francisco and was condemned.

Those who have grown old in the employ of the Pullman company feel a sort of fellowship for this primitive coach and take pride in preserving traditions concerning it. One of these men, refreshing his memory by aid of a scrap book, gave this account of the car and of the events leading up to its construction:

“When George M. Pullman made his ride over the New York Central in the late 40's he spent one night in what was termed a sleeping car. The use in each section of three berths, one above the other, gave it the appearance of the hold of a canal boat. The roughness of the road caused a jolting of the berth so severe that

Mr. Pullman could not sleep, and he spent the night in thinking of a possible remedy. The idea that later was developed into the modern sleeping car came to him, but he did not have the opportunity to use it until 1858, when he transformed several day coaches belonging to the Chicago and Alton road into sleepers. They were not satisfactory. The jolting, though lessened, was still so great that it was incompatible with a good night's rest.

BUILDS THE "PIONEER."

"Then Mr. Pullman risked his fortune on his judgment. Securing the services of a master mechanic, he went to work, in the same shops in Bloomington in which he had been building makeshifts, and there constructed a car that cost between \$18,000 and \$20,000. So expensive was this innovation that practical railroad men thought Mr. Pullman's idea impractical. It was decided to charge \$2.00 for a berth. As the price of a berth in the cheaper cars was only 50 cents, this was thought exorbitant.

"The first trip out, however, proved that the venture would be a success. The 'Pioneer' was filled, and the passengers found it so decided an improvement over the 'rattlers,' as the sleepers then in vogue were contemptuously styled, that Mr. Pullman felt encouraged to build others of similar pattern. This was the turning point in his fortunes.

TYPE OF MODERN SLEEPER.

"Aside from the improvements in workmanship, convenience, and comfort the car contained in an elementary form the ideas still in

use. When it was retired, in 1889, it was polished up and employed to make plain the contrast between workmanship as seen in the earliest and latest sleepers. Mr. Pullman took special pride in showing it himself.

"The 'Pioneer' has undergone several overhauls since it was first turned out of the shop. In its earliest form it contained sixteen sections, with two berths in each. Then a smoking apartment and other comparatively modern features were introduced, and to make room for these four of the sections were removed. Beneath the car at first were trucks with sixteen wheels. Later trucks with but twelve wheels were substituted. The weight of the superstructure now rests on springs of a pattern far in advance of those used when the car was built. The seats were upholstered with plush, and mirrors were set opposite each berth."

ITS RECORD OF TRAVEL.

It is estimated that the average mileage of the "Pioneer" has been 50,000 miles a year, most of which travel has been over the Chicago and Alton road, between Chicago and St. Louis. In the opinion of a representative of the Pullman company, the car has been in use not less than twenty-five of the thirty-eight years of its life.

"Cutting this in half," he added, "and allowing the car to make one trip between Chicago and St. Louis every other day, it has traveled over forty times the circumference of the earth—a record that no other car used in the passenger service of any road can surpass."—*Chicago Tribune*.

A RIDE ON THE PIANO.

The Old Locomotive Engineer's Story Suggests Rubinstein, but it is Pretty Vivid, all the same.

(Times Democrat.)

"I was loitering around the streets last night," said Jim Nelson, one of the old locomotive engineers running into New Orleans. "As I had nothing to do, I dropped into a concert and heard a sleek-looking Frenchman play a piano in a way that made me feel all over in spots. As soon as he sat down on the stool I knew by the way he handled himself that he understood the machine he was running.

"He tapped the keys way up one end, just as if they were gauges, and he wanted to see if he had water enough. Then he looked up, as if he wanted to know how much steam he was carrying, and the next moment he pulled open the throttle, and sailed onto the main line as if he was half an hour late.

"You could hear her thunder over culverts and bridges, and getting faster and faster, until the fellow rocked about in his seat like a cradle. Somehow I thought it was old '36' pulling a passenger train and getting out of the way of a 'special.' The fellow worked the keys on the middle division like lightning, and then he flew along the north end of the line until the drivers went around like a buzz saw, and I got excited.

"About the time I was fixing to tell him to cut her off a little he kicked the dampers under the machine wide open, pulled the throttle way back in the tender, and how he did run! I couldn't stand it any longer, and yelled to him

that he was pounding on the left side, and if he wasn't careful he'd drop his ashpan.

"But he didn't hear. No one heard me. Everything was flying and whizzing. Telegraph poles on the side of the track looked like a row of cornstalks, the trees appeared to be a mud bank, and all the time the exhaust of the old machine sounded like the hum of a bumble bee. I tried to yell out, but my tongue wouldn't move.

"He went around curves like a bullet, slipped an eccentric, blew out his soft plug, went down grades 50 feet to the mile, and not a controlling brake set. She went by the meeting point at a mile and a half a minute, and calling for more steam. My hair stood up straight, because I knew the game was up.

"Sure enough dead ahead of us was the headlight of a 'special.' In a daze I heard the crash as they struck, and I saw cars shivered into atoms, people smashed and mangled and bleeding, and gasping for water. I heard another crash as the French professor struck the deep keys away down on the lower end of the southern division, and then I came to my senses.

"There he was at a dead standstill, with the door of the fire box of the machine open, wiping the perspiration off his face, and bowing to the people before him. If I live to be 1000 years old I'll never forget the ride that Frenchman gave me on a piano."



COURTESY OF WATERLOO COURIER

View of the Cedar River near Waterloo, Iowa.

CHICAGO TO OMAHA VIA ILLINOIS CENTRAL R. R.



Features of Northern Illinois and Iowa as seen from the Car Window.



IT IS said of President McKinley that whenever he travels he loves to watch the passing landscape, and that what he sees from a car window is to him as the pages of a book. So undoubtedly it is with the majority of the traveling public. The sights and scenes by the way are matters of entertainment and instruction which become to the observer (if the coinage be allowed) "car-window-books-of-travel." Volumes of wide scope and of varying degrees of interest they are; ranging from those which, as in the case of the rugged Rockies, suggest mighty thoughts "like strains of martial music," to those picturing some quiet valley whose peacefulness has "power to quiet the restlessness of care."

Somewhat betwixt these two extremes are the scenic attractions of the great Mississippi Valley. That it has such attractions is well known by those who have seen its vast rolling prairies, its timbered stretches, its mighty rivers and their innumerable tributaries, its sparkling lakes, its wide valleys, its picturesque bluffs and its weird outcropping rock formations. Then there are its gorgeous sunsets, the play of sunlight and shadow over its waving fields of grain, its forest-like fields of stately corn, and its interesting cities and towns. Many of the latter are uniquely picturesque, and the most of them (particularly those on the Illinois Central's western lines) that have attained any considerable size are characterized by a quiet beauty and home-like air born of an age that caused their development to be accomplished along advanced lines.

A view of these features will be a revelation to those who have never traveled in the great Mississippi Valley, and whose erroneous impression of it is that as a whole it is "simply broad and flat." Along the line of the Illinois Central between Chicago and Omaha these physical characteristics will not only be brought out, but the trip as a whole will develop, for the tourist, into one of the most interesting of those car-window-books-of-travel.

From Chicago the very outset is auspicious, starting as the Central's through trains do, from Central Station, beautifully located at Park Row and the Lake Front, just off Michigan Avenue and over-looking Lake Michigan, the Lake Front Park, the famous Michigan Boulevard and the attractive eastern boundary of the heart of the city. Immediately on leaving the station the trains cross the network of tracks forming the Central's lines to St. Louis, Memphis, New Orleans and the south, and begin a curved ascent up on to its elevated roadbed recently constructed in connection with that marvel of engineering skill known as the Sixteenth Street elevation, by which the handling of the traffic of nine steam railroads, a street car line and a busy city street, formerly all crossing at the same grade, was made safe and expeditious. From thence they continue on out through the western limits of the city, over the "Clyde Viaduct," under which are the C. B. & Q. tracks and beyond which in the distance on the left may be seen attractive suburban settlements; past the long line of high-piled earth (also in the near dis-

tance on the left) that bounds the famous drainage canal; on and out into an open rolling country marked with the characteristics of a fertile, prosperous agricultural region.

Mark the features of interest by the way, too numerous to be mentioned in detail, while skimming across the northern section of the great State of Illinois. One of the potent factors in the development of the country will appeal to the attention in the form of numerous railroads crossed under, over, or at grade. Thirty-nine miles out, just before reaching the little station of Coleman, the Fox River is spanned by a long high bridge, in passing over which a beautiful landscape is to be seen. On the right a distant view of South Elgin forms the background of a pretty river scene; on the left the river, with the accessories of graceful hills and foliage, disappears around a bend—to be seen again amid equally pretty surroundings a mile farther on. The long line of track running under the Central's bridge and disappearing over the crest of yonder long high hill is the electric line between Elgin and St. Charles and Geneva. In passing the station of Genoa, some twenty miles farther on, it may be of incidental interest to look back on the right-hand side of the train and note the picture made by the town as it lies half hidden by foliage, some distance back from the station, and to remember that it is located in one of the best dairying districts of the country.

The approach to Rockford station, eighty-seven miles from Chicago, is made by first crossing a six span bridge over the Rock River, the latter divided where the crossing is made into two considerable streams by a wooded island. Rockford, located on both sides of the river, is a manufacturing city of 40,000 inhabitants, and on account of its great wealth of foliage that has been set out and developed supplementary to the natural timber still remaining, is called the "Forest City." It is in the full sense a "pretty city," but it is not so situated as to enable one to get much of an idea of it from a passing train. There can be seen from the left-hand car window, however, directly opposite the station, a

typical scene of beauty in the tree-embowered Swiss cottage nestling on the edge of a low limestone cliff, the latter worn precipitous by the waters of Kent's Creek, which runs along its base, and over which a vine-bedecked suspension bridge connects the station and cottage ground. This cliff, by the way, is but the beginning of similar out-cropping rock formations that will be frequently seen in one picturesque form or another along the route.

Twenty-seven miles farther on and Freeport is reached. It, too, is a manufacturing city, and it has a population of 15,000. It is also the trade center of a fine surrounding agricultural country. Like Rockford, the pleasing characteristics which Freeport possesses cannot be seen from the train, but, as for a few miles the latter follows the Pecatonica River (on the right), one can get an idea of the natural beauties of site which the city had for its upbuilding.

Continuing on, the typical wayside country towns of Lena, Nora and Warren, the latter but three-quarters of a mile from the Wisconsin state line, may excite a momentary interest in passing; but at about three miles beyond Apple River station a point will have been reached from which the scene begins to change. It is the highest point on the line between Chicago and the Mississippi River, it having an elevation of 1,042 feet above sea level. Chicago being at an elevation of 589 feet, it will be seen that, with minor intermediate ups and downs of grade, a steady upward run has thus far been made, which from now on changes and becomes for a while a somewhat sharp decline, the grade dropping in the next eighteen miles to an elevation of 601 feet at Galena. In that distance, however, will be seen some exceedingly picturesque country, for at about Scales Mound station, reached shortly after crossing the highest point westward, the road begins to follow the east branch of the Galena River (which in time, near Galena, blends into the Galena River proper) down through the Galena Valley. This valley is bounded by a high rolling country on either side, and is for the most part so narrow that the cul-

tivated levels of the bottom lands look like toy gardens in comparison with the broad stretches that have heretofore been encountered. This brings the variegated landscape, with here its groups of symmetrical foliage dense and of wide extent and there scattering or in clusters, with its open stretches of ever-changing form, with its occasional outcroppings of rock, with its ravines and gullies, and with ever the little stream at one side—this brings the landscape to a close range, and shows a scenic beauty that never fails to please the observer. Shortly before reaching Galena, in one of the many turns that are made in following the water course through the hills, suddenly a short valley is opened up on the right, across the end of which a first and partial glimpse of the unique and interesting City of Galena is disclosed, which view, as the train rounds another curve, is lost in a few minutes, only to have the city burst into full view again on the final turn being made that leads to the station.

The compact, historic and picturesque City of Galena, located on its amphitheater of hills and terraces, with the river running through it, lies in kaleidoscopic view from the train windows, its business and most thickly settled portion to the right. Galena now has a population of 7,000, and is historically interesting on account of its early importance in connection with the steamboat trade. The river is still open to navigation, by means of a government lock, to the light steamers of the Mississippi. By the side of one of the tall church spires seen a little to the right and projecting from one of the higher terraces, is the modest brick house from which General Grant answered his country's call. This house is not visible from the train, but, on the left, just as the train crosses the carriage road, on stopping at the station, a distant glimpse can be had of the residence presented him by citizens and in which he lived after his return to Galena. It is a plain square brick house with flat roof and white trimmings, setting on a distant hill and largely obscured by foliage. From about the same point of view, by looking back in the direction from which the train has come, a view can be had of the Grant monument in the park

of the same name, and one of the boundaries of which is the stone wall on the left that has been followed by the train. Do not mistake the plain granite shaft, that can also be seen in passing, for the Grant monument. The latter is a full length figure of the General standing on a granite pedestal.

Immediately on leaving the station the train crosses the river (from which point another view of the city can be had) and continues down the valley for three miles to Portage, at about which point the road ceases to follow the Galena River and skirts the inward waters and across the bottom lands of the Mississippi for about thirteen miles to East Dubuque. This little piece of country between Galena and East Dubuque is exceedingly picturesque in its ever-changing panorama of hill and vale, of outcropping fantastic rock formations, of timber growths and of water scenes. At East Dubuque, if circumstances admit of a glance ahead, the huge ledge of rock through which the train is to pass will augment one's idea of the geological nature of the country just run over, and at the same time the eastern portal of the Illinois Central's Dubuque tunnel may be seen, after passing through which the journey across the State of Illinois will have been completed.

The tunnel is short, but 835 feet in length and from it the train emerges on to the long bridge across the Mississippi River, from which will be seen grand views up and down the winding bluff-bound stream, and also a view of the City of Dubuque with facades, roofs and towers peering one above the other in promiscuous array, as the sites on which its buildings are located recede from the bottom lands to the crest of the hills beyond. Paralleling the railroad on the left as the river is crossed is the so-called "High Bridge" for carriage and foot passengers.

A most interesting and picturesque city to visit, from a tourist point of view, is Dubuque. Acquiring considerable wealth and standing as a "steamboat town" in the earlier years, it kept pace with the times when the commercial conditions changed, and is to-day still prosperous as

a jobbing center and a manufacturing city. Its present population is about 46,000.

Leaving the "Key City," as Dubuque is called, for the trip across the length of Iowa, the road runs south for about a mile between the river on the left and the foot of a long line of high, wooded bluffs on the right. During this time the view of the river and the distant well-timbered hills and shore line is simply grand. By looking back, or up river, from the left-hand side of the train, a beautiful picture is also had of the city (showing particularly its irregular contour) and of the upper river, the long bridges and the rolling country of the Illinois shore. A long sweep to the right, passing through "Rock Cut," and the ascent of Catfish Creek Valley, by the side of the small stream of the same name, is begun. Note particularly on the left the stone monument marking Dubuque's grave that sits so prominently on the top of the opposite bluff; also the pretty composition of cliff, rugged country and man's abode disclosed on the right as the curve is rounded.

A few miles farther on the "Three Brothers" will be passed, also on the right. They are but one of nature's fantastic whims in leaving rock forms of their proportions projecting solitary and alone above the surface. They suggest, however, the mighty force in the ages gone of the waters that have washed through this valley, wearing away all opposition but that presented by these now lone sentinels. The entire ride through this valley, which speedily broadens out until it and its stream are lost in the blending with the rolling country beyond, is characterized by many a fair scene; sometimes of ridges in the near distance and then so near that the road cuts through them, and sometimes broad and heavy ridges in the middle and far distance rolling up and intersecting into miniature mountain formations, with heavy timber stretches and open country in about equal proportions.

At the little station of Farley, twenty-three miles from the Mississippi, the road has attained an elevation of 1,110 feet from a height of 606 feet at Dubuque, and from thence on, the grade

with intermediate fluctuations, gradually drops to 852 feet at Waterloo, seventy miles beyond. From the allusions to elevations that occur in this description it must not be imagined that on their account the traveler will realize any perceptible difference in the continuous smooth running and average high rate of speed of trains of the Illinois Central's Chicago-Omaha Line. Fluctuating grades such as these elevations create are common to all western roads, and are here mentioned partially because they may be interesting as facts, partially to aid the observer to understand some of the reasons for the changes of scene, and partially for the information of those mentioned earlier in these pages who hitherto have labored under the impression that all of the great Mississippi Valley is "simply broad and flat."

Westward from Farley the country as a whole becomes more open, and its undulations longer and less pronounced. In fact, now has been entered the region of rich fine black acres and broad pastures, the "immensity of the space" of which deeply impresses those noting it for the first time. Do not think, however, that it becomes monotonous. It is quite the contrary. There are the almost ever present timber patches, either in the distance, the middle foreground, or close at hand; sometimes of natural growth, and sometimes the artificial windbreaks of the farm buildings. The latter, by the way, often are interesting features of the landscape, and it is worth noting in connection with them that there will probably not be a moment in the journey across the state, notwithstanding the consecutive miles and miles given up entirely to grazing or planting, but what at least some one group of farm buildings will be visible at some point within the horizon, except when the road passes through a cut or some piece of woodland. Then there are the quiet but growing country towns, passed through at comparatively frequent intervals, the list of which is too long to be mentioned as well also as the larger towns and cities. Finally there are the numerous rivers and streams crossed or followed, views along which add variety to the scene. For instance at Dyersville

the road crosses the north fork of the Maquoketa River, and eighteen miles farther on, at Manchester, it crosses the Maquoketa proper.

Manchester, a city of about 3,000 inhabitants, lies to the right and back from the station, so that the rustic beauty of its residence part is not visible from the train. The picture made by the bridge, the mill, the stream and the waterfall, seen on the right as the river is crossed just before reaching the station, is, however, a suggestion of the beauties that exist there. From Manchester a branch line of the Illinois Central extends south to Cedar Rapids.

Fourteen miles beyond, at Winthrop, Buffalo Creek is crossed and nine miles still farther on the Wapsipinecon is crossed at Independence. Independence is a fine active trade center of 5,000 inhabitants. It is rather compactly built and in its physical characteristics is a very attractive place. The center of its business and residence district is located about three-quarters of a mile from and to the left of the station. On the right, immediately on leaving the station, the river broadens out into the semblance of a lake, the waters of which, with its numerous islands, make a charming landscape feature.

On approaching Waterloo, the next town of importance, and situated 276 miles from Chicago, the train follows for a little distance the Red Cedar River, on both sides of which river the city is located. The Red Cedar, as followed on the approach, is on the left of the train, from which can be seen in pictorial effect the connecting bridges, the dam and some of the mercantile establishments that are located across the river on the so-called "West Side" of the city. Just before reaching the station, on the right-hand side of the train, the main retail business street of the "East Side" is crossed, giving a view of that feature of the city. It is unfortunate, however, that the practically level site of Waterloo precludes one from getting more of an idea of it than is thus seen from the train, for with its wide well-shaded streets and its extensive array of beautiful and comfortable homes it is one of the comeliest cities of its size in the state. Its present estimated population is 12,000, and

with its score of busy industries it enjoys an enviable prosperity. The trains of the Illinois Central for Waverly, Charles City, Osage and Lyle make their southern terminal at Waterloo, although the branch diverges from the main line at Mona Junction, five miles farther on.

The altitude of Waterloo is 852 feet, from which it follows that in the seventy miles just gone over there has been, with the usual intermediate variations, a drop of 258 feet. West from Waterloo, to anticipate for a moment, the average grade is on the ascent for the next seventy miles, the altitude at Blairsburg being 1,227 feet, or a rise in the distance mentioned of 375 feet. From the latter point on to Fort Dodge, a short stretch of twenty-nine miles, another descent is made, the altitude of Fort Dodge being 1,022 feet.

Continuing on from Waterloo and but six mile distant, Cedar Falls is reached. It is a neat, thriving town of about 6,000 inhabitants, and is also located on the Cedar River. It lies hidden to the left of the train, just over the bridge that can be seen on crossing the highway. From the right of the train, immediately on leaving the station and just before reaching the bridge on which the train will cross the river, can be seen a picture of foliage, river and other accessories worthy of the brush of a landscape artist. Some distance beyond the station, after rounding the curve, by looking back from the left a distant view of the Iowa State Normal School buildings, located at Cedar Falls, can be seen outlined against the sky from their elevated site.

Iowa Falls, having a population of 3,200 and located in the bend of the Iowa River on a high rolling plateau, is the next place to attract particular attention en route, although the intervening towns of Parkersburg and Ackley are from a commercial point of view of importance as trade centers for their surrounding country. At Iowa Falls the river has cut its way deep through the rock strata underlying the region thereabout, with such picturesque effect as to make the locality famous for its scenic attractions. Among the most noted of the latter is "Rock Run," a densely wooded, rock-bound,

deep ravine about a mile in extent, through which a small tributary to the river makes its way, and lies hidden from all view except to those who wander through its winding passage. Its river entrance is under the eastern end of the long bridge over which the train passes immediately after leaving the station. In crossing this bridge a scene breaks into view as beautiful as unexpected. On the right, looking up the river, are the wooded sides of a deep gorge through which the river winds; while on the left, still more wild in aspect, can be seen the precipitous face of the rock ledge through which the water has eaten its way. On rounding the curve after crossing the bridge at Iowa Falls there can be seen on the right the beginning of a new growth of the city across the river; and about three-quarters of a mile farther on, by looking back from the right, there also may be seen an attractive picture of its roofs and steeples above the foliage, the city having hitherto been hid by the rolling contour of its site.

At Blairsburg the elevation of grade previously mentioned is attained, and the onward rush of the locomotive soon causes Webster City to be reached, the crossing of the Boone River being made at its outskirts. Webster City is an active, growing place of about 6,000 inhabitants. The street that is seen from the left of the train, although one of the city's several business thoroughfares, is not the main business street, the latter running parallel to the tracks a few blocks away.

The run from Webster City to Fort Dodge is made in about thirty-five minutes, and when approaching the latter point one will be well repaid to watch from the left of the train for the landscape that will be brought to view. About a mile out from Fort Dodge, as a cut is cleared at the crest of a hill from which the run is made around an easy curve down into the station yard, there bursts upon one a charming vista of the Des Moines Valley, showing the river of the same name, the wooded hills, and the distant towers and steeples of the city in the background, emphasized by the little out-skirting homes and a sprinkling of foliage effects in the

middle and near distance. Fort Dodge is 375 miles from Chicago, has 13,000 inhabitants and is considerable of a business mart. The center of its settlement is up over the hills to the right of the station, a peep at which can be had over the tree tops as the train crosses the deep ravine immediately on leaving the station to continue the western journey. Crossing the Des Moines River soon after and following for a few miles up the Lizard Creek, Tara is next reached in the short distance of six miles.

At Tara the Central's main line to Sioux City and to Sioux Falls diverges from its main line to Omaha. The latter continues in a general southwesterly direction, passing through Rockwell City and Dalkeith down into the pretty Boyer Valley. After passing Rockwell City the country begins to assume a rougher aspect, especially in the vicinity of the crossings of the Camp Creek and of the Coon River Valley, a considerable fill and a long trestle being necessary for the spanning of the Coon River.

From Fort Dodge the grade has again been ascending, the elevation reaching 1,271 feet a few miles before reaching Dalkeith station, the highest point on the line between Chicago and Omaha. This highest point marks the dividing line of the watersheds of the Mississippi and Missouri rivers; all water courses hitherto passed or crossed since leaving Chicago eventually finding their outlet in the Mississippi, while the Boyer River and its tributaries, to be immediately in evidence, empty into the Missouri.

From Dalkeith, after running for a while over a high plateau, the first of several crossings of the Boyer River will be made, at a point about five miles beyond the station. From this first crossing the river is followed down and through the valley. The latter, broad and not particularly noticeable as a valley at first, gets narrowed down by about the time Deloit is reached, from which locality on the marked rolling features of the country enclose the scene to attractive near views of sunny slopes, intervening plateaus, and clustering shrubbery and timber growths. The opposite railroad that parallels the Illinois Central more or less from

now on in to Councils Bluffs is a part of the North-Western system.

From the station at Denison the roofs of the center of that town can be seen in the direction of the road leading up to it from the left. After leaving the station, however, and clearing the end of the ridge on which the town is located, by looking back from the left of the train a panorama of Denison is disclosed. It is a picturesque place of 3,000 inhabitants and a trade and shipping center for a prosperous outlying region. In the broad pasture extending out from the foot of the town ridge the celebrated herd of Black Poll Angus cattle may possibly be seen as the train passes.

The road still follows the fair Boyer Valley until the latter blends into the Valley of the Missouri, passing in the interval Dow City, Dunlap, Woodbine and Logan, and making an overhead crossing of the North-Western both at Woodbine and at Rode. It will be noted that the country becomes bolder as the broad Missouri is approached, and when about five miles from the Council Bluffs station, from a point known as "The Narrows," the road begins to follow a long line of bold, picturesque bluffs running as high in some places as 300 feet and over.

With the Missouri River on the right and the train running a sufficient distance away from the bluffs on the left to give one a fair view of their striking features, this last run of about five miles from "The Narrows" to Council Bluffs will be one of unusual scenic interest.

It would be a matter of amazement could one, on a clear day, but stand on the edge of "Grand View Ridge," the crest of yonder highest bluff, and overlook the broad Missouri Valley with the river coursing through it. There one can trace for miles not only the present line of the river, but its many "cut-offs" and past shiftings of channel. Omaha can be seen in the distance, spreading out over its hills and valleys, and with its tall buildings outlined against the sky. It is also an impressive sight to look up and down the bluff line on which one is standing at the rugged picture that is formed by the sum-

mits and ridges. In short, so immense and varied in scope and so bright and sparkling in character is this scene from "Grand View Ridge" that it can only be designated as one of grandeur.

From the train, however, the view is also impressive. Omaha can be seen in the distance across the river. Also, in addition to the bluffs on one side, on the other side is clearly defined the broad sweep of the valley, including not only the present course of the river, but many inlets, lakes and cut-offs where it formerly ran. The body of water over which the train passes on the long trestle is one of the so-called lakes, which at one time was the river.

At Council Bluffs the trains stop at the Illinois Central's handsome pressed brick station, which for the purpose it serves is, in harmony and beauty of design, unsurpassed by any station of its size in the west. It is of renaissance style of architecture. Council Bluffs at the Illinois Central station is 987 feet above sea level, or 398 feet higher than Chicago. Its present population is about 35,000, which it is claimed is on the increase. The site of the city is about two miles back from the river, at the mouth, in the intervening valley, and on the sides of a gap between the high bluffs that practically encompass it. It is, however, fast fringing out across the bottoms toward the river. Owing to this character of its site, the physical beauties of the city can not be realized from the train.

From the station at Council Bluffs the train continues on across the river over the tracks and bridge of the Omaha Bridge and Railway Terminal Company; the Chicago-Omaha line of the Illinois Central terminating, 516 miles from Chicago, in the elegant new union station at Omaha. From the latter can be taken the transcontinental trains of the Union Pacific or the Chicago, Rock Island & Pacific railways, while those of the Burlington can be taken from the station of that road, located but about fifty yards away.

How about Omaha? It is a city having in the neighborhood of 150,000 inhabitants, and a city which its people take pride in designating as the "Gate City." It faces the sun-rise on a magnificent slope that sweeps up from the Missouri

River to Capitol Hill, on the crown and sides of which are massive public and commercial buildings. With its business mart in the foreground and its homes stretching up and over its

varying surface, it is a city "that stands sharply outlined against the western sky," and "a metropolis that any state might be proud of."—
From *Ill. Cent. Folder*.



Scene in Cotton Field partially picked, Yazoo Valley, Mississippi.

MODERN RAILWAY SIGNAL SYSTEM.

Old-Time Railroad Collisions Now Practically Impossible.

JOHN BARRY, an Englishman of wealth, found himself in New York City early last June, desirous of reaching San Francisco in three days. It was imperative that he should make steamship connections at the Golden Gate the night of June 10th, and this was the morning of June 7th. Regular railway travel between New York City and San Francisco is rapid in these days, but not as fast as Mr. Barry desired to travel. He made inquiry at the New York Central, Delaware and Lackawanna, Pennsylvania and various other offices, and ascertained that if he choose to pay for it he could engage a special train which, barring extraordinary accident, would bring him to the Pacific Ocean within the desired time. After some financial transactions, not necessary to mention here, Mr. Barry was provided with a train consisting of an engine, a baggage car, diner and sleeping car, and left New York at 2 o'clock the afternoon of June 7th over the Delaware and Lackawanna Railway for Buffalo; thence he was to be whirled to Chicago via the Lake Shore, be delivered to the Chicago and Northwestern for carriage to Omaha, and by it be given to the Union Pacific, and at Ogden to the Central Pacific for safe conduct to San Francisco. He made the journey within the prescribed time, often traveling at the rate of sixty and seventy miles an hour. He crossed over 25,000 switch points, several thousand interlocking systems, by innumerable signal towers and semaphores, and at no time was in as great peril of his life

as he would be in making an ordinary street crossing in a crowded city.

This imagined story of Mr. Barry's trip is used for the purpose of telling the greater story of how American railways protect human life in these days of rapid transit. A public impression existed for a long time that railway corporations had no particular objection to taking human life. But granted that the railways have many faults which might be corrected, investigation leaves no doubt that from president to fireman of the speeding locomotive there is a constant, strenuous effort to save life and avoid accidents. Draw upon your imagination long enough to be either in the Grand Central station of the New York Central or at the Hoboken station of the Lackawanna road. A train has been made up for its journey westward. The engine is coupled to the heavy sleepers and parlor cars. The engineer and fireman are examining all the exposed parts of their machine. An inspector is looking after the condition of the wheels of the cars. Another is examining the air apparatus. Outside of the train shed track walkers are going down the main line looking after switchboards, the condition of spikes, rails and ties. The train dispatcher sits in his room watching a chart which shows him the location of every moving car on the entire system. He gives a few orders and the track is ready for the limited, which is about to leave for the West. Corporate wealth,

corporate ingenuity, corporate necessity have provided against every kind of an accident possible, barring a flaw in material and the weakness of human nature itself. These two contingencies cannot be guarded against.

* * * *

Contrast this starting of a modern railway train on a journey from New York to San Francisco with the starting of a railway train thirty or fifty years ago, either from New York to Albany, or from Chicago to Elgin. They say that in the old days old Commodore Vanderbilt was wont to take a lantern in his hand and go out on the road-bed of the ancient Harlem and Hudson road and give the proper signals by which two trains could safely pass.

On the Galena division of what is now the Chicago and Northwestern road the great peril of travel was cows and young calves which made the track their resting place, or often inserted their legs through culverts and lay there and bellowed until either released or run down. One of the trials of early conductors and brakemen was the stopping of the train and chasing cattle off the track. They were the cow-catchers in those days, and not the pilot.

Trains were not equipped with air, engines did not have emergency brakes, auxiliary air cylinders were not on every coach, semaphores were unknown, signal towers unheard of and interlocking switches not invented. The telegraph systems were crude, roadbeds imperfectly made and all signaling of a train done by use of a whistle and the hand. In proportion to the number of miles of railway in operation the amount of human life killed in railway accidents then was four times greater than that taken now. There probably never will come a time in which absolute safety can be secured. Absolute safety does not exist anywhere.

* * * *

The engineer of the modern locomotive which is to take the train of this story into the West is protected by a system of mechanism before which the old-time engineer would go crazy. To begin with, his engine is equipped

with air brakes, as is also every car of his train. His trucks are of steel. His brake shoes are a combination of hard and soft iron evenly distributed. His head-light is equipped with an electric light which makes the way ahead as bright as day. His bearings are adjustable under all conditions and prevent strains on wheels and rails. His couplers are of the latest standard. The conductor may communicate with him at any time either by means of a bell, a steam whistle or the use of air. His engine weighs in the neighborhood of 160,000 pounds, and has a driving wheel base of fifteen feet. The cylinders are 20 by 28 inches. The driving wheels have a diameter of over sixty inches, with centers of cast steel and flange tires on all driving wheels.

The boiler is made for a working pressure of 200 pounds. The fire box is 112 inches long by 42 inches wide, and there are 275 tubes each fifteen feet long. The heating surface which the fireman must take care of is 2,000 square feet, and the grate area is 32.6 square feet. The tender has thirty-three-inch wheels of cast iron, with a wheel base of fifteen feet four inches. The tank has a water capacity of 6,000 gallons and a coal capacity of ten tons. There are Tower couplers, Westinghouse brakes, Hancock injectors, Nathan triple lubricators, Crosby chime whistles, Ashton safety valves, Leach sanding devices, Jerome piston and valve-stem packing, Coffin toughened steel driving axles, Kewanee tender brake beam and McIntosh pneumatic blow-off cocks.

* * * *

Such an equipment as this was not to be found on the locomotives of forty years ago, and the danger in handling them or being hauled by them was correspondingly great. And though the improvement in locomotives has been remarkable, that in roadbeds is as great. The roadbed in the early history of railroading was about as precarious a pile, as treacherous a mass of earth and sand as could well be thrown together.

To-day the whole aim of track construction and maintenance is to provide a smooth and even

surface for the wheels of the train, for which purpose the rails must be held as nearly as possible in absolute surface and line, while the weight which they carry must be distributed over a large area of the roadbed or subgrade. A cross-tie system has been introduced which places from fourteen to eighteen independent supports under each thirty-foot rail. Another system adopts a concrete platform, while still another provides that each rail shall be supported on a longitudinal sill or beam of concrete, built up of blocks ten feet long, and so connected as to form continuous and practically jointless beams.

Anchor bolts are molded into the concrete, but in the chances of derailed wheels breaking the bolts, a renewable attachment is being sought. Additional improvements sought for roadbeds and now being provided are those which do away with dust, metal ties, tie preserving process, switch frogs and frog substitutes, unloaders and the like.

* * * *

It is absolutely certain, then, that the train which is coming west over the Central, the Lackawanna, the Pennsylvania or any other of the great trunk lines, is equipped, both as to engine and car mechanism, with the best of human inventions, and is to pass over a roadbed that the skill of man is constantly watching.

The conductor gives the signal to start. There is a gasp from the locomotive, a slight spin of the drivers—no pulling and jerking of couplings, but an easy transition from inertia to motion, and the train is away. How many switch points—the place where a switch comes in contact with the main line track—the train passes over in leaving the yards of any of the companies centering in New York City it is impossible to say.

They run into the thousands, but are crossed with so little noise or jar that passengers in the dining car do not realize where they are. The misplacing of one would derail either the entire train or part of it and cost many their lives, but no chances are taken on misplacement. The switches are controlled either by hand power and locked

when not in use, or operated from towers by hand levers and electricity or compressed air, and the approach of a train to them is protected by semaphores. The switches also carry at night signal lamps which show whether they are open or closed.

The train speeds through the yards in this fashion. As it approaches the first tower in which there is a signal man, the engineer observes that a wooden arm, projecting from a high pole and extending over the track his train is on, is down—that is, instead of standing out at right angles to the pole which upholds it—and which means:

“Danger stop.”

It is down, parallel with the pole, a sign of: “Track clear. Go ahead.”

The train sweeps by the tower and the signal man above touches an electric button in his little coop. This signals to the next tower, which may be a hundred or a thousand feet beyond, that the main line is occupied with an oncoming train for which he must give either a “clear” signal or one of “danger,” and hold it until all chance of peril is passed. This second signal man passes the train on to a third and so on until it is out of the yards, in the open country, and where block signaling and protection is less complicated.

* * * *

How elaborate this protection described is for trains in the yards where constant switching is going on may be shown by the adoption by the Northwestern road of a system of switch guarding, independent of the signal lamps used. By the old system, an engineer on an approaching train knew whether the switch ahead was open or closed by the color of the light placed upon it at night or the position of its target by day. Often, though, when these showed “safety” he would dash down upon the switch only to find when too late that the signals were right but the switch wrong and a wreck ensued.

To prevent just this thing happening the Northwestern has connected its switches with a semaphore placed 1,000 feet from the switch

itself. If the switch is closed its target or lamp must show this, and also the semaphore, for the switch cannot move without the semaphore doing so also, and vice versa. Thus the engineer is warned 1,000 feet away from the switch as to its condition and has every opportunity to bring his train under control if anything is wrong.

Full conception of this new protection cannot be appreciated until it is understood that the slow yard speed of former years enjoined upon trains no longer exists, and that it is not unusual for a passenger train to pass through the yards at the rate of forty and fifty miles an hour. Especially is this the case of suburban trains like those of the Burlington, the Rock Island, the Milwaukee and St. Paul and the Illinois Central. A Burlington train recently went through the Aurora yards at the rate of seventy miles an hour, and the passage was as safe as though the "trick" were done outside of town and where switches were few.

The Western Indiana system protects its switches by a safety device for block signaling invented by the late F. C. Doran, the designer of the Sixteenth street track elevation. This device consists of the application of a lock between the signal arms of a double semaphore and the switch points governed thereby, operating in such a manner that when the switch is set for the main line the signal for the siding is locked in danger position and vice versa.

* * * *

As if all these precautions against accidents to a train were not enough, devices have come into use by which the engine itself sets danger signals in the rear of the train it is hauling and drops them when out of the block in which they are necessary. This automatic setting is done by electricity. The drivers of the engine, coming in contact at a certain point with an electric current, complete a circuit, this in turn sets a semaphore in the rear of the train and keeps other trains from approaching. When the train which has set the signal is a safe distance away, the drivers release the signal and the main line is open again. Still another device is that by

which the engine on passing a certain point sets a bell to ringing in a box placed close to the track on a standard. This bell rings for a certain length of time, long enough to let the train proceed some distance ahead. While ringing it can be heard by the engineer of a second train approaching, and he is warned that the way is not clear.

It would seem impossible with all of these protections that an accident could occur in railroad yards, but they do and are usually traceable to the fault of a human being. The mind grows tired and the hand weary, and then the harm comes. No invention in the patent office at Washington can prevent this.

But the transcontinental train is out of the yards safely and speeding toward the first station west of New York. Apparently it is not under the guardianship of any official of the road save the engineer or conductor, but to think so is a mistake. Before it had cleared New York City the train dispatcher at that point had wired the first station west:

"No 15, west bound, left 1 p. m."

As the time it is due at the station thus warned is 1:20 p. m. the operator at that point marks on his time-table board:

"No 15 on time."

He waits contentedly for the approach of the limited, because under the rules of the road he knows that it is the only train between his station and New York on the west-bound track—in other words, it is the only train in the block formed between New York and this station and no other can enter until it has passed out. This is called "blocking by telegraph." Where this system does not prevail a system of towers will be found between stations in which there are signal men, who give the train as it draws near the signal to proceed and after it has passed display a signal that no other train can pass until it has entered the next block.

* * * *

This is not the only way in which the train is protected. There are a great many grade crossings to be gone over and at these teams,

cattle and pedestrians are liable to be met. Collisions with them are not only feared, but are usually expensive to the company. To avoid these collisions large sign posts are put up at the crossings on which is painted:

"Look Out for the Cars."

Or,

"Look. Listen. Danger."

The latter signal carries with it an electric bell, which the approaching engine starts to ringing when it is yet 1,000 feet away. The bell rings until the train is fully over the crossing.

Another protection is a device for signaling to the engineer in his cab warning of his approach to a station, with reference to which he may have special orders requiring attention. One of the officials of the Rock Island road designed this new device. The device consists essentially of an order holder or clip in an electric circuit, in which is also included a circuit-closer in connection with a striking rod extending below the cab in position to be struck by a lifting block attached to the ties at any convenient distance from the station.

It would seem, in view of all these precautions, these myriads of inventions for life protection, that serious accidents would be next to impossible. But they do occur, and how they occur is illustrated by the accident of last July 10th, on the Southern Pacific, at Newman, Cal. The road is one which adopts extra precautions against accidents.

At Tracy, thirty-seven miles north of the place of collision, four trains received copies of the following order:

"Monday, July 10, 1899.—Ow. July 10, 1899; 241, 245, ex. 1725, 1721, Ac. O. K. D., O. K. F. A. P., 12:05 a. m. Eng. 1725 and Eng. 1721 will run extra Tracy to Mendota. Will pass No. 241, Eng. 1717, and No. 245, Eng. 1403, when overtaken."

Train No. 245, a regular freight, was due at Newman at 2:34 a. m., and arrived on time. On entering the station it was protected in the rear by a semaphore signal, displayed by a sig-

nal man in the tower. The freight took water and received no orders. Extra 1,721, carrying teachers to the Los Angeles convention, approached the semaphore signal a little later at high rate of speed. It whistled and then slowed down to a speed of twenty or twenty-five miles an hour. The signal man in charge of the semaphore signaled "no orders" and the special dashed on, into the freight, and was wrecked. Two women were killed and many injured.

Investigation showed that the signal man should have displayed his red light and stopped the special before it reached the semaphore. His plea of justification for not doing so is that the special should have been under control when it approached the station and prepared to meet the freight. However this may be, the accident is an illustration of where men fail, a failure railway companies have been trying to avoid ever since they were first put into operation.

* * * *

If the Southern Pacific had been equipped with a semaphore system, by which the freight train in entering the station had automatically set its own danger signal, the special would have stopped and the accident been avoided. But passing this by the trans-continental train, which has been trying all of these various safety guards between Buffalo and New York, up through the beautiful Scranton Valley and back of engines that give forth no smoke, has reached Buffalo and is in control now of the Lake Shore for the run to Chicago.

Aside from semaphores and signal lights in switch yards, the Lake Shore protects through the system of blocking trains from station to station by telegraph. This is also done by the Milwaukee and St. Paul and most of the principal trunk lines. But the trans-continental train, which is hastening toward the Pacific, if perfectly guarded by the systems named, has dangers to avoid in coming in contact with a few great railway systems, where old-time methods prevail and old-time accidents are frequent. It is not necessary to specify, but here is the language of a capable coroner's jury in

regard to an accident on one of the principal roads in the East.

"We hold the railway company primarily responsible for the accident, for the reason that it has never established a modern and adequate system of communication by telegraph between all signal stations and the main office. Had this system been in vogue the accident, in our judgment, could have been avoided."

That verdict aided in not only costing the negligent company \$275,000 in settling damage and death claims, but also led to the incorporation in its system of the modern methods of blocking and signaling in use on the Northwestern, the Burlington and other first-class roads.

The trancontinental train in passing through Chicago passes over the largest and greatest combination of switch tracks and main lines in the United States. It also passes the next to the largest, if not the largest, interlocking switch lever house in the country. This is the one operated by compressed air at Twenty-second street on the Western Indiana system. Semaphores protect all approaches to this house and its tracks, and compressed air exerted by means of lever opens and closes the track.

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When delivered to the Northwestern the train is protected to Omaha by electric signals,

tower houses and the manual block, the automatic block, and blocking by telegraph from station to station. It runs over double track to Ames, and flies as if on a ballroom floor. Track walkers have inspected the way and train dispatchers have opened it. The transfer of the train to the Union Pacific brings it to the most tedious and beautiful portion of the journey, the long but thrilling climb over the mountains.

The protection given in the mountains is of that character that covers a train from station to station, such distances often being a hundred miles or more. The semaphore system in the unsettled portions is useless, and the nerve and wit of the train dispatcher and the telegraph operators must serve in place of automatic appliances.

The combination of both at certain portions of the line brings the modern signal system to as near a state of perfection as it can be in this day and age. Both the Northwestern and the Burlington have made world records on their tracks under such methods of blocking. The wonder is not that so many accidents have occurred but that so few happen.

As a veteran railroader puts it:

"The odds that any train will meet with even the slightest mishap in these days is 1,000 to 1, if it is operated on a first-class road." (*Chicago Times-Herald.*)



CURLEY AND HIS ENGINE.



This was in St. Louis. A woman walked into the Union station and said:

"My husband is dying in Chicago. How quick can I get there?"

"Eight hours," said the gateman. So this woman, who was reduced to a bundle of nerves and many half-choked sobs, took the Illinois Central limited that left just after 12, and seated herself in the rear of the buffet car and looked out of her glass inclosure at the disappearing city on the Mississippi. The train was just the ordinary, comfortable American express kind, with a good many places to be easy in, and the usual curious American way of getting over the rails at a high rate of speed without seeming to be moving very fast. That's a trick Curley can tell you all about. The woman had been married to this man that was dying about twenty years, and their life had been of the agree-always kind. If the man had been in the railroad business his associates would have called him "a double compound" and the woman "a pusher." The train seemed all too slow to the woman as it slipped out of East St. Louis and headed for Decatur.

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The engine was No. 911 and the engineer a man by name J. Curley, otherwise known as the "Comanche Indian." This title has come to him through his manner of holding his head high and of running his engine at extraordinary speed when occasion demands. His run to Clinton, where his division ends, is a fast one under the most ordinary circumstances. When a few minutes' time is lost it becomes the duty of Curley to make it faster and to always keep on time. Monday he knew nothing of the woman back in

the buffet car, nor of her passionate eagerness to reach home swiftly, and if he had it is doubtful if he could have done more than he did. For some unexplained reason after he left Alton he lost ten minutes in time, and Clinton 127 miles away with about eight stops to be made. The woman in the buffet car noted the loss of time and suffered correspondingly. In time a gentleman who knew her came and sat by her side, and to him she lamented over the delay.

"It is nothing," said he. "We are traveling now a mile a minute."

They took out their watches and timed the mile posts.

* * * *

The roadbed is one of these high-graded, ballroom-floor affairs; the train, vestibuled and solid. There was no swaying or jarring as Curley knocked off his mile every minute. Inside the car, unless one timed with a watch, the speed did not seem greater than forty miles an hour. The man with the woman suddenly said:

"This last mile we've traveled in 57 seconds."

She studied her own watch, occasionally looking up to watch the gyrations of the rolling ball of dust in the rear of the train. Suddenly she called out:

"And that mile in 51 seconds."

This was near Nokomis. The dust ball in the train's rear grew larger and larger and revolved more rapidly. The little stations, embowered in trees, became but dots of green upon the plain. The "Comanche Indian" was making up time. Now came ten swift miles—the first in 59 seconds, the second in 57, the third in 54, the fourth in 50, the fifth in 49, the sixth

in 47, the seventh in 50, the eighth in 48, the ninth in 47 and the tenth mile in 45 seconds. Somehow this safe, easy swing through space was comforting to the woman in the buffet car. She wished the engineer in front on the flying machine could just understand how much she appreciated what he was doing. Every mile gone was one nearer the man who was awaiting her in Chicago—the man who was going on another and still more swiftly journey.

The "Comanche Indian" has a curious but skillful way of handling his throttle. He coaxes it as a mother leads on a child. He draws it on easily, gently, without jerk or jar. So he handles his air, giving all the leeway in the world for the application, but calculating with such nicety his distances and the necessity for a stop or slow-up that the train is at a standstill before the diminishment of speed it noted or felt. There are engineers that handle their air and throttles rudely, and every passenger knows by the unpleasant sensations just what is going on in the cab. But the hand of Curley is as velvet covering steel, and so he brings 911 onto Clinton. The woman kept checking off the miles and the companion with her aided. The train shot over the brow of a hill and out into the open. There was fury and furies in its wake, the atmosphere rushed into a whip that beat the ballasted way and swirled the leaves and dust into

a tornado of rage. The woman clapped her hands gleefully, exclaiming:

"That mile was traveled in 40 seconds."

And so it was—5,280 feet in two-thirds of a minute. The speed but shows the possibilities of American steam railway equipment upon a perfect roadbed and in the hands of tried men. Curley was doing only what his duty called upon him to do when time was to be made up. He was coming up the historic way where the slaves of fifty years ago found the underground railroad and a chance for freedom. He was chasing miles in forty and fifty seconds in territory where Logan and Lincoln, and long before them Pierre Menard and the Jesuit fathers had made history with saddle and horse or the slow canoe of Indian days.

* * * *

A mile in 41 seconds, another in 45, another in 50, one more in 55 seconds and 911 came into Clinton on time. The woman in the buffet car coming to the man waiting for her in Chicago laid back her head on the pillow of her chair and said:

"I can sleep the rest of the way."

But of all this 911 and the "Comanche Indian" knew nothing.

H. I. CLEVELAND.



THE RAILROAD MAN.



NE of the most excellent products of the latter half of the nineteenth century is, undoubtedly, the railroad man. In the earlier years of his development he was little known and little respected. From a trade his occupation has grown into a science. His numbers have increased until now he is as the sands of the sea. He has penetrated the wilderness and in few spots of civilization is he unknown. Much of the inventive genius of the age has spent its best thought in the development of the craft and the railroad man is himself a frequent and practical inventor. He comes from all the walks of life, the high and the lowly, from the country, the village, the town, the city, but from whatever place he emanates life on the rail has leavening effect and moulds him into a type distinctively his own.

He is usually a man of portly mien and whether it be from the sedentary life of the office or the jostle of the train he takes on flesh. It may be the effect of the ozone evolved in swiftly moving through space, but be what it may his form in time is rounded out into the full lines of the alderman, which frequently he is in the thrifty cities where he makes his home. He will oft times advance and serve his fellow citizens in the mayor's chair and again he may enlarge his constituency and represent his district in the legislative halls as a stepping stone to the highest executive office in the state, or become the counsellor of the government as head of some of the more important departments in the administration of the affairs of his commonwealth. Nor are the activities of his brain confined to the borders of his state alone; his voice is to be heard in the halls of the national congress in the

senate as well as the house, and it need be no surprise if at no very distant day the chair of the chief servant of the nation at the White House be filled by a railroad man. The breadth of knowledge, the width of experience, the executive ability required to successfully manage the affairs of a great modern railway system is as great as that required to guide the ship of state of the great nations of the earth.

His brain is alert and he is keenly alive to the events that are transpiring in the busy world of which he is a part. While at his post of duty his whole attention is concentrated to the work in hand, but in his hours of leisure he turns as heartily to the world of sport. He has his favorites in the race for the pennant in the national game and can give an opinion on the relative merits of the leading exponents of the manly art of self defense. He has a fondness for the theater and has seen the foremost actors in their best known plays; he has heard the leading singers in their favorite roles and can hum snatches from the popular operas and the latest songs of the day.

The railroad man frequently rises above the material world and invades the field of music, art and literature, supplying the current magazines with articles of as great interest and merit as that of writers who have made a profession of the pen. His prose has a local color, in writing tales of the rail, that is lacking in one who is not to the manor born and his verse whether set to music or not, sings itself into the hearts of people.

As a ruling force in the world the railroad man is as yet unconscious of his power. His name is legion and between the contending parties he holds the balance. Should he unite his

forces there is nothing to prevent his ruling the western world.

In his family he takes great pride and the evenings around the fireside with music and song are his happiest hours. His daughters have had the benefit of the best training in art and music, and his sons the advantage of the best of schools. While he, himself, may have completed his education in the little log school house, the coming representative of the family is given the best opportunity in Harvard or Yale.

The railroad man is eminently a social being and in addition to the Brotherhood to which his occupation would naturally draw him he

is a member of one or more of the orders which find attraction for his fellow-men. He knows a good thing when he sees it, and has endured the terrors of the mystic rites of ancient tribes and clans. He feels the full import of the three links and acts upon the square, knows in what sign we conquer and has crossed in his pilgrimage the hot sands of the desert. Come from where he may, from humble cottage or more pretentious home, life on the rail rubs off the rough corners and puts a polish on the diamond in the rough, making in every situation a genial courteous gentleman of the Railroad Man.



PHOTO OF G. E. WAUGH, FREEP.JRT, ILL.

Entrance to tunnel between Monticello and Bellville, Wis., on the Madison branch of the Illinois Central.

AMERICAN PASSENGER SERVICE.

THE BEST IN THE WORLD.



"Not only the best but the cheapest passenger service in the world is given by the railways of the United States," said Vice President Morton of the Santa Fe system.

"In this country," continued Mr. Morton, "with very few exceptions—the 'limited' trains between New York and Washington and Chicago—the second and third-class passenger travels on the same train as the first-class passenger, thereby covering distances just as rapidly. In Europe the second and third class passengers not only have to travel in inferior cars, but usually on much slower trains. On many railroads in America, especially throughout the West, reclining chair cars are run without extra cost to passengers. These cars have chairs that make very comfortable seats during the day and can be tipped back at night for reclining purposes, and take the place of the *fauteuil* compartments on European trains, for which an extra charge is made, which is not less than the Pullman tariffs in America. None but first-class passengers can use the compartment cars on the continent, while in the United States second-class passengers have the right to use reclining chair cars, and without extra cost.

"The passenger fares on the continent are very much higher than they are in America. For example, take the \$100 round-trip passenger rate from Chicago to California and return, good for nine months. This covers a distance of over 5,000 miles, going and coming, and the passenger has the option of going out via one line and returning by another. The round trip rate from London to St. Petersburg, a distance

of 1,636 miles, is \$96.44; to Constantinople, a distance of 2,144 miles, is \$139.38, and the single fare from London to Brindisi, a distance of 1,460 miles, is \$61.80. There are no distances on the continent where there is any considerable travel that seem to compare with the long routes much traveled in the United States, but the round-trip rates from London to St. Petersburg and Constantinople, two important points in direct communication, demonstrate how much cheaper travel for long distance is in America than it is on the continent.

"The first-class fares for short distances on the continent will compare as unfavorably with American rates for short distances. The first-class passenger rate from Chicago to any Missouri river point, a distance of 500 miles, is \$12.50. The fare from Paris to Geneva, Switzerland, a distance of less than 400 miles, is \$14.00. Rates east of Chicago as a rule are lower than in the West.

"In addition to the fact that the rates of themselves are much higher in Europe than America, the supplementary charges are much more excessive. For instance, one is charged 4 francs from Paris to Calais, a ride of five hours, in addition to the regular fare, merely to occupy a car containing toilet facilities. This car has nothing more than is to be found in every coach on American railways. For the money that is charged for riding in a continental coach containing the most common toilet arrangements one could ride nearly all day in this country in Pullman cars containing every convenience and comfort, not to say luxury.

OUR SLEEPERS BETTER AND CHEAPER.

"Sleeping-car rates, as a rule, are more than twice as high on the continent as Pullman rates in this country, and the accommodations there are inferior. From Paris to Calais, a ride of five hours, the charge is \$3.60 for a fauteuil lit, which is nothing more than a single seat that draws out, not at all like a Pullman berth, but more like our reclining-chair cars. In such a compartment they furnish neither soap, brushes, towels, nor attendance—in some cases not even bedding. That charge is for a single seat, while in this country the Pullman rates are all for double berth, which will accommodate two persons. The regular sleeping-car rate from Chicago to New York, for example, is \$5.00, the distance being 980 miles. The rate from Paris to Monte Carlo, a distance of 500 miles, for sleeping-car, is \$16.00.

"In European sleeping cars there is no porter to dance attendance to your wishes, and the conductor is obliged to make up all berths and look after all passengers. There is no separate toilet-room for ladies, and the one used by both sexes is very small, and is not supplied with the conveniences to be found in every Pullman car.

"Still another extra charge increasing the cost of travel on the continent, as contrasted with America, is the baggage tariff. In many countries in Europe you are allowed no free baggage except that which you can carry in your hand. In France you are allowed only fifty-six pounds, while in the United States every passenger is entitled to have 150 pounds of baggage transported free. Baggage charges in Europe increase the cost of travel on an average 25 per cent.

"Another marked evidence of the liberality of American railways, as contrasted with European customs, is the tariff for children. Here all children under 5 years of age travel free, and between the ages of 5 and 12 years are charged half rates. The railroads are quite liberal in their constructions of this rule, and I think accurate figures would show that a majority of the children under 7 years of age travel free. In Europe children from 3 to 6 years old are charged half rates, all over 6 paying full adult fares. While there children under 3 years are carried free, in most cases the railroads have rules that such children cannot occupy seats, but must be held by parents or nurses unless all persons paying fare are comfortably seated."
—*Chicago Inter Ocean.*



THE AMERICAN TRAIN DISPATCHER.



Mr. W. S. Glover, chief train dispatcher of the Chicago, Burlington and Quincy, speaking at the meeting of the St. Louis Railway Club, gave some scraps of the early history of train dispatching in this country. The first railroad telegraph line was erected in 1847-8 on the Erie Railroad, under the supervision of Ezra Cornell, the founder of Cornell University. Chas. Minot, then general superintendent of the Erie road, being convinced of the value of the telegraph, persuaded his directors to authorize its adoption. In 1851, after the matter had been discussed by the stockholders, officials and employes for four years, the latter were most emphatic in denouncing the undertaking and were unanimous in refusing to obey orders making meeting points between trains by wire, but instructions were issued, and train men were forced into compliance. In the West the Chicago, Burlington and Quincy was the first road to move trains by telegraph, in the early part of 1863. Mr. C. H. Chappell, now general manager of the Chicago and Alton, was the train dispatcher, and Mr. F. C. Rice, now superintendent of the Illinois lines of the Chicago, Burlington and Quincy, the operator. Mr. Robert Pitcairn, now superintendent and general agent of the Pennsylvania at Pittsburg, is among the early dispatchers, having moved trains by wire in 1855 and 1856. He was the first person to introduce the duplicate order system in Pennsylvania and

Virginia, in the early 60s. He had charge of the movement of government troops and munitions of war.

From the crude, unsatisfactory manner of thirty to forty years ago, with a large per cent of train accidents chargeable to the dispatcher, train dispatching has improved until to-day the per cent of accidents is brought down to a minimum. With the old telegraph register used in receiving it took thirty minutes or more to make meeting points by wire. The train orders were written upon any kind of paper and rewritten several times, being sent to one office at a time. Each would in most cases get a different wording, and frequent were the collisions from a lap order. During the prevalence of the single order, the dispatcher spent about one-third of his time checking up his orders to see if he were going to have a collision, and at about what point on the line it would occur. But today dispatching stands in the front ranks, made so by the American Railway Association, on whose train rule committee are superintendents and managers who have spent years at the dispatcher's table. The result of their deliberations is the standard code, making the labor of the dispatcher less and his work more accurate and perfect, and taking away that terrible strain on his mind that prevailed under the old single order system.

ENGINEERS PROVE FAITHFUL.

To the engineer belongs the most hazardous and at the same time the most responsible task of any of the men who run the train, and the passengers on one of the great flyers as they loll back in their seats reading the most recent work of fiction or gazing placidly forth at the scenery scarcely ever give a thought to the fact that ahead of them is a dust and oil begrimed man who, for the time being, literally carries their lives in the hollow of his sweaty hand, and to whose watchful and alert eyes and unflinching nerve they may owe their escape from a horrible death.

But so it is, and this man the engineer, usually of humble origin and meager education, is a man for all that, and one of force, and with the power and will, to do and to die in the pursuit of his duty should the occasion arise. It is extraordinary how few cases there are where engineers have been found derelict in the moment of trial. There have been innumerable wrecks since railroads were first introduced into the country, but the record of the number of engineers who have failed when the crucial test came is infinitesimal. It should be remembered that there is no way in which the courage of an engineer can be tested, and only by actual participation in a wreck can he receive his baptism of fire.

When once danger appears in front, an engineer's duty is, first, to close the throttle; second, to apply the air brakes; third, to reverse the engine—that is, to throw over the reversing lever, which enables the engine to run in the opposite direction from which it had been going; fourth, to reopen the throttle.

To do these four acts calls for but a fraction of time, but where wrecks result the danger is usually so imminent as frequently not to leave even sufficient interval to accomplish them, and often when ruins have been cleared away the body of the faithful guardian has been discovered with his hand on the throttle, reverse lever, or brake, and bearing silent witness as to

how far he had got toward the accomplishment of that duty which he had yielded his life to perform.

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THE CAR INSPECTOR.

Importance of his Work and the Great Watchfulness Needed.

It is interesting to watch the trained car inspector examining a long freight train which has rolled into the yards. He moves along the side of the cars and notes off the wheels, brake-beams, bolsters, rods, etc. He uses no hammer, but has his eyes open for defects. He will stop suddenly, look carefully at a wheel and follow the faint lines of a crack running, perhaps from the flange to the center. Such a wheel is condemned at once, and the car is shunted off until a new pair of wheels can be placed under it. If there is a flat place on a wheel which measures more than two and one-half inches across that wheel must go, too. Then there may be a sharp flange, and that must be looked after. A coupling may have faults, a brake rigging may have given out, and all these things the inspector must take note of.

He must be an honest man, as thousands of dollars' worth of property and many lives might be sacrificed in case he neglected something. Box-car doors he looks at carefully. They are dangerous things if they are loose. Many an engineer and fireman has met his doom by having the cab strike a loose car door. It may be hanging in place in the yard, but when it reaches a point where a strong wind catches it, out it goes, and the passing train strikes it. In such cases there is a shower of splinters, a broken cab, and it is lucky indeed if there is no one killed. Engineers have a dread of loose doors, and are always glad when a freight train is past them when they are running at full speed.

Another thing the inspector must watch is the hopper-bottom dump car. If the fastening

gets loose and lets a load of ore or limestone down on the track while the train is in motion it means a bad wreck.

Taking all things into consideration, the car inspector is a very important man in the railway service, and efficiency on his part comes only from long experience and careful training.

A MECHANICAL MARVEL.

What Sixty Miles an Hour Means to the Locomotive.

It all sounds simple in the recital. The wonder of the things comes into view only when one reflects on the speed and nicety with which cumbersome parts are made to do their duty. The piston and connecting bar of a modern locomotive weigh some 600 pounds. When the speed is 60 miles an hour, these parts travel back and forth five times a second. Ten times a second, at the end of every stroke, the piston head is at rest. It must pass from this condition to a velocity of 1,800 feet per minute in one-twentieth

of a second. The drive wheels measure more than a rod at every revolution, but when going 60 miles an hour they must turn more than 300 times a minute.

Sixty miles an hour is the merest commonplace to the mind of the up to date railroad man, but means other things besides those described that are wonderful to the outsider. It means a steam pressure blow of 20 tons on each piston head every tenth of a second. It means that up in the cab the fireman is throwing into the furnace two-thirds of a ton of coal every hour. No. 900 burns coal faster than ten men can mine it. It means two quarts of oil every hour to keep her journal boxes greased and everything running smoothly. It means that the engine with its half dozen cars and load of human freight is moving through space with twice the power of a shot from a 100 ton gun. It means that the engineer has worked her up to the point where she can use every ounce of steam, that he is coaxing her as a jockey urges his mount in a fierce race, and yet it means that he is ready at a second's notice to move the reversing lever and apply the air-brakes that will stop the mighty avalanche within the distance that it covers as it stands on the tracks.—Earl W. Mayo in *Ainslee's*.





Cotton Field in the Yazoo Valley, Miss.

A BUNCH OF RAILROAD INCIDENTS.



A LIBERAL GIVER.

It will be remembered that brakeman Roy Ickes of Freeport saved the life of a deaf old gentleman at Galena. The engine was backing up and the old gentleman did not hear it approaching. It was within two feet of him when Mr. Ickes snatched him out of harm's way at considerable risk to himself. The rescued individual is said to be worth in the neighborhood of \$75,000. He evidently felt grateful, for he hunted up Mr. Ickes and reaching down in his pocket drew out two quarters which he solemnly presented to his rescuer. He accompanied the gift with the remark that he hoped Mr. Ickes would not spend the money for drink but buy with it something to wear in memory of him. Mr. Ickes, of course, was overwhelmed at this extraordinary munificence.



ARMOUR AS A BRAKEMAN.

George A. Sheldon, depot master of the Lake shore station at Adrian, Mich., who died October 23, after 46 years of continuous service with the Lake Shore company, was a veritable encyclopedia of railroad incident, and his well-told tales, if repeated in his own select phrase, would rank as classic literature. His narrations were confined to actualities, thus giving them a real value, says the Detroit News. He was

for many years a conductor and among the best of the incidents he related the following:

"One day there stepped aboard my train a well dressed, business appearing man, who, as he tendered his fare, remarked:

"I see you are still on the road, Mr. Sheldon."

"Yes, I am still at it," I replied, "but I am not certain that I remember you, though I think I have seen you."

"Yes you have seen me before," emphasized the passenger, "and while you doubtless have forgotten it, I still remember that you once did me the greatest favor of my life. Come to my seat when you get time and I'll tell you about it."

"When I had finished collecting fares I dropped into the stranger's seat, and he continued: 'Years ago I was four days brakeman on your train. At the end of the four days you took me aside and remarked in a tone of sympathy: "I'm sorry to have to tell you so, but the fact is, young man, you are too much of a fool to ever make a good railroader. Take my advice and quit." I took your advice and went into other business and the result is I have made a fair fortune. I thank you, Mr. Sheldon, for your wise counsel.'

"What is your name?" I asked.

"Phil D. Armour, of Chicago," replied my ex-brakeman, "and I shall always remember your kindness. I was a stupid railroader and you advised for my good."

"Until this interview," added Mr. Sheldon, "I never suspected that Phil D. Armour, the packer, was the brakeman I discharged years before."

HOW SHE GOT HER MONEY'S WORTH.

Mr. and Mrs. Mellish recently moved to Chicago from an eastern city and rented a house in Hyde Park. Mrs. Mellish made her first downtown shopping trip a few days ago, and it was rather late in the afternoon when she had finished looking at things she didn't want to buy. Then she went over to the Van Buren street station, handed over a quarter and asked for a ticket to Hyde Park. The agent pushed out 15 cents in change and a perforated piece of cardboard.

Mrs. Mellish is a careful woman. Once she heard of a man who bought a railway ticket, put it in his pocket without examining it, and when he got on the train found that it would take him only about half way to the place for which he had started. So she has made it a practice always to be sure that she is getting what she wants when she buys a ticket of any kind.

"Here," she said after she had carefully read what was printed upon her piece of cardboard, "this is a ticket to Woodlawn. I want to go to Hyde Park."

"It's all right, madam," replied the man at the window; "that will take you to Hyde Park. Woodlawn is farther out. You can leave the train at any station this side."

"But I don't want to pay for a ticket to Woodlawn when I'm not going that far," she declared.

"The fare is the same to both places," she was told. "It would cost you 10 cents if your ticket read Hyde Park instead of Woodlawn. All passengers for Hyde Park have Woodlawn tickets. Step aside, please and don't keep others waiting."

Mrs. Mellish put the ticket in her purse and went out to the platform, where she interviewed a number of people on the subject to make sure that she was not being victimized.

When Mr. Mellish got home that night his wife was not there. Dinner time came, and still

she had not arrived. Finally, along about 7 o'clock, the lady appeared, with her arms full of bundles and weary.

"Why, my dear, you look as if you had walked home," he said.

"I have, from Woodlawn," she replied.

"What have you been doing at Woodlawn?" he asked.

"Do you suppose," she answered, "that I'm going to pay for a ticket to Woodlawn and get off at Hyde Park? No! It's perfectly outrageous the way these railroad companies scheme to get the best of the people!"



THE ENGINEER'S STORY.

"To run over a man—perhaps that's the only thing of all that shakes me. To see him on the track within 10 or 20 feet of you, to know that you can't stop to save him, to feel the wheels of the engine go over his body, crunching out his life—a man don't want to experience that more than once in a lifetime.

"It's worse with a child. There was an old mate of mine in the west when I was riding in the Union Pacific—never mind his name: he's dead now—as good an engineer as ever stood in a box, cool, nerve like steel, had been through three wrecks, a holdup and a fire. Well, one day Jim was a little behind his schedule and made like anything for the next stop. There was a crossing right in front of him. He saw that everything was clear, as he thought, and went right ahead, when all at once out of a clump of trees there ran a little golden haired fairy right in front of the engine. It was all over in one instant, and when the train stopped Jim dropped like a log. It was two months before he crept back again to work. But he could never come to that crossing but he saw the little girl with her hair fluttering in the wind running out from the trees. And one day he just got off

his engine, turned it over to the second man and walked away, never to be seen again until his body was found in the river.—*Leslie's Weekly*.



SETTLED FOR THE CALICO DRESS.

No Claim was made by the Farmer for his Wife's Broken Limbs.

"Just settled the strangest claim for damages that I ever had" laughed the railroad claim agent. "I was called down the road the other day to look up an accident that we had. We had run into an old farmer's wife, breaking both of her legs and an arm and using her up generally. I received orders from the general manager to go post haste to the point of the accident and settle for it, on the best terms I could get.

"Just before I left the manager handed me a letter and said with smile that I had better look into that, too, while I was about it, as it would not take me out of my way. When I was settled for the journey I took the letter out of my pocket and looked it over. It was a claim for five yards of calico, with the threat that if we didn't settle for it immediately suit would be commenced to compel us to. The claim was very vague, no reason being given why we should pay for five yards of calico, and I resolved to look the matter up to satisfy my own curiosity if nothing else.

"However, the other case was more serious so I looked that up first, and as I entered the house the old man, whose wife had been nearly killed, said grimly:

"So you're here ter settle that thar claim fer damages? Wul, it is mighty lucky that ye have come, fer I wuz goin' ter start suit agin ye right away. My wife hadn't worn that thar dress more'n twice an' it wuz jes' ez good ez new."

"Like a flash it dawned upon me that the two claims were identical. I managed to settle with the old man without falling dead, and when I left he shook hands with me cordially and said that he guessed all this talk about robber railroads was mostly newspaper gas for political effect.—(From the *Detroit Free Press*.)



WOES OF THE TICKET SELLER.

Carelessness and Crankiness of the Traveling Public Tend to Make his Life a Burden.

"Do you ever have any troubles?" asked a ticket seller of the I. C. R. R. The cause of his question was that a few minutes before he had sold a couple of ladies tickets to a near-by village. In a short time up came a long, lank, ungainly countryman and bought two tickets for the same village. He walked directly over to the ladies who had already purchased tickets, and, after half a minute's conversation, rushed back to the ticket window and demanded the return of his money. There was blood in his eye, and he told the ticket man what his opinion of him was, and it was not flattering. He also informed the ticket seller that it was the duty of the ticket seller to have told him that the ladies had purchased tickets. His money was refunded.

Another case happened a short time ago, when a Western Congressman was on his way through this city. He was riding on a Western Union pass, and, by the way, if there are any impertinent passengers they are some of those who ride on passes. While his train was standing at the depot he rushed into the station and wanted the operator to send a telegram for him. Just at the time he came in the agent was giving orders to the conductor and when a man is giving train orders he is not supposed to do anything else. He courteously informed the Con-

gressman that he would wait on him in a moment, knowing that the man had plenty of time before the train left. The fellow was impatient, and when the agent went to take his message he explained that he was giving the conductor his orders and could do nothing else. The Congressman let out an oath and said he didn't look as though he could attend to one thing at a time, let alone trying to do two. His language was decorated around the edges with swear words that would have been the envy of a Texas ranger.

One other incident occurred when the late W. H. H. Adams was President of the Wesleyan

University. Mr. Adams came to the depot to get a ticket. He had a clergyman's permit and of course his ticket was half price. As it happened an angular farmer wanted to go to the same place and got to the window in time to see what the minister paid for his ticket, and when the agent asked the farmer twice as much as he did Mr. Adams the farmer made a dreadful howl. The agent pleasantly explained that the other gentleman had purchased a minister's ticket. "Well, give me a minister's ticket, too, then. A minister's ticket is good enough for me."



RHYME OF THE RAIL.

JOHN G. SAXE.

Singing through the forests,
 Rattling over ridges,
 Shooting under arches,
 Rumbling over bridges,
 Whizzing through the mountains,
 Buzzing o'er the vale,—
 Bless me! This is pleasant,
 Riding on the rail!

Men of different "stations"
 In the eye of Fame,
 Here are very quickly
 Coming to the same.
 High and lowly people,
 Birds of every feather,
 On a common level
 Traveling together!

Gentleman in shorts
 Looming very tall;
 Gentleman at large,
 Talking very small;
 Gentleman in tights,
 With a loose-ish mien;
 Gentleman in gray,
 Looking rather green.

Gentleman quite old,
 Asking for the news;
 Gentleman in black,
 In a fit of blues;
 Gentleman in claret,
 Sober as a vicar;
 Gentleman in Tweed,
 Dreadfully in liquor!

Stranger on the right,
 Looking very sunny,
 Obviously reading
 Something rather funny.
 Now the smiles are thicker,
 Wonder what they mean?
 Faith, he's got the KNICKER-
 BOCKER Magazine!

Stranger on the left,
 Closing up his peepers;
 Now he snores amain,
 Like the Seven Sleepers;
 At his feet a volume
 Gives the explanation,
 How the man grew stupid
 From "Association!"

Ancient maiden lady
 Anxiously remarks,
 That there must be peril
 'Mong so many sparks!
 Roguish-looking fellow,
 Turning to the stranger,
 Says it's his opinion
She is out of danger!

Woman with her baby,
 Sitting vis-a-vis;
 Baby keeps a squalling;
 Woman looks at me;
 Asks about the distance,
 Says it's tiresome talking,
 Noises of the cars
 Are so very shocking!

Market-woman careful
 Of the precious casket,
 Knowing eggs are eggs,
 Tightly holds her basket;
 Feeling that a smash,
 If it came, would surely
 Send her eggs to pot
 Rather prematurely!

Singing through the forests,
 Rattling over ridges,
 Shooting under arches,
 Rumbling over bridges,
 Whizzing through the mountains,
 Buzzing o'er the vale;
 Bless me! this is pleasant,
 Riding on the rail!

MISSOURI IKE.

The story of Missouri Ike,
Is a native of the County Pike;
A railroad man he fain would be,
And went to work with C. R. I. & P.
That road he left in '94,
And went out to the Golden Shore.
From there to Tennessee he went,
In Memphis his last dollar spent.
"I'm on the bum again," quoth he,
"I'll go to work for the Y. and M. V."
He went to work with S. K. White,
That high ball run—it was all right.
There he stayed for thirty days;
He then thought he would change his ways.
To Wilson town he went to lodge,
And went to work with Joseph Bodds.
Joe is the son of Erin's Isle,
But I thought he would stay awhile;
Until one day in early spring,
A flagman by the name of Emrich came and
took his job away.
Now in the South Ike would not stay,
But went to the land where they raise long hay.
Three months he was in Omaha;
Then went to Cameron to see his pa;
There he did not tarry long,
And says, "I will be moving on."
Back to the "Sunny South" he comes,
And goes with Stanton on a chain gang run.
Now, Missouri Ike as a railroad man,
Is excelled by few in all the land,
But accidents are sure to be;
Ike left Vicksburg on 3-83.
It was a very foggy night;
He could not see the brake-man's light;
He left Port Gibson an hour late;
They will make that up as sure as fate.
As there is nothing on the line,
They will go to Wilson killing time.
But no! that was not to be.
The train was parted—let me see—
It was just five cars from the caboose,
Where that knuckle was broken loose.
Missouri Ike with link and pin,
Prepared to couple up again.
The way John Farr came back, it beat the band,
And mashed Missouri Ike's right hand.
One finger gone—that is not bad;
Ten was all he ever had.
The company's doctor—his name's Quin,
Will make him good as new again.
"Go North, my boy, your folks to see,
At the expense of the old I. C.,

And when the summer sun is set,
Come back and work with Bruce Monette."
Ike stayed with Monette for a month or two;
Business got dull when they pulled off the crew.
It is work that Ike wants, as you all know;
So with this little tale of woe,
Straightway to the train master he did go.
Mr. Bellows looked wise, and said with a smile,
"I'll attend to your case after awhile."
Ike loafed around Wilson for a day or two,
Then rolled Tom Gardner off John Lawton's
crew.
Lawton is an old-timer, and he likes Ike, I
know,
For back and forth through the hills they go.
They are just as contented as they can be,
In their little red caboose No. 98943.
Now, kind friends, this story is true—
To prevent exaggeration I will bid you adieu.



WHAT THE CAR WHEELS SANG.

[FRANK L. STANTON in Atlanta Constitution.]

I.

With a scream of the whistle our farewell said,
And into the blackness of night we sped
On and on
To meet the dawn;
Under the sky where the stars burn red;
Past hills that stood where the snows were shed,
Ghostly white as the shrouded dead;
On and on
To meet the dawn;
True hand at the throttle and hope ahead!
The steel rails ringing—
The swift wheels singing;
"To kith and kin, O hearts that roam—
In vine-wreathed cot, and marble dome,
Over the world we bear you home!"

II.

Whirled through the dark where the black steed
drives
Are joys and sorrows of human lives;
Laughter and weeping,
And children sleeping
On the breasts of glad mothers; and wistful wives;
The clang of chains and the grip of gyves!
On and on
To meet the dawn

Where Light the soul of Darkness shr ves!
 The steel rails ringing—
 The mad wheels singing:
 "To gloom or gladness, O hearts that roam—
 To darkened dwelling or marble dome
 Over the world we bear you home!"

III.

There are hearts that listen with hope and fear
 For the signal thrill of the engineer;
 That throb and thrill
 At that signal shrill,
 Does it bring them the rose or the rue to wear?
 The song, the sigh, or the burning tear?
 On and on
 To meet the dawn—
 The black night dies, and the hills stand clear!
 "What are you bringing,
 O swift wheels singing—
 O daisied meadow and dew-sweet loam?"
 "The hearts that hunger—the hearts that roam—
 Over the world we bear them home!"

IV.

Old friends, old lovers, in rapture wild—
 Kiss of the mother and clasp of the child;
 The night is gone—
 We have met the dawn;
 Never so gladly the sweet sun smiled!
 Never the spirit of Night beguiled
 The hand so true,
 That the throttle knew—
 Bearing the burden of mother and child
 On and on
 To the joy of the dawn!
 With ever that song to the hearts that roam—
 "To vine-wreathed cot and marble dome
 Over the world we bear you home!"



FLANNIGAN AND FINNIGAN.

St. Louis is a great town. A great many great things emanate from St. Louis. They write poetry among the other things they do so well—even the railroad men drop into poetry sometimes, and then it is truly great. The authorship of "The Beautiful Snow" and the "Junius Letters" has never been discovered, and the same fate is in store for this idyllic effusion from St. Louis, entitled "Flannigan and Finnigan":

Superintindint wus Flannigan;
 Boss av the siction wus Finnigan.
 Whiniver the kyars got offen the track
 An' muddled up things to the divil and back,
 Finnigan writ it to Flannigan,
 After the wrick wus all on agin.
 That is, this Finnigan
 Repoorted to Flannigan.

When Finnigan furst writ to Flannigan,
 He writed tin pages, did Finnigan.
 An' he tould just how the smash occurred;
 Full many a tejus, blunderin' wurd
 Did Finnigan write to Flannigan
 After the kyars had gone on again.
 That wus how Finnigan
 Repoorted to Flannigan.

Now, Flannigan knowed more than Finnigan—
 He'd more idjucation, had Flannigan;
 An' it wore him clane and completely out
 To tell what Finnigan writ about
 In his writin' to Muster Flannigan.
 So he writ back to Finnigan:
 "Don't do sich a sin agin;
 Make 'em brief.—FLANNIGAN."

When Finnigan got this from Flannigan,
 He blushed rosy red, did Finnigan;
 An' he said, "I'll gamble a whole month's pa-ay
 That it will be minny and minny a da-ay
 Before Sup'rintindent, that's Flannigan,
 Gets a whack at this very same sin agin.
 From Finnigan to Flannigan:
 Reports won't be long agin."

Wan day on the siction of Finnigan,
 On the road sup'rintinded by Flannigan,
 A rail gave way on a bit of a curve
 An' some kyars went off as they made the swerve.
 "There's nobody hurted," saz Finnigan,
 "But reports must be made to Flannigan."
 An' he winked at McGorrigan,
 As married a Finnigan.

He wuz shantyin' thin, was Finnigan,
 As minny a railroader's been agin,
 An' the shmoky ol' lamp wuz burnin' bright
 In Finnigan's shanty all that night.
 Bilin' down his repoort was Finnigan.
 An' he writ this here: "Muster Flannigan,
 Off agin, on agin,
 Gone agin.—FINNIGAN."

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APPENDIX.

At the request of many patrons of this work we have added the following blank pages that a future record may be preserved. It will be found very desirable for the purpose of entering data of deaths, accidents, promotions, or any events pertaining to those whose life record is herein portrayed.

