

RAN THE FIRST TRAIN FROM SEA TO LAKES

Interesting Incidents Recalled by the Death of Charles H. Sherman.

VETERAN LOCOMOTIVE ENGINEER

He Ran the First Train Between Tidewater and the Lakes—When the Erie Employed but Three Conductors, One of Whom Still Lives, How Charles Minot Used the Telegraph—Josh Martin's Great Feat.

"Charles H. Sherman, who died at Dunkirk, N. Y., the other day," said a veteran railroad man to a Sun reporter, "was the engineer who took the first passenger train from Dunkirk to the Hudson river to Lake Erie on the Erie railroad—the first train that ever made the trip between Tidewater and the lakes on any railroad. It was one section of an excursion train that left Piermont, near the eastern terminus of the Erie, on May 14, 1851, to celebrate the opening of the railroad that had been nearly twenty years in building. That section of the pioneer through train carried the most distinguished party that was ever got together on a railroad train before or since. In it were Millard Fillmore, president of the United States, and his cabinet, including Daniel Webster and John J. Crittenden; Stephen A. Douglass, William H. Seward, Hamilton Fish, ex-Governor Marco, Daniel S. Dickinson, Charles O'Connor and six clergymen of other, judges, statesmen, journalists, all men of great fame in that day. Daniel Webster rode much of the trip sitting in a big easy rocking chair placed on a flat car as an observation car, 'so he could see the country,' he said. The train was in charge of the officers and board of directors of the railroad company, among whom were William H. Dodge, Marshall O. Roberts, Sheppard Knapp, John J. Phelps, and Charles M. Leupp. Benjamin Loder being president of the company. Dodswoth's famous band accompanied the excursion. G. D. Lyman was the engineer who ran the first train out of Piermont, and Captain Henry Ayers the conductor. The engine of the second train was in charge of Onderdonk Merritt and the conductor W. H. Stewart.

"The trains ran to Elmira the first day. On the next day they ran to Dunkirk. At Hornellsville Charles H. Sherman took charge of the first train as engineer and W. D. Hall of the second. That part of the road was entirely new, and a locomotive was run a short distance behind the second excursion train to be on hand to help in case of a breakdown. This locomotive was in charge of W. A. Kimball. The first train was preceded by another locomotive run by H. G. Brooks, then an engineer in the employ of the Erie. That locomotive was the first one that ever sounded a whistle on the shore of Lake Erie west of Buffalo. Brooks then an engineer on the Boston and Maine railroad, was hired by the Erie to fetch the locomotive from Boston. It was carried on a vessel from that city to New York, where it was loaded on an Erie canal boat and transported to Buffalo. From there it was taken to Lake Erie and hauled to Dunkirk. Brooks set it upon the Erie track at that place in November, 1850. It was the pioneer locomotive of the western end of the Erie railroad, and was named the Dunkirk. Brooks was superintendent of the western division and master mechanic. He left the road in 1869, and founded the Brooks Locomotive Works at Dunkirk.

TRAVEL UNDER DISADVANTAGES

"Brooks, Sherman, Kimball, Hall, and many others were all brought from the Boston and Maine railroad by Charles Minot, general superintendent of the Erie, who was himself a graduate of the Boston and Maine. He was a son of Justice Minot of the Massachusetts Supreme court. He was the first to use the system of running trains by telegraphic order, which he did on the Erie in the fall of 1851. Sherman, the veteran engineer who died the other day, was 78 years old. Kimball is still living at Hornellsville. Hall is at Batavia, N. Y., where he is running a switch engine on the New York Central railroad. They, with Sam Naples of Hornellsville, are the last of the pioneer engineers of the Erie that came on the road with Charles Minot, nearly fifty years ago.

"W. H. Stewart, the conductor who started from Piermont with one section of the great excursion train, is living at Waverly, N. Y., at the age of 86. He began as conductor on the Erie in November, 1852, when the railroad was only fifty miles long, and had been in operation but little more than a year. This was between Piermont and Goshen. Three conductors were then all that the Erie employed, and Stewart was the third in the service. Eben E. Worden having been the first conductor to run a regular train on the Erie, and Henry Ayers the second. Worden was hired by the Erie on the road from its opening in September, 1841, until October, 1842, when Ayers was added to the service. Stewart following him two weeks later. There were no such things as cabooses on the freight trains in those days, nor cabs to the engines. The conductors had to ride on the locomotives. There was no protection from snow or rain. It was not an uncommon thing to see the engineer and conductor covered with ice. There were only two ticket offices on the Erie, at Goshen and Chester. The conductor was provided with tickets for each station on the road, a square tin box to carry them in, and a book containing \$10 in change and bills. This was carried in the box, and was the conductor's capital for the day. It was to make change with when passengers offered money larger than the amount charged. The tin box and its contents were delivered at one end of the run to the general ticket agent at Piermont, and returned to Henry E. Fitch, Fitch's first general passenger agent, still living at Jersey City. The account was balanced with the conductor and the box returned to him with \$16 in the bag again for use on the return trip. All tickets for New York were collected on the steamboat.

FIRST TRAIN ORDER. "Conductors Ayers and Stewart were selected to run the first and second section of the great through excursion train in 1851. At that time the Erie employed but three conductors. To take the first section, and Conductor A. N. Chapin the second section, and run them to Dunkirk. The train lay all night at Elmira, and everything was well until it reached Goshen. The train all night long, and Conductor Robinson, carried away by the universal good cheer, was not feeling in shape to take charge of the train next morning. General Superintendent Minot put Conductor Stewart in charge of section 1 of the train, and so he ran all the way from Piermont to Dunkirk, and thus became the first conductor to make the first through trip on the Erie, and on the first through train with a distinction of which he is very proud in his old age.

"This feat of the now wide fraternity of railroad conductors also ran the first train that was ever run on telegraphic order. This was in the fall of 1851. Up to that time the trains on the road were run on the time-interval system. The track was single, and at convenient sidings along the line a train going in one direction would wait until a train coming in the opposite direction. East-bound trains had the right of way, but lost it if they were ten minutes late in reaching a turn-out or waiting station, and they must then take a siding and wait for the west-bound train to pass. The Erie telegraph had then been recently put in operation, and it was a mystery to the old railroad men. Superintendent Minot took a telegraph office at Piermont. Minot telegraphed to the operator at Goshen asking him whether the east-bound train had left that station. The answer was that the train had not arrived at Goshen, and that the west-bound train was held behind its time. Superintendent Minot then wrote and handed to Conductor Stewart, the first one ever written, an order to run his train eastward regardless of the train coming westward. Conductor Stewart, obeying the order, and landing it to his engineer, told him to go ahead. The engineer read the order, and passing it back to Stewart, exclaimed: "I won't run by that thing!"

ONE FAST RUN.

"Conductor Stewart reported to the Superintendent, who went forward and used his authority on Engineer Lewis but without avail. Minot then climbed into the cab and took charge of the locomotive. Lewis jumped off and got in the rear seat of the rear car. The Superintendent ran the train to Goshen. The other train not having reached that point yet, he inquired for it at Middletown. It was not there. He ran to Middletown, and so on to Port Jervis, where the east-bound train entered the yard from the west as the other went in from the east. An hour had been saved to the west-bound express, and the telegraphic system of running trains was adopted at once on the Erie, and it soon became universal.

TEMPERS JUSTICE WITH MUCH MONEY

One Proverbial Characteristic of the Average French Jury.

QUEER KINKS IN HUMAN NATURE

Tears and Acquittal for the Murderer, Acquittal for the Man Frustrated in Murder, and Only in Sympathy for the Young Creature Who Drove Men to Suicide.

Paris Letter in the Sun. The French jury has long been the laughing stock of the people and the but of the funny papers, but it continues through the ridiculous tenor of its way because it is supposed to be the living embodiment of liberty, equality and fraternity.

There is a very strong sentiment throughout France against capital punishment, and to a less extent against any punishment at all. Murderers by premeditation do not get off usually scot-free, but they get off entirely too often. Murderers who have committed the crime in the heat of passion get a sentence of less than five years in prison, and if it be a first offense, almost always something far less severe. In only one class is the criminal invariably sure of conviction, and that is in the case of infanticide by mothers, married or unmarried. In most of these cases there are strong extenuating circumstances—the strongest possible—but the French jury sternly rejects them and is sure of conviction. These mothers must suffer the extreme penalty of two years in prison. That is the invariable verdict.

A SPECIMEN CASE.

Although the public has resolved never to be surprised at the mental antics of a jury, it could not but raise its eyebrows and shrug its shoulders at the outcome of another trial of the last week, the details of which are worth recounting not only because of the singular verdict but because of the inherently Parisian character of the story.

Jaquillart, a very handsome young man, was born twenty-three years ago in a small hamlet of the department of the Yonne. His father was a day laborer, but notwithstanding his poverty he gave her a good education, an education, indeed, including many accomplishments. At the age of 17 she was to marry a wealthy and prosperous young farmer. She objected and fled to the nearest town. There she met and captivated a young cavalry officer. He loved her, and did many things for her he should not have done. It took exactly one year for her to ruin him. One day he awoke to find himself penniless and deborced. She had not only stolen every cent he owned, but she had ruined everything in sight, putting the blame on him.

A GAY ENCHANTER.

For a month she attracted a great deal of attention in the carriage parades of the Bois. Everybody remarked her. Everybody wanted to know who she was, and what she had done. She was the first lesson; she was talked about, and had become a personage. One day she drove in her showy victoria to the banking house of Oppenheim Bros. The two young men, Robert and Eugene, are bachelors and barons. She was received by their confidential secretary, Michel Briand. To this young man she recited a romantic story. She was on the point of receiving a sum of a very large inheritance, but she had had a terrible trouble with her husband, and he had placed obstacles in her way. In substantiation of her story she showed Mr. Briand a number of letters from various attorneys, which she had cleverly forged. Mr. Briand, according to the Paris newspapers, was "overcome by

THE EXTREME DISTINCTION OF THE COUNTESS, and straightway he fell head over ears in love with her—or so he experienced that feeling which serves the same end according to the Paris code. He left his wife and two small children, and was henceforth her slave. In this way she would undertake to repay the entire amount that she had stolen. The Oppenheims were pleased, not only with the proposition but with the countess, and agreed to drop any thought of prosecution. How much they were pleased with the countess will never be known, exactly, although she hinted in court that she might have something to tell if the case went against her. In any event, these two flowery letters were put in evidence at the trial.

ARRESTED.

"When the Oppenheims discovered the loss and threatened to prosecute him, the countess went to see them. She was very high and mighty. She expressed lively indignation at the dishonesty of Mr. Briand, but added that, out of pity for him, she would undertake to repay the entire amount that she had stolen. The Oppenheims were pleased, not only with the proposition but with the countess, and agreed to drop any thought of prosecution. How much they were pleased with the countess will never be known, exactly, although she hinted in court that she might have something to tell if the case went against her. In any event, these two flowery letters were put in evidence at the trial.

1,000 DUELS IN GERMANY.

1,000 A Year in France and 2,750 Duels in the Last Ten Years in Italy.

More duels are fought in Germany than in any other country. Most of these are never recorded, which culminates in nothing more serious than slashed cheeks or torn scalps. Of all German university towns little Jena and Goettingen are most devoted to the code. In Goettingen the annual number of duels is about one hundred. Next to Germany, France is most given to the duelling habit. She has every year uncounted meetings, "more to be said than to be done," that is, merely to give those who are ambitious to win out insults by crossing swords or firing pistols in such a way as to preclude the slightest chance of injury. In the duels statistics these meetings are not recorded, as they are far less serious than those in the German student duels. Of the serious duels, France can boast fully 1,000 from New Year's to New Year's. The majority of these are among army officers. More than half of these result in wounds; nearly 20 per cent, in serious wounds.

Italy has had 2,750 duels in the last ten years, and has lost fifty citizens on the field of honor. Some 2,400 of these meetings were consummated with sabres, 12 with pistols, 99 with rapiers, and one with revolvers. In 974 cases the insult was given in newspaper articles or in public letters regarding literary quarrels. More than 200 principals were insulted by word of mouth. Political discussions led to 532; religious discussions to 29. Women were the cause of 183. Quarrels at the gambling table were responsible for 185.

ACQUITTED.

The jurors thought that was very witty, and rubbed their hands in appreciation. They were still smiling indignantly when Briand's attorney attacked them. His client, he declared, was the dupe of a crafty woman. At that word the jurors looked very much hurt, but they brightened up when the attorney went on to say how much his client had loved the countess. From this the attorney took his cue, and he subjected the countess to a speech he dwelt on the beauty, the sacredness of such a love. At the end the jury was in a real sentiment of the matter. They were out but five minutes, and came back with a verdict acquitting both the countess and her lover.

His Services.

"Pat, there's a hole in the roof of the church, and I am trying to collect money enough to repair it. Come, now, what will you contribute?" "Pat—'Me services, sor?" "Pat—'What do you mean Pat? You are no carpenter!" "Pat—'No; but if it rains next Sunday O'll sit over the hole.'—The Bits.

HOW TO SPEND MILLIONS.

Two Writers Give Interesting Hints Which May Relieve Scrantonians of Much Worry.

Perhaps there is hardly anyone who does not know the value of money, or who would do if possessed of a large fortune—say, of several millions, or even of \$10,000,000 or \$15,000,000. Not having it, the next most pleasant thing to imagine the possession of such a fortune, and certainly nothing is easier than to lay it out according to what appears likely to bring the most enjoyment, says the Baltimore News.

Two of the magazines this month tell how certain English millionaires really spend their money—the millionaires being defined as a man who has a million sterling invested at 5 per cent. In the first of the articles, in "Casell's," the contributor, Mr. Arnold White, mentions some of the items of necessary outlay as follows: \$2,500 for rent of a town house for four months, \$3,500 for the keep of the house, exclusive of stables and vines; country house, \$14,000, which includes the maintenance of 28 gardeners and 29 indoor servants; travel and amusements \$2,000, clothes \$1,000, tobacco \$500, while poor relations are to get only \$500 and philanthropy \$2,000. There is a balance left to cover such items as politics, religion, music, literature, racing, wedding presents and crossing sweepers.

Mr. White's idea of living on a scale commensurate with the income enjoyed is a little curious as in the London there is to be a dinner five nights in the week for four months, to which from 4 to 20 persons are to be invited. Sixteen indoor servants will be needed. The millionaire must have nine carriage horses each to cost \$120 a year, and five common horses and he will also have a steam yacht to cost when in commission, \$1,500 a month. But, reading over all this, why so little in philanthropy. Mr. White seems to think that it should not be even so much, but, he explains, it is now obligatory upon the rich to give a certain amount in charity, as it is in the cheapest form of advertisement, and if money is not given in this way a man's lady acquaintance will look upon him as coldly.

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There is but one answer—Samters.

In the office—the lawyer's, the broker's, the banker's—in the pulpit—at the bar of justice—in the private office—on the best dressed men you will see our suits and overcoats.

We have but one complaint to make—some of you don't give credit where credit is due. The old disregard for ready-made no longer remains—no longer applies to our sort. You can feel a pride in claiming Samter your tailor, inasmuch as he fits you perfectly and saves you money.

Suits—\$8, \$10, \$12, \$15, \$18, \$20, \$25. Overcoats—\$8, \$10, \$12, \$15, \$18, \$20, \$25.

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Calve's absolute reliance on Paine's celery compound at all such times of low nervous energy appears in the following letter:

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