

me occasionally. I remember well the only time I was ever "jacked up," and that time they couldn't wait to write and wired me to quit. Two hours later I got another telegram telling me to go to work again, that I wasn't the man they were after.

"I haven't been as active of late years as I used to be. Sometimes I feel lonesome as I think of all the men I used to know and work with. They are nearly all gone now. Ed Kittridge, eighty-eight years old, is still on our pay rolls as assistant master car builder. He would have had a longer record of continuous service than I, but he left the company and worked three years for the Northwestern. General Manager Case of the Great Northern was another.

"The company still keeps me at work, but I am invalided much of the time. When one gets old it's rather hard to see the younger men hustle around and think that you can't do the same. But thirty years ago we old-timers did a little hustling, too. That's why you have thousands of miles of fine railway lines now where we at that time only had hundreds."

LYING-IN HOSPITAL'S REPORT.

Society Shows That It Cared for 3,757 Applicants and Relieved 600 Destitute Families.

In the annual report for the year ending Sept. 30 of the Society of the Lying-in Hospital it is stated that its new hospital, the gift of J. Pierpont Morgan, will soon be ready for occupancy.

A large part of the annual report of the society is taken up with a description of this building, which is fitted throughout with every convenience and appliance known to modern obstetrical science. The report gives considerable information concerning births in the city. The number of births in the Borough of Manhattan during the year were 50,228, being 244 less than a year ago. Of these 24,917 were reported by physicians and 25,311 by midwives.

The report states that some attempt has been made to regulate the practice of midwives by requiring them to pass an examination as to their ability, but that a bill introduced in the Legislature failed to become a law, and at present a license can be obtained by any woman by merely presenting a certificate signed by two medical men that she is competent. The report calls attention to the fact that the signs "midwife" in French and German, so common on the East Side of the city are, in most instances, exhibited by women with the most elementary knowledge or experience in midwifery.

There has been no increase in the accommodation provided by the Charities Department, and the total remains the same—sixty beds for waiting women and fifty-six beds for women in childbirth. The desirability of opening the new hospital of the society and thus furnishing more beds for this class of patients is self-evident.

The number of the society's patients shows a large increase over the services of last year, the number of applicants being 3,757, an increase of 739. Of these the society visited and relieved 2,723, or 561 more than the total treated during a corresponding period of the year before. Out of this total there were but ten deaths.

The report contains some interesting statistical information which does not bear directly upon its work. For instance, it may be noted that of the women visited, the average wages received by the husbands amounted to \$28.26 per month, the average rent paid being \$8.54 per month, leaving a total balance of less than seventy cents a day to provide for each family. These figures are published, the report says, to prove the destitute condition of the class cared for by the society and the absolute impossibility of their saving anything for medical attendance.

The report pays particular attention to the Diet Kitchen, which is one of the features of the hospital. During the year some 600 families were relieved through this agency, milk, oatmeal, coffee and teas being distributed. The extent of the society's work, according to the report, during the year, amounted to more than 5 per cent. of the total number of births and an increase of 1 per cent. over the services of last year.

FOR FORTY-EIGHT YEARS IN THE EMPLOY OF ONE ROAD.

John A. Chandler Tells of His Experience in Early Days of the Chicago, Milwaukee and St. Paul.

Special to The New York Times.

ST. PAUL, Minn., Dec. 21.—Judge John A. Chandler of St. Paul has been forty-eight years in continuous railroad service in the employ of one road, the Chicago, Milwaukee and St. Paul, and in this respect is said to be the dean of railroad men in this country.

When the Chicago, Milwaukee and St. Paul Road numbered only forty-two miles in its entire system he entered its employ. This was in 1853, when there were no railways between Chicago and St. Paul.

"I had a brother who was the first locomotive engineer on the Milwaukee system," Judge Chandler said. "I came West and wanted a job, and finally met a man who was the Milwaukee's general freight agent, general passenger agent, paymaster and a lot of other things all in one. He gave me a position. The first time I ever saw Mr. Miller, for thirty years our general manager, he was shoveling dirt in a gravel pit, and I paid him off. He got \$60 for his month's work and his men 60 cents a day.

"In 1855 I went out to the end of the line as cashier, and somehow stayed at the front until I got to St. Paul. The road reached Portage, Wis., on St. Patrick's Day, 1857, and I was agent there until July, 1858.

"We pushed the road through to Sparta, and I was agent there for twelve years, and had a freight car for my office for the first few months. I took an interest in local affairs, became President of the Village Board, drifted into both branches of the Legislature at different times, and otherwise proved my citizenship, and in 1870 came to St. Paul.

"Jim Hill was agent, down on the old levee, for the old St. Paul and Pacific, and a lot of other prominent citizens were hustling hard to make a living. Steamers were our only competitors, and the town was as lively as it has ever been since, and maybe more so. I remembered that I bought a lot of rails of the old Northern Pacific for our Winona and La Crosse line and paid \$83 a ton for them. They were light rails and not very well made at that. About this time the old West Wisconsin Road, now the Omaha, reached St. Paul.

"It's forty-eight years since I started, but the time doesn't seem long as I look back upon it. It was full of action and I enjoyed it. Some queer things come back to