

J. H. KOOLER, Editor.

Proud Mothers.

If all the mothers of all the birds Should happen to meet some day In shade or glen, Or where or when, No matter—and one should say: "Which are the brightest and best of birds? What would be each proud mother's words—Robin or skylark, wren or crow? "Mine are the sweetest birds I know!"

If all the mothers of all the girls

And boys were to meet some day— From countries grand Or far Lapland, No matter—and one should say: "Which are the brightest and best of girls? What would be each proud mother's words—Robin or skylark, wren or crow? "Mine are the sweetest girls I know!"

Locomotive Engineers.

A practical engineer says, through the Detroit Free Press: So much has been said of the dauntless courage and self-sacrificing heroism of locomotive engineers, as displayed during the few seconds intervening between the discovery of immediate impending danger and the actual occurrence, that it has become the subject of much annoyance to our profession. During my experience of over ten years as an engineer of both slow and fast trains, on various prominent lines, there has never been, to my knowledge, one accident where the presence of an engineer, after certain acts have been performed (unless as a precaution of safety) was not the highest of foolhardiness, and this in justice to all concerned in the general result.

On a passenger train, after the air-brakes are applied, the engine reversed and the sand lever open, the presence of a whole cabful of cool-headed, experienced engineers would not alter the result one single bit. Now as to the eagle-eyed hero who has so many lives at his mercy in times when mortal danger stares him in the face. What is the man there for, if not to use every possible exertion to avert impending calamity? Is it not the intention of his superiors that he shall take the train safely to its destination, and in passing over his run to use every precaution for safety? We are familiar with and use daily methods for safety unknown to the public and not provided for in the regulations of the company. A man who would abandon his engine at the first sight of danger, without first using the means at his command to lessen the result, would save a very exceptional case he hoisted out of the country. From the very earliest stages in the apprenticeship of an engineer, it is daily brought to his notice that the correct and proper thing to do in all cases where a sudden stop is required, is to reverse and open the throttle, using sand to keep the wheels from slipping, and in his usual work on local freight trains he has it continually in use before him, while doing switching, etc. Thus long before he becomes a passenger engineer it is second nature to him to adopt this method when occasion demands. In addition to this means all passenger engines are provided with air brakes, and their application becomes from frequent usage quite as mechanical under all circumstances as the previous mentioned means provided. It takes much less time than those uninitiated can imagine to accomplish all that is possible for an engineer to do to stop his train: very few seconds suffice, and nearly always he has ample time to jump and save himself from quite probable injury. We who are daily liable to be subjected to the requirements know the uselessness of running unnecessary risks, and how few are the thanks we receive from our employers when (and they are the ones we are most concerned in keeping on the right side of) perchance, one of our number, by an error of judgment, suffers personal injury. If the truth were known, it is not quite freely accepted as a fact, after the usual means to stop have been made, many a good man has gone to his death by reason of being seized with a sort of paralysis, and being rendered helpless for the time being by the thought of the terrible calamity to follow. It is customary to tell the fireman to jump, and as he can in no wise assist in these emergencies, he usually escapes unhurt.

Occasionally on crooked roads collisions occur so suddenly that both men on the engine are killed without the usual few seconds' warning, and then it is customary to laud those killed as brave men who went to their death rather than desert their posts of duty, while in reality the poor fellows had only time to feel the sudden choking sensation always present when sudden mortal danger stares at us.

The Tottering House of Lords.

It often requires more bravery to make a concession than to stand firm against fierce opposition. Mr. Gladstone has shown such bravery in making concessions to the Lords to enable them to pass the Land Bill without sacrificing their pride. As the London Daily News said a few days ago, he has the entire confidence of the country and a stronger majority in Parliament than any other premier within memory, and yet he refrained from appealing to the country to endorse his government and rebuke the Lords. He has made concessions, important but not seriously damaging to the Land Bill, and thus secured its immediate enactment in the Upper House. It will probably receive the royal assent to-day, and be forwarded to Ireland in time to take effect there the last of the present week. It is unquestionably better for Ireland to have the immediate advantage of the measure as it now stands than wait another year for a law more nearly in accord with Mr. Gladstone's wishes.

But the House of Lords is not strengthened by what some chose to term Mr. Gladstone's surrender. The foundation of that institution is weak, and its weakness is increased by the opposition of the Lords to the will of the people concerning the Land Bill. It is now seen, as it has not before been seen since the reform of 1832, what authority to thwart the purpose of the government and of the people is lodged in the House of Lords. Strong as Mr. Gladstone may be in public confidence, he cannot, even with a unanimous House of Commons at his back, accomplish the purpose of wisest policy if the aristocrats of the House of Lords happen to set themselves against it. The exhibition of this fact made brings a powerful public sentiment against the

Upper House. Its members are not representatives of the mass of the British people, and they have authority which should be held by none but such representatives. The dissatisfaction is so general and so great that it may fairly be said that the House of Lords totters on its foundation. A great change in its constitution and membership is to be expected at no remote period.—Evening Mail.

How Kate Shelly Saved the Train.

On last Wednesday night, when O'Neil, Donahue, and Olmstead went down to death, a noble girl, but fifteen years of age, was watching for the safety of those whose duty called them out over the railroad in the fearful storm. Kate Shelly, whose father was killed on the railroad some years ago, lives with her mother just on the east side of the river, and nearly opposite where the engine-made the fearful plunge and Donahue and Olmstead lost their lives. Miss Shelly and her mother heard the crash, and realizing what had happened, Kate took a lantern and started for the wreck. Her light soon went out, but she felt her way through the woods and fallen timber to the edge of the dashing waters that covered the drowning men. She could hear, above the roar of the storm, the voice of Wood, the engineer, who had caught in a tree top. She knew that the express, with its load of passengers, was nearly due. She, a young girl, was the only living being who could prevent an awful catastrophe. The telegraph office at Moingona or Boone was the only place where she could notify the officers. To Boone was five miles over hills and through the woods, and before she could get there the express would have passed. To Moingona was only a mile, but between here and Moingona was the Des Moines River, ten or fifteen feet above its natural height, and to cross this she must pass over the railroad bridge, fifty feet above the swaying waters. She must cross a bridge 400 feet long, with nothing but the ties and rails, the wind blowing a gale. Not one man in a thousand but would have shrunk from such a task. But this brave girl gathered about her her flowing skirts, and on hands and knees crawled over the long bridge from tie to tie. With the blood from her lacerated knees staining her dress, she reached the shore, and ran the remaining half mile to the telegraph office. Breathless and in broken accents, she told her story and faintly in the arms of bystanders. The wires were set at work and a more horrible disaster was averted.—Ogden Reporter.

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