DESERET EVENING NEWS: SATURDAY, DECEMBER 28, 1901.

Private Railroad Cars And Decords Who Liee Them And People Who Use Them.

while it is a popular belief that ev- | Cays. The entire time they spent on ery millionaire has his private car, it is the train. The private cars in general use to-

commodations for ten people.

o which they are put.

pollshed mahogany.

tle ornamentations.

a fact that many of them and the day vary in size and equipment, but as a rule the plan for a car from 60 to \$0 feet long provides for a kitchen at one end, several sleeping compartwealthiest of all do not own them, but are content to hire one as occasion may require. ments, a drawing room in the center of the car, a few private staterooms

Chief among these is J. Pierpont Morgan. When he wishes to travel he requests the use of a private car from whatever road he desires to pass over. As a rule he uses one of the New York Central railroad's private cars. Yet the "private car of Mr. Morgan" has been described in detail in the columns of many a newspaper, and photographs and sketches of it have appeared in many an illustrated magazine.

William C. Whitney is another wealthy man whose property list is incomplete in this respect. He finds it convenient to hire a car when he needs one. The members of the Vanderbilt family, also, do not own the cars they use, but the New York Central railroad has set aside for members of the family a special private car.

When, where, and by whom the pri-vate car was first introduced into our democratic system of civilization is apparently a question regarding which no definite and conclusive evidence can be adduced.

Some old railroad men declare that from the first day that railroads were opened in this country coaches were set aside from time to time for the exclusive use of special personages. Old pas-senger officials declare that the custom was transplanted from the time of the stage coach, when every man of affairs had a private coach and four to travel in and when persons of less degree could for a little extra money hire a special coach to enable them to hasten on their journeys.

It is declared and it appears from ac-counts in the novels of the stage coach days that the hiring of express coaches was quite a common thing among the well-to-do people then, just as the hiring of private cars has become an or-

dinary occurrence in our time. The first private cars were of a primitive character, even after the sleep-ing cars had been invented. Cars which could even approach the magnificent palaces of today were hardly known in 1876, when at the Centennial exposition the Pullman company exhib-Ited its two palace cars, the "Queen" and the "President." These cars creat-ed a sensation, yet at the present time they would hardly be considered as first class cars by the ordinary travel-er. The period of their usefulness is past, they having been sold as old junk. In every private car of the present time one of the main points is the kitchen. In these days there are many people who spend whole months rambchen. ling through the country in a private car, hired or owned. There are not a few counties in the states where a stay of more than half a day without restaurant of one's own would be disagreeable.

Yet there were many private cars in the seventies and even in the early eighties which had no facilities for preparing even a bolled egg or a cup of

The late John Newell, when he was president of the Lake Shore railroad happen to be. This car might roll into the Grand Central station and within ten minutes after its arrival Mr. Bush ould call up any of his business friends the 'phone.

Another fine car is that of Charles W. Bunting, a Western millionaire, who haid \$35,000 for it. The practice of hiring private cars is of recent origin, but in the last few years it has grown to considerable pro-portions. It has become an important branch of the business of the Puliman company, and is under the supervision of an assistant means of the supervision f an assistant general superintendent. Ince its origin this office has been filled

or the car, a rear end an observation compartment with a broad platform. Such a car generally has sleeping ac-Since its origin this office has been filled by Mr. Samuel Wilson, Speaking of his work the other day Mr. Wilson said that the first cars hired were so-called "hunting cars," originally parlor cars, remodeled for hunting parties. This was about twen-hunting parties. This was about twen-Its finish generally depends on the taste of the owner. Some have plush end polished mahogany, others are equipped in leather and dark oak. The better the taste of the owner the hunting parties. This was about twen-ty years ago. Soon the Pullman com-pany found there was a demand for these cars from people who had no idea of going after game. Then they began to build special cars for this purpose. The first of these were the Iznak Wal-ton and the Davy Crocket, which were built eighteen years are. These bays simpler is the interior of the owner the simpler is the interior of the car. Rail-road men say the finest private cars are owned by the most insignificant toads, especially if these are on the verge of receivership. One of the most spiendid private cars ever built was used by John W. Gates when president of the defunct Kansas built eighteen years ago. These have since gone out of commission.

City, Pittsburg & Gulf railroad, now the Kansas City Southern. When he inspected the tracks of that road it The Pullman company now operates twenty private cars which are for hire twenty private cars which are for hire. They are the Campania, Cleopatra, Con-voy, Coronet, Courier, Edgemere, Glen Eyre, Grassmere, Haselmere, Idler, Im-perial, Iolanthe, Lucania, Lucullus, Oli-vette and Riva. Four new cars are now under construction, and they will be become as the Mandemar Colorated Ascould not even earn the interest on its mortgage bonds, but the car in which these trips were made was gorgeous. Turkish rugs of the most expensive kind were on the floor. The cellings and walls, the doors, the floors, and the known as the Mayflower, Colonial, Arcadian and Ilidian. Besides these are many ordinary sleeping, parlor and tourist cars which may be hired. The demand for these is so great that all of them are booked months ahead. furniture were of iniaid wood. In the windows were tropical plants, and sil-ver was on the door knobs." But not all railroad presidents have ars fitted in the style of an East In-

For the last Harvard-Yale foothall game five private cars were chartered by various parties of Philadelphians and New Yorkers. Mr. Randenbrock, the general mana-

dian prince. Some of them are severally plain. This is especially true of the cars built by the roads for the use of the cars built by the roads for the use of their own officials, of which cars every coad has a half a dozen or more, ac-ording to its size. In the West these ger of the Standard Oil company in Holland, during his stay here last fall hired a private car for the sole pur-pose of seeing the American autumn follage, of which he had heard so much. cars are built mainly with a view to enable them to sustain the severe use The tracks of the western roads are not always smooth, and the dust of the He traveled with his family all through New England, New York and Pennsyl-vania, and came back delighted. He prairies has no regard for velvet and fine carpets. Most of the cars used by railroad officials have chairs finished in had spent his time almost entirely in the observation end.

leather. In the drawing room there are The cars are hired by men and women one or two desks, with the necessary office utensils, and suspended from the of all professions, and some of them are by no means millionaires. Gen. Miles celling are a number of maps of the road, which may be unrolled by simply uses a private car, and so do Secretary Elihu Root and Richard Mansfield, J pulling a string. Perhaps one of the best cars made for a railroad official is the one now H. Moore, the financier, hires the Cam pania by the year. Joseph Jefferson of-ten takes a car, but he has no special preference. Westinghouse, the invent-or, has under continuous charter the used by W. H. Newman, president of the New York Central. It was origin-ally built for the Lake Shore railroad, private car Glen Eyre.

of which Mr. Newman is also president. It is known as "No. 44." This car has Some people have a preference for certain cars or names. The Yale Glee an observation compartment at either end. The stateroom furniture is of brown plush, the dining room is in green leather, and the woodwork is club always charcters the private car Riva for its annual tour. Mme. Nordi-ca, the singer, hired recently a private car for her four months' tour of the United States, and the Pullman com-pany renamed the car Brunhilde in her The car of President Harris of the Chicago, Burlington & Quiney is fin-ished in dark leather and oak. Private car "No. 101" of the New

Some time ago a gentleman came to the Pullman office to hire a car called Kearsarge, because of its name. He was disappointed when told that the Kear-York Central is known as "W. K.'s" car, because it is used by W. K. Vanderbilt, "No. 439" is known as "the Vanderbilt car," because it is set aside for the use of the family, "No. 101" is sarge had gone out of service long ago. He had seeh its name in a prospectus which was one of the first sent out by simple in appearance, upholstered in leather, and the woodwork contains litthe Pullman company. Supt. Wilson secured the prospectus and holds it among his cherished papers.

quested the Pullman company to fur

nish him with a private car. They as-

signed for his use the best car they had

It was the Imperial. By return mail came a letter from the president re-

the Pullman people

Most of the private cars of men con-nected with railroads bear no desig-nation other than the number. The car That there is something in the name even of a private car is demonstrated by an incident in the life of President McKinley. When he was about to start on his last tour across the continent he



Good news to those who have been waiting for after Christmas bargains. Better offerings than these cannot come and certainly after this announcement not one of the number will there be to tell of. For Monday and the week:

SILK WAIST PATTERNS, \$3.00.

For the Christmas selling we cut bolts of beautiful sliks into waist lengths. They were, of course, rich and for the christian sening we cut boits of beautiful sinks into waist tengths. They were, of course, rich and fashionable sorts, for wear on all occasions, evening or day and sold regularly at \$1.25, \$1.56, \$1.75 and \$2.00 a yard; now about one hundred patterns—as choice as any that have gone away—are still here for it would not have been possible to reckon the exact number needed for selling, that, to be rid of quickly, commencing Monday, will sell at, entire pattern—\$3.00.

SKIRT PATTERNS, \$2.00 AND \$4.00 EACH.

Three hundred skirt patterns—almost equally divided into two lots—so you may be sure the choice of kinds is no small affair, indeed, nearly all were freshly cut for last week's sale from wool dress goods that sell up to \$2.50 a yard, in black and every color, but now that there may be complete clearance of all left, choose an entire pat-

GOLFINGS HAVE A STIRRING PRICE REDUCTION.

The real service of the mud-reipping skirt is now indispensable. This sale, then, on three fine lines, will come in for no small consideration. Color variety is good and all are 54 inches wide. Monday and the week:

The \$2.00 a yard golfings-\$1.00. The \$2.50 a yard golfings-\$1.40. The \$3.50 a yard golfings-\$2.00.

REMNANTS HALF PRICE.

Here's a bunch of remnants describing of no small interest-short lenghths of handsome grenadines, acolians, volles, batistes, nets, chiffons, sliks, crepes, meltons, prunellas, velvets, trimmings, etc., all high class goods, from \$1.00 to \$5.00 a yard kinds, that have sold down to remnant pieces and which must be out of the way before Saturday evening next, so a clearance at-HALF PRICES.

UP TO \$45.00 WOMEN'S AUTOMOBILE BEAUTIFUL LACE CURTAINS, DRAPER-COATS-\$16.75. IES, RUGS --- A FOURTH OFF.

Because there are three sizes only-40, 42 and 44-but If any one will fit you its such a bargain as cannot come again in years. The automobile is one of the newest coat styles and such a favorite that several seasons to come yet will bear witness to its popularity. These are made of fine kersey cloths and three styles to choose from-tight, half fitting and fan backs, with coat or storm collars and sold until now at \$25.00 up to \$45.00 each. For the reason given choice of any-\$16.75.

\$6.75 FUR SCARFS-\$4.95.

A little group of real marten scarfs, six tails and chain fastener, reduced from 6.75 each to-1.25.

\$6.95 WALKING SKIRTS, \$4.95.

Women's walking skirts, made of superior double faced golf cloth, gray and dark mixtures, cut well, hang perfectly, excellently tailored, in all lengths and \$6.95 values at—\$1.95.

WOMEN'S \$3.95 BATH ROBES, \$2.95.

Made of a very good quality elderdown, nicely finished with feather stitching and cord and tassel, two colors-red or gray, reduced from \$3.95 to-\$2.95, Girdle corsets, pink, white, blue and drab, lace finish top and bottom, little priced at-50c.

Monday and Tuesday Only. A before inventory sale in the basement, one that economically minded Lousewives have learned through profitable experience to watch for each year. After the Christmas days the home must have attention-and there's money

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to be made by saving even should these be laid away for a future need. Read-The entire stock of lace curtains and some exquisite kinds there are,

Puade abroad or at home, from \$1.00 a rair kinds to \$20,00. Monday and Tres-day-ONE FOURTH TAKEN OFF THESE PRICES: All rope and Tapestry portierres from Fichest kinds down-those at \$3.00 a pair and up to \$35.00. Monday and Tuesday-ONE FOURTH OFF THESE

PRICES. All table covers, the rich and sumptious velours and tapestry, all sizes, priced regularly from \$1.00 to \$20.00 each. Monday and Tuesday-ONE FOURTH OFF REGULAR PRICES.

All Oriental rugs, rare and genuine overy one, \$8.50 up to \$175.00 each. Mon day and Tuesday-ONE FOURTH OFF THESE PRICES, Navajo blankets, regularly priced \$12.00 to \$50.00 each. Monday and Tues-

day-ONE FOURTH OFF. Mexican blankets, \$4.50 up to \$12.00 each. Monday and Tuesday-ONE

FOURTH OFF.

TOWELS, PILLOW CASES, SHEETS--SMALLER PRICED.

We bought at an under price for the holiday selling some Huck towels, lain hems and particularly good quality for hotel use, but

In the early eighties, had a private cal without any kitchen, although he was traveling over the road almost con-tinuously. On many of the divisions there were only inferior dining rooms or none at all. Mr. Newell used to have r cupboard stocked with crackers. cheese, dried herrings and similar *dainties*

In charge of Mr. Newell's car was 'Bill," a colored porter. He bought on oil stove which he stowed under his bunk with some easily prepared food. Bill was cooking one day when Mr. Newell came into that part of the car. "What are ye doing, Bill?" he said, iniffing the air with evident enjoyment

"Cookin' mah dinnah, sah." replied the darky with equally evident pride. 'Indeed; what have ye got?" quired the president. "Well, said Bill, "dah's some bacon

an' some taters.

'Got more'n you want to eat?" 'Well, I reckon I kin spare yo' some, Mistah Newell."

'All right," said Mr. Newell, "I'll take what you can spare-I'm hungry.' The result of the experiment was that President Newell had his car re-modeled so as to allow for an entire Today every private car has its kitchen, but even the modern ar-rangements of these do not altogether satisfy the requirements. The late Collis P. Huntington was

probably the first to recognize the limitations of one car which should com-Line within the space of a good-sized room all the comforts of a luxurious He had built for his use two cars known as Oneonta No. 1 and No. One of these contained a kitchen and storeroom, a dining room and quarters for the servants. The other was di-vided into staterooms, a drawing room and an observation compartment.

His scheme, however, was recently outdone when the eastern delegation of the American Society of Mining Engineers, who wanted to attend the society's convention in Mexico, had a haggage car fitted up as a store and provision room, with enough food to Causes and Cure" mailed provide for 100 men or more for thirty Drug Co., Marshall, Mich.



Cured of Piles

All druggists sell it. Little book, "Piles,

Causes and Cure" mailed free, Pyramid

Mr. Hill has a new car now built entirely of steel and eighty feet long. The car of W. S. Webb is the "Frieda." It is claimed that he traveled more miles in it than did any other railroad offi-

questing that some other car be as-signed to him, on the ground that the name Imperial might furnish an undecial in one particular car. sirable opportunity to his opponents for The number of persons who are not ridicule. connected with railroads, but who own changed the name of the car to Colum-bia, and as such it carried the late presprivate car is small. One of the most magnificent cars was that recently presented to Adolphus Bush by his friends. It was said to have cost \$47,000.

ident over his journey. The charge for a private car is made by the day. It ranges from \$25 to \$50 a day, according to the length of time and one who has seen it may well won

whose tracks the car must run charge for hauling it a rate which is equal to eighteen full fares for the distance to be covered. The total cost of a trip from New York to Chicago in a private ar would therefore come close to \$550. In spite of this expense, however, the use of private cars is increasing .- New

THE YALE CATALOGUE.

Growth of Electric System and Departments for Special Work.

Local Yale graduates are receiving copies of the catalogue of their alma mater for the scholastic year of 1901-2. The new catalogue contains 550 pages, 100 more than last year's catalogue, and 374 more than the one of ten years Where Knife Found, ago which had but 276. The total num-Amos Crocker, of Worcester, writes: ber of students in 2.685, a net increase "After going through a frightful surgi-cal operation and after trying any number of salves and ointments, one of attendance over last year of 143. The post graduate department shows an 50c box of Pyramid Pile Cure gave speedy relief and it quickly cured me."

increase of 34, the total now being 338. This department has largely become a college by itself and might properly be given a separate collegiate name. The academical undergraduate department SOME CLEARANCE LOTS OF FRENCH FLANNELS AND CHALLIS.

We call it melean-up of remnant lots, but parts of bolts make up the gathering so in something there's almost any number of yards wanted. French flannels in many of the choice pattern-styles, woven stripes and printed Persians, in all colors, sold during the season at 85c and 95c a yard now-59c.

Cotton challis, 30 inches wide, in pretty pinks, blues and greens reduced from 15c a yard to-10c.

is 50 students larger than last year, showing a total of 1:240, or 165 more than the attendance in the entire university twenty-five years ago. This department with its elaborate scheme This of electives has attained to such development that it might be well divided into two separate colleges, each with ts special group of studies. The scientific undergraduate department, known have now some studies formerly in the as the Sheffield school, has increased curriculum for sophomore and junior 65, having a total of 675 students. There is a falling off of 9 students in the art school; an increase to 31 students from 7 of the previous year in the school of forestry: the divinity school has an attendance of 100 as against 83 for 1900-1901, the medical school has

learning, and Japan is represented by 27 students. Among the colleges repreted in the post graduate course are Yale, Harvard, Amherst, Wesleyan, Oxford. (Eng.) Lelpsic. (Germany.) and Doshisha university in Japan. There are altogether 48 students from foreign countries.

The system of electives has reached to such a point of development that, to some, it appears as though the time were not far distant when Yale might with propriety and profit be divided in-

(to separate colleges, each college representing a group of studies having callings in life. The studies of the first year in the professional schools have been largely incorporated into the senior years of the undergraduate departments, as the standards for ad-mission to the freshman class have been steadily raised, so that freshmen curriculum for sophomore and junior years. The only objection at present apparent would be the necessity of increase in endowments and buildings-a no inconsiderable factor. But there would be this great advantage in such a scheme; students having decided on their future career, could select a colgrown from 133 to 147, and the law school from 213 to 249. The sum of the increased amounts to 168; but allowing for names inserted twice, the net gain is 143. It is interesting to note that at Yale there are students holding de-grees from 175 different institutions of

in the limits of the regular course. This is an age of specialization and

specialists, and the tendency in the higher walks of education is steadily toward subdivision. The time has gone by when the attention of the studens or the investigator can be confined profitably to any genius or class of objects. It must go further: indeed i does not now stop with the species o

genera; but reaches beyond with criti-cal search into an ever extending number of varieties. In fact this scheme of

subdivision has become so extensive that the specimen of today becomes the genus of tomorrow, as new and hitherto undiscovered objects are brought within the scope and grasp of human observation. Here is a field opening, spreading itself out before the view, of an immensity that knows no limit, whose horizon can not be cirumscribed; as human intelligence penetrates further and further into the se ret processes of nature; and as the diversities of new discoveries are ever ncreasing, it is evident that the finite mind is less and less able to grasp all and individual attention must be confined to special groups or features. So departments of study are becom-ing more numerous, as the calls for

special training necessary for special work increases. The day of the "uni-versal genius" is forever in the past tense.

Great Luck of an Editor.

"For two years all efforts to cure Eczema in the paims of my hands failed,' writes Editor H. N. Lester, of Syracuse Kan., "then I was wholly cured by Bucklen's Arnica Salve." It's the world's best for Eruptions, Sores all skin diseases. Only 25c at Z. C. M. I. Drug Dept.

Blanks for the use of block teachers, in making yearly statistical reports, can be procured at this office, 25 cents per dozen.

purifies the blood, strengthens nerves, hence cures multitudes of maladies. It builds up the entire system. Puts new life and vigor into any weak, sickly, rundown man or woman. Price 50 cents, Sold by Z. C. M. I. Drug Dept. Praise the bridge that carries you over either a flood or cough. BAL-LARD'S HOREHOUND SYRUP has

Spread Like Wildfire

When things are "the best" they be-come "the best selling." Abraham

Hare, a leading druggist of Belleville, O., writes: "Electric Bitters are the

best selling bitters I have handled in

20 years." You know why? Most dis-

eases begin in disorders of the stomach,

liver, kidneys, bowels, blood and nerves

Electric Bitters tones up the stomach, regulates liver, kidneys and bowels,

brought so many over throat and lung troubles, such as coughs, colds, bronchitis, etc., that its praises are sung everywhere. Price, 10 cents. Z. C. M. I.

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Turned out on short notice at the Deseret News, A big shipment of new types and supplies just in. Our facilities for letter heads, bill heads, tags, en-velopes, pads, etc., etc., are unexcelled by any establishment in the West.

For family use in numberless ways BALLARD'S SNOW LINIMENT is a useful and valuable remedy. Price, 50 cents. Z. C. M. I.



they arrived too late, so this week commencing Monday, \$1.40 stead of 192-3c each-1242. Pillow cases, good muslin with plain hems, size 45x36 inches, Monday and

the week, by the dozen-\$1.25, or each-11c

Sheets \$1x30 inches, plain hems, a quality that by the yard would cost you 621ge for the muslin alone, these already made-60c. Some Turkey red table damask, 60 inches wide, fast color, worth 35c a yard. Monday and Tuesday-21c.

Walker Brothen Dry Goods Co

day, according to the Forkin of time for which it is hired. This charge in-cludes service, lights and other conveni-ences, but not food or provisions. Be-sides this, however, the railroads over York Times.



IN DOMESTIC STORE-