

NAMES OF OUR RAILROADS.

Curious Changes in Titles Brought About by the Public.

The fashion of naming railroads has changed considerably in the last quarter of a century. The three and four word titles have about gone out of style, and one word names succeed them. For instance, the Santa Fe is no longer referred to as the Atchison, Topeka and Santa Fe, although this is the corporation title.

The old Chicago, Burlington and Quincy has been contracted to simply Burlington by the public decree, and the title Rock Island has replaced the Chicago, Rock Island and Pacific.

Many towns otherwise practically unknown are kept before the public because they had the luck to be worked into a railroad title. For instance, who knows the real name of the Monon railway? As a matter of fact it was organized as the Chicago, Indianapolis and Louisville road. The little town of Monon, Ind., gave it its popular name. The Wabash system does not take its name from the river, but from a station of this name on the line.

One of the most sensible railroad names was selected for the combination of railroads organized in the south and now known as the Southern railway. The Southern is very fitting, as it enters nearly every southern state. It is also an economical name.

Another name that strikes you is the Cotton Belt. This is how the St. Louis Southwestern railroad has been modernized. As it passes through one of the largest cotton producing regions of the United States it is very appropriate.

Because a little road up in Nova Scotia with the ponderous title of the Dominion and Atlantic reached the land made famous in Longfellow's poem tourists have given it the title of the Evangeline road, and perhaps this is more appropriate than the other. It is certainly more picturesque.

A change which must have shocked the directors was in the case of the Cleveland, Cincinnati, Chicago and St. Louis. This was altogether too much for its patrons and the railway men, and some one thought of the size of the cities named and called it the Big Four.

Down in Texas and the neighboring states they have a habit of handling the railroads without gloves when it comes to giving names. A favorite plan is to take the principal initials of a road and spell them out. Only a native of the southwestern ranches would know Pee Gee stands for the Kansas City, Pittsburg and Gulf railroad. Another Texas road, the Kansas City, Beaumont and Gulf, is merely called Kaysee, cutting off the last part of it. Sap is short and sweet. It has been contracted from S., A. P., meaning San Antonio and Aransas Pass, one of the principal lines in Texas. The New York capitalists who built another road thought that Missouri, Kansas and Texas would be a suitable name, but the Texas people reduced it to Katy.

Including nicknames, the shortest name of any railroad in the United States is the Sap, which has already been referred to. It is 637 miles in length. A little road in Mississippi, the Chester, Perryville, Sainte Genevieve and Farmington, has the longest title of any in America. This contains no fewer than 43 letters, but two other lines are close to it, the Richmond, Nicholasville, Irvine and Beatyville and the Southwestern Arkansas and Indian Territory. The Chester line is only 27 miles long.

OLD WORLD POWERS.

Italy seems to consider herself the balance of power in Europe.—Philadelphia Ledger.

Russia once more shows the advantage of saying nothing and taking decisive action.—Philadelphia Inquirer.

As matters now stand the combined powers, with possibly two or three exceptions, are wishing that China had never been born.—Philadelphia Inquirer.

The sultan of Turkey is still congratulating himself on the fact that the powers skipped him and went away over to China to do their civilizing.—Washington Star.

The British army estimates for the coming year are £88,000,000, say \$440,000,000, of which \$290,000,000 comes under the head of "war services." In other words, this sum is to carry on the war which was supposed to be finished when Lord Roberts came home from South Africa.—Philadelphia Times.

It is a queer basis of reconstruction in Spain that compels Sagasta and Weyler to belong to the same cabinet. There is no promise of stability in the new arrangement, for Sagasta has announced no policy, and Weyler significantly assumes control of the war department.

NEW CENTURY PROVERBS.

'Twere better to see clearly with one eye than mistily with two.

It were better to be kicked by your friend than kissed by your enemy.

It were safer to place your mouth on the muzzle of a gun than on the lips of a deceitful woman.

The idler that dreameth of gold suffereth hunger, but he who hath dug for it liveth in a palace.

Sometimes we envy the prosperity of a wicked man, little knowing how the wicked man envies us.

Our tears are brine to the world's palate, but our merriment reverberates through the world's heart.

The friends that wealth makes are as the quicksands, but the friends of poverty are like the fixed stars in heaven.

A wife's wise counseling entereth her husband's mind and after many days returneth to her in jewels and precious raiment.

The heart of a woman is as a driven well, and he who would sound its depths must be blessed in patience, even like one who dives for pearls.—Walter Pultizer.

Booming Papa.

"Here is a story of a little girl, the daughter of a local physician of credit and renown," says the Cleveland Plain Dealer. "She is a bright child of 6 and has been much petted by her admiring friends. Perhaps this has spoiled her a little, but she is so sweet and entertaining that visitors can't keep their hands off her.

"One of these visitors, a new neighbor, made a call on the little maid's mother, and it wasn't but a few moments before the little maid was on her lap.

"In the chatter which followed the woman made some allusion to the little one's grandmother.

"Why, didn't you know?" cried the child.

"Know what, dear?" said the visitor.

"Why," answered the child, "grandma is dead, and grandpa is dead, and Aunt Jane is dead, and most all of papa's patients are dead too!"

Philanthropy.

"How you must enjoy being a philanthropist!" said the sprightly young woman.

"I don't quite understand you," replied the man of earnest manners.

"It must be such a pleasure to feel that you have plenty of money and can always be doing good."

"Yes; but the only difficulty is that one can't always be sure whether he is doing good or being done good."

Standing in His Own Light.

"I'll never give you up, Miss Perkins—never."

"That's it, Mr. Hopkins; I'd be afraid to marry such a determined, obstinate man as you are."

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March 8—d6m Agent.

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TRAINS WILL LEAVE ST. JOHN

Express for Halifax and Campbellton... 7.00
Express for Point du Chene, Halifax, and Pictou... 12.15
Express for Sussex... 16.30
Express for Quebec and Montreal... 17.00
Accommodation for Halifax and Sydney... 22.10

TRAINS WILL ARRIVE AT ST. JOHN

Express from Sussex... 8.30
Express from Montreal and Quebec... 12.40
Express from Halifax, Pictou and Point du Chene... 16.00
Express from Halifax and Campbellton... 19.15
Accommodation from Halifax and Sydney... 24.45
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