A TALENTED MILLIONAIRE.

SKETCH OF THE CAREER OF VICE-PRESIDENT CROCKER.

Mr. Crocker was born at Sacramento in 1855, and has therefore achieved his present high position and great reputation in railroad management at the early age of 36 years. In his youth he studied at the public schools of Sacramento, at the California Military College and at the Polytechnic Institute at Brooklyn, New York. It was his intention to have prosecuted his study of polytechnics to the farthest limit of education, but a failing eyesight compelled him to desist. A trip to Europe was taken after he left school, but on his return he was still troubled by weakness in his eyes, and further study was impossible. He thereupon turned his attention to other things, and taking an interest in the work in which his father was engaged, he determined to devote himself to the promotion and management of railroads.

At the time when he entered upon his work, being under 21 years old, he had already given evidence of the sterling stuff that was in him. During his trip to Europe he proved himself to be economical and prudent in the management of money, and, despite his father's wealth, capable of resisting the temptations which entice young men in the gay capitals of the Old World. His beginning in the railroad office was significant of his father's wisdom and his own practical common sense. Instead of taking some sinecure office with a high title, which his father's influence might have obtained for him, he began as a clerk in the division superintendent's office at Oakland wharf, and from there was step by step promoted through the offices of the company, learning the business and the methods of each, until at last having fully equipped himself for the place, he was appointed on the death of David E. Cohn to the vacant position of financial agent of the road. In this position he achieved immediate success and was shortly afterwards elected third vice-president.

The absence of Leland Stanford, president of the road, who was much of his time in Europe, and of C. P. Huntington, first vice-president, who resided in New York, threw the whole direction of the affairs of the road in this state upon Mr. Crocker. While attending to these duties he had still further responsibilities placed upon him by the death of his father which left to him the care and management of an estate of $21,000,000. By his energy and sagacity he conducted with success both the business of the railroad and the administration of his father's estate. His abilities seemed to grow with his opportunities and his duties. The ablest financiers in the world began to recognize in the young man one who was worthy of being trusted with the greatest enterprises. When, therefore, upon the retirement of Leland Stanford, Collis P. Huntington was elected president of the Southern Pacific railroad, Mr. Crocker was chosen first vice-president, and was thus made a full participant in the administration of interests involving property valued at $200,000,000.

It was not because he is the son of a millionaire that he has achieved this position, but because he has shown himself from his boyhood to be always superior to his opportunities and ever ready to do his share of whatever work is required. With all his wealth and his success he has remained true to the ideal of American manhood. He has never aped the ways of European aristocracy. Man of great wealth are generally shut out from a knowledge of the people, and consequently from sympathy with them. Mr. Crocker, however, mingles freely with all classes, and having a quick perception and these appreciative faculties, readily understands them and comes into sympathy with them. He shares the popular desire to further the interests of California and the welfare of the people, and is therefore always ready to assist every worthy undertaking. His words and his actions of the railroad corporation in this city all prove that he is heartily in favor of developing to far as possible every section of the state by giving every railroad facility which circumstances will justify. His great position therefore and his present large and influential position in the Southern Pacific Company is a matter of public importance, and is the best possible guarantee that the interests of the railroad will always be kept in harmony with the interests of the people.—Brooks Bee.

Food Wasted in American Hotels.

The thing which, perhaps, strikes the most disagreeably in the American hotel dining-room is the sight of the tremendous waste of food that goes on at every meal. No European, I suppose, can fail to be struck with this, and to a Frenchman it would naturally be most remarkable. In France, where, I venture to say, people live as well as anywhere else, if not better, there is a perfect horror of anything like waste of good food. It is to me, therefore, a repulsive thing to see the wanton manner in which some Americans will waste at one meal enough to feed several hungry fellow-creatures. In the large hotels, conducted on the American plan, there are rarely fewer than fifty different dishes on the menu at dinner time. Every day and at every meal you may see people order three or four times as much of this food as they need, under any circumstance eat, and, picking at it, spoiling one dish the another, send the bulk away untaken. I am bound to say that this practice is not only observed in hotels where the charge is so much a day, but in those conducted on the European plan—that is to say, where you pay for everything you order. There I notice that people persist in much the same wasteful fashion. It is evidently not a desire to have more than is paid for, but simply a bad and ugly habit. I hold that five hundred hungry people could be fed out of the waste that is going on at such large hotels as the Palmer House and the Grand Pacific hotel of Chicago—and I have no doubt such five hundred hungry people could easily be found in Chicago any day.—Max Orloff in North American Review for January.

Clerk—I can't make out the signature of the gentleman who wrote this letter. Perhaps you can tell who it is? Employer—Dutch better me. Just write to the man and tell him we can't make out what his name is.—Texas Siftings.

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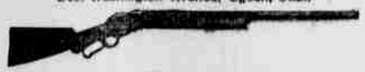

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