

A QUESTION OF DUTY.

A Story of a Railroad Engineer's Thrilling Experience.



URING a journey over the Baltimore & Ohio railway a few days since the writer's traveling companion in the same seat was a fine-looking, white. haired old veteran of the throttle. He was just the man from whom many a good, exciting story of adventure might reasonably be expected, and it

an opportunity arrived for "tapping" the old gentleman with a view to conversation. The train was rattiling over an unusually rough portion of the road, and at such an enormously high rate of speed that it was with the utmost difficulty the passengers retained dignified po-sitions in the car seats. "Pretty rough," was hazarded, by way of

breaking the ice with the veteran engineer.

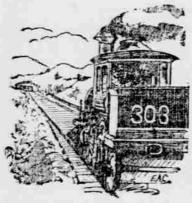
"Still," I persisted, "it is surprising that there are not more serious accidents occasioned by men falling from the cars, for it seems to me that the best and oldest railroaders are liable to be caught napping."

That's so-that's so," said my companion, and for a moment fell to musing. From past experience I judged that a story, or at least a reminiscence, was brewing. My surmise proved correct.

"That's so," again said the old man, although several moments had now elapsed since I made the assertion to which he was assenting. "One of the toughest times in my life came about on account of a nasty tumble. I think I may say, though forty years of railroading have passed since then, that I never suffered so much mental agony as at the time to which I refer. Forty years ago I was young and had just took charge ago. The best of these would only be food for the powier and ball of any one of the feeling mighty big, I assure you.
"I was running over a road in the East

that has since become a part of the Penn-sylvania system and is now one of the very neatest pieces of track in the country. In them days, however, it was nothing of the kind. It was a track and that was all, taid about as cheap as a track could be laid over a road bed that wasn't as good as an old plank road in Kentucky to-day. The ties were rough and the trestles rougher, and them same trestles would shake like a man with the ager every time we run over them. Well, I'll tell you how 'way back' the road was: It hadn't got an inch of telegraph wire and we ran on guess-work pretty nearly. My partner-that's my fireman-was a tip-

top fellow by the name of Tom Nevins. "One day in the fall we were hauling a freight train eastward, and in the course of



"JUST AHEAD OF ME I COULD SEE THE EX-

the morning side-tracked to let the express pass us-going in the same direction as our-

"It was a small country town, and I stood on the platform watching the passengers get off and on the express. Among those that got on I particularly noticed two men -not companions-one of whom was, in my ppinion, much excited.

"The passenger train pulled out, and I waited for the regulation five minutes to

"Before my time was up a msn, who was the shoriff, rushed into the small depot. "There's a maniac or a devil, or both, on that express,' he shouted. 'Boys,' continued, 'there's been a whole family poisoned up in the village-a woman and The woman's dead and the children will die if we can't find a doctor.

iid this thing are both on that tran!' "Understand, there was no telegraph. "That's all right,' I says to the sheriff. while I shouted to Nevins to uncouple the locomotive and pull out. 'Jump aboard,

"But he wouldn't go with us. He said he must go back to the victims, and giving me a description of the man, whom I recogpized as the fellow I had seen so excited in boarding the express, me and Nevins

"It was a new line of business for me to be chasing murderers, but I knew I could do it; besides, I felt that what was of most importance was to get the doctor.

"I just piled on the pressure of steam and we 'humped' over that old track pretty lively. I assure you We must have been going fifty-five miles an hour, and that with an old-style freight-engine of forty years ago, mind you, when we struck a nasty place in the road. Nevins was on the top of the tender kicking down cord-wood when the engine jumped and rocked like every thing. The first thing I knew Nevins fell ever, head first, and was lying on the side of the track.

"That, sir, was a ticklish moment for me. Leould not stop my engine in much less than half a mile-for we had no air-brakes them days-and if I should back up to get my fireman I should lose altogether ten or fifteen minutes. And I hated to leave poor Tom, not knowing whether he was dead or alive. And then, right shead of me, I could see the express; and I remembered four poor children who needed the doctor about as bad as could be, and I recollected my promise to the sheriff to eatch the brute, would get away if I failed to make the passenger-train before her next stop.

All these thoughts and calculations flashed through my brain in a second. I thought in that moment I would go crazy myself. I wanted to pick up my fireman—wanted just as badly to catch the train. My hand was on the throttle, but I took it off, and with my own hands piled into the furnace the

wood which poor Tom had thrown down. In five minutes I was up with the express The murderer was secured and I carried the doctor back with me. We slowed up where poor Tom Nevins lay, but we left him there,

because he was dead. When we got back to the village depot it seemed as if I had gone through days of borrible mental anguish and misery. But en I looked at my watch I discovered that I had actually been away exactly thirty-

But the experience was a toughone, young man, very tough W. H. S. ATKINSON.

Ratifed the Old Man. Mr. Robert Oatoske (rading with his un-cle on One hundred and twenty-fifth street) These cable-cars are a great convenience, Uncle Abner. So much faster than

the horse-cars, you know.
Uncle Abner - Y-y-yes, Bob. If a feller h-had loose t-teeth in his h-head they'd save the expense of a d-denust .- Judge.



A BALANCE IN HER FAVOR.

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uick." The speed with which SAPOLIO

accomplishes all cleaning is wonderful. It is a solid cake of Scouring Soap. Try it. No. 6. [Copyright, March, 1887.]

COMMODORE WILSON.

The Architect and Chief Constructor of the United States Navy.

To the thoughtful statesman who takes a "long look shead," and to the diplomats of Europe, the resolution reviving the Monroe doctrine in regard to the defunct Panama Canal enterprise, which recently passed the United States Senate, must cause not a little merriment. For a man to go hunting or chasing lions miles from home with an old flint-lock gun, and twisting their tails, too, would show more courage than discre tion. But we would figure just in this light should we go hunting British, French or German lions in the Isthmus of Darien with our old wooden gun-heats of two years first-class powers of Europe. One of the powers, Great Britain, still considers her navy just half strong enough. The last issue (December 15, 1888) of the United Service Gazette, the semi-official organ, places the strength of the British Navy at 395 vessels of all classes, and asserts that England is in urgent need of 59 ironclads and 305 additional cruisers. this number of war-ships, England could blockade every port of the United States, on both the Atlantic and the Pacific, so effectually, that a "car-boat" could not steal in or out of one of our sea-ports,

rivers or creeks.

Within the past three years Congress has waited up to the fact that Uncle Sam needs a new navy, to at least make a respectable showing. And if the good work goes bravely on for the next

twenty years we will have something to defend our homes and summer sea-side resorts, Coney Island in-cluded. If Secretary Whitney is the father of the new navy, Commodore structor T. D. Wilson is the architect of it. All plans, designs, models,

etc., must be ap-proved by him before the work even COMMODORE T.D. WILSON. commences. If the construction of those already turned out under his eye is to be taken as a criterion, he has proved to the country that he is a man of brains, and not only competent for the position he holds, but the first of architects in marine arch-

Theodore Delavan Wilson was born in Brooklyn, N. Y., May 11, 1840. He served an apprenticeship as a shipwright at the Brooklyn navy yard, and at the beginning of the civil war was a non-commissioned officer of the Thirteenth New York Militia Regiment for three months. Upon his return he was appointed a carpenter in the navy, the 3d of August, 1861, and he served in the steamer Cambridge, of the North Atlantic Blockading Squadron, in 18614, and with Rear-Admiral Gregory as inspector of vessels in the private establishments near New York City. After passing the required examination he was commissioned as an assistant naval constructor May 17,

He served at the Pensacola Navy Yard in 1866-7, and at Philadelphia in 1867-9, and was instructor in naval architecture and in shipbuilding at the United States Academy in 1800-73. He was commissioned as naval constructor July 1, 1873, and served at the Portsmouth Navy Yard in 1873 82. He was elected a member of the Institute of Naval Architects of England, being the first American member of that scientific body He was appointed Chief of the Bureau of Construction and Repairs March 3, 1882, and reappointed for a second term of four years December 15, 1886. In 1870 he received a patent for 'air ports." which have been adopted in the naval service and merchant-ships; and in 1880 he patented a bolt-extractor, which is in general use. While Chief of the Bureau of Construction and Repairs he has designed several of the modern ships that have been recently built and are now building. He designed the Chicago, Boston and Atlanta, to meet the requirements of the Advisory Board, and the cruisers Newark, San Francisco, Concord, Yorktown, Bennington, Petrel and Maine. He is the author of "Ship-Building, Theoretical and Practical," which is used as a text-book at the Naval Academy and by the profession generally.

What Is Flirtation. What is flirtation! Really, How can I tell you that? But when she smiles I see its wiles, And when he lifts his hat.

"Tis walking in the moonlight, The buttoning on a glove: The lips that speak of plays next week, While eyes are talking love.

Tis meeting in a ball-room. 'Tis whirling in the dance,
'Tis something bid beneath the lid, More than a simple giance.

Tis lingering in the hallway. Tis sitting on the stair. Tis bearded lips on finger tips, If mamma isn't there.

Tis tucking in the carriage, "Its asking for a call,"
This long good-nights in tender lights,

And that is-no, not all! Tis parting when it's over, And one goes home to sleep, est joys must end, tra in, my friend,

But one goes home to weep!

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fit elegantly we offer them for but our special sale price is

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We have received our new 54-in. Briliantine worth 200c for We have also received an im- 150c; A 54-in. Briliantine worth spring line of ruchings, and can mense assortment of the 'Lotta' 175c for 125c. We have an im- show some of the finest goods bustle; this bustle is conceded mense line of trimming braids ever brought to this city. Our

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