Before repeating a story that was

told me by an ex-Federal railroad en

gineer I will mention a parrow escape

to which I was a party. I was with

a Union general who was riding on

try. The engineer was a young south

erner whom the general had impressed

for the service, forcing him to run

the engine. We were speeding along

at night. Suddenly i saw the engi

neer reverse the wheels, then, pale as

a ghost, wait for something terrible

to happen. I felt a joit, and the en

gineer at once recovered his courage

He had seen a tie wedged in between the rails with a view to throwing our locomotive off the tracks and down

an embankment. The effort had fail-

ed. In a few minutes we thought no

more about it. The deaths we missed

and were constantly missing counted

narrator, "after a forced march we

struck one of the main railroad ar-

teries in the southwest and captured a lot of rolling stock. My captain told

me that the general had called for

those of the command who had been

railway engineers, conductors and

was to report at once at headquarters

I did so. The general asked me a few

questions about my experience and told

me to report for duty to Captain Ben

ton, who had been appointed railway

superintendent. I was given an engine

and hauled troops to the eastern end of the road, which they occupied.

that the superintendent told me to re-

port in person to the general. I did so

and he said to me:

within that period.'

train.

rate.

"It was about two weeks after this

"'Sergeant, I have just received a

telegram from L., at the other end of

the road, that the force there has been

attacked by a superior force. The

colonel commanding has promised not to surrender for at least two hours

You must take a train through to him

loaded with troops and ammunition

"'But, general,' I expostulated, 'there

are three elements against me. I must

go in the night, the roadbed will not

admit of a safe rate of over thirty

miles an hour, and the people along the route will do all they can to wreck the

miles in two hours. The possession of

L. is of vital importance. If you reach

there before the surrender it will be

saved. Better that you should wreck

"That's what a man's life-not one

man's life, but thousands-is worth

in war. I walked away from the gen-

eral feeling that I had been ordered to

take nine chances in ten of killing and

maiming 800 men, including myself. But I'd been in it a year then and

knew how little our lives were worth

against the possibility of achieving

"I found that the superintendent had

been getting a train ready for me and

it was loaded with the probable

victims. I sprang on to the cab and

with a couple of short toots from the

whistle started the machine, the one

in best repair in our possession. I had

been over the line nearly every day

for a fortnight and knew where I must

hadn't had any time to figure it out

mathematically. I must take frightful

risks on the straightaway parts and let up on the curves. And even on the

curves I must drive far beyond a safe

"If I may be said to have got on well

on any part of the journey it was the first half. For that period my arm

was steady and my brain was cool

Nevertheless it was an hour calculated

must have got to some of the people

along the line, for I had scarcely got

over ten miles when I found an ob-

struction. Coming to a sharp curve

around the base of a hill, I said to my

self. 'If they're going to throw me off

anywhere they'll do it right here.' So

I cut my speed down to what would

enable me to stop within less than a

train's length. It was well I did so

At the farther end of the curve I pull-

ed up within ten feet of a tree felled

"Ten minutes was all the delay oc-

easioned, and I pushed on. But what-

ever of hope I had felt before that this

element of danger would not come up

before me was crushed out of me. Be-

youd the curve I came to the first long

straight bit of the road on the line. I

knew I must do over sixty miles an

hour here in order to get through in the limit of time. For twelve miles I

kept my eyes fixed on the track illu-

minated by the headlight, tearing along

so fast that should an obstruction be

on the track I could never slow up in time to avoid it. Every minute of

strain on my nerves took just so much strength out of them. I believed that

no one would place anything on a

straight track to throw me off and took

all the chance on this, besides the

danger of leaving the rails. The loco-

motive swayed and groaned and

bounced till it seemed that the next

bump would surely throw it off. At even the slightest curve I held my

breath, and every time I came to a switch which I could not plainly see

across the track.

to break the stoutest nerve.

endeavor to make the best time.

success for the nation.

your train than be a minute late.'

You must go the whole ninety

trainmen, and I, being an engineer.

"One morning at daybreak," said the

for nothing. Now for the story.

AND NEED GIN PILLS

and spent the summer there. She got some of your Gin Pills and sent them to me and I tried them and found them

to be the best medicine that I ever used for Kidney and Bladder Trouble. Oh! they did me so much good and I am so much better I hope you can fix it so I can get Gin Pills in New York."

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A NIGHT

RUN

Story by a Locomotive Engineer

of Civil War Service

By F. A. MITCHEL

There is one feature of the civil war

I refer to the railroads. They were

the main instruments of transportation and communication. Their possession

was therefore usually the most im-

portant element in a campaign. And

when taken the next problem that

arose was how to hold them and the

next how to operate them to a pur-

pose. The people living in the south

through which they passed were

mostly sympathizers with the Confed-

eracy and did all they could or dare

do to wreck trains in Federal hands.

They would take up a rail, saw the

stringers of a bridge, so that the

weight of a train would break it: they

would interfere with switches. Indeed,

there was no element of danger they

could devise that they would not throw in the way of the Union opera-

STOMACH TROUBLES

Cured By Vinol—Here is Proof Seymour, Ind.—"I was troubled with

a chronic stomach trouble, and five

weeks ago it got so bad I had to give up work. I had tried various medi-

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to resume work. Am rapidly gaining in weight and strength." Edw. Nie-

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ments of the cods' livers, combined with the strengthening properties of tonic iron contained in Vinol which

makes it so successful in restoring

perfect digestion and at the same time it builds up the tired, over-

worked and run-down system.

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derstanding that your money will be returned if it does not help you.

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that has never been written up.

ou'll certainly appreciate it.

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me if your Gin Pills

in New York

Citye? I learned about them last

summer. My

daughter went to

kindly inform

locomotive through a bostile coun

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jury to the delicate coating, and excite-such persistent activity as to be with difficulty checked.

"I wish in the highest terms to ex-press the great value of Dr. Hamilton's-Pills in cases like mine, and I am sure

Pills in cases like mine, and I am sure also for elderly people and the very weak there is no pill like them. "Speaking of my own experience with Dr. Hamilton's Pills, I can say they have proved the most stimulating pills for the liver I have found. I have proved their tonic action upon digestion, and the same results have been received by friends upon whom I have

uon, and the same results have been secured by friends upon whom I have urged their use. The manufacturers are to be congratulated upon possessing so valuable a prescription, and the public should know that so valuable a remedy has been placed at their command."

No other pill for constipation, for

liver, kidney, or stomach trouble, compares with Dr. Hamilton's Pills; they are mild and sure always to restore health. Refuse substitutes. Sold by all dealers, 25c per box, or The Catarrhozone Co., Kingston Ont.

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A Family Medicine

I was sure the rattling and pumping

beneath meant that we were on the ties

and in another moment would be rolled

reflector of which I had polished my-

self. Under its glare the shadows be

fore me looked black and heavy as if

they had been stone. There were tele-

graph poles beside the track, and it

shadows that I was about to en-

counter the trunk of a fallen tree.

They faded in rapid succession, but the approach of every shadow was like the falling of a siedgehammer on my

"I had gone seventy miles and was

on time when suddenly a big block

of solid stone loomed up ahead. I

reversed, whistled down the brakes

and came to a full stop. But I neither

knew when I stopped nor for a few

moments after whether I had escaped

the peril, for I was so benumbed with

fright that my senses refused to act.

As soon as I was conscious that the

machine was at rest I took another

look ahead. There was the block I

had seen, but as far distant as it had

been when I discovered it. I jumped

down and ran ahead. I couldn't see

the obstacle, for my own shadow con-

it. I stepped aside, and there it was-

cealed it. Nevertheless I did not reach

ahead. I ran forward a bit and, not

reaching it, returned and examined

my headlight. There on the glass

directly before the light was a tiny

"Summoning all my resolution to dis-

regard these phantom obstacles, I put

on full speed, and when I came to a

straight bit of road I shut my eyes

that I might not see and be racked

by them. Again the old iron swaved

and groaned and wheezed and puffed

and spit fire and smoke till I entered

upon the last ten miles between me

and my destination. Then suddenly

there was a crash, and a bit of splin-

tered glass struck me in the face. I

had come.

supposed that at last the catastrophe

"But, no, The cowcatcher had

thrown up a chicken or some other

object that had broken the lamp of the

headlight. The lamp continued to

burn, however, though unprotected.

since I had reversed as soon as the

crash came. However, I knew it

would not keep lighted under speed, and I felt that after all I had been

blocked. But just as I was about to

give up hope I saw a light ahead, and

presently a locomotive bore down on

us, slowing up as it came. It had

been sent out by the commander at

L., who was hard pressed to learn if

"We managed to get this other head-

light in position on my locomotive, and again I pushed forward. From

this point now and again we could

occasionally hear the faint booming of

of musketry. The moon was at the

guns and as we drew nearer the rattle

full. Evidently the Confederate com-

mander was determined to crush his

enemy before the arrival of re-enforce-

ments, and the Federal officer was

the latter might give way, and, al-

though the road was as rough and as

crooked as any part I had passed over,

I drove the machine as rapidly and as

recklessly as before. I approached our

men from the rear, though they were

being flanked, which we were made

aware of by a sudden fire into our

"The commander of the troops I had

hauled through pulled the bell cord

dered his men out of the train. They

drove back the Confederate flankers

"The arrival of re-enforcements

caused the Confederates to withdraw,

"As soon as my work was over I

tumbled over on the cab floor. My fireman picked me up, and I revived

very shortly. I know what an impor-tant victory I had achieved and want-

ed to go right back and tell the gen-eral all about it. But instead of that

I went to bed.
"The next morning I was all right

and took a train back, passing over the route I had traversed the night

before and smiling at the phantom obstructions that had filled me with

horror the night before. As soon as I

arrived an aid-de-camp told me to

report in person to the general, and I

"He put out his hand to me, just as

if I had as many stars on my shoulder as he had himself.

"'You've not only saved this army from a retreat,' he said, 'but have

saved the force at L. from capture,

besides preventing the loss of all this

territory we have been months in acquiring. I shall recommend you to

the governor of your state for a com-mission, and I wish you at once to

take personal charge of the running of trains."

went to his tent.

and joined the main body.

and the place was saved.

and when I had come to a halt or

"I did not know at what moment

we were nearing him.

fighting against time.

med to me as I approached their

"I had an excellent headlight, the

up in a universal smash.

FANCY AL

Pa SATIS

SOUT

TRY O

ED