ons, always a new de Out of the bogs into beaten ways, and the "needle corps" to be arm

For a new advance against coming day erilla Care" always hid in ambush, catch her sleeve on his thorny spea-le within herself some traitor we

whispered at the times of failure drear. Where is the chaplet fit to crown her, Thus as she halts when day is done? With a day's campaign so wisely guided Betwixt the dawn and the setting sun

A TALE OF TENNESSEE

The night mail upon the Cumbe heavy up-grade a few miles beyond Kanakia Station when it became evident to the passengers that scmething had gone decidedly wrong. The speed of the train sensibly slackened; there came a serious of tremendous jolts. ecompanied by a curious and unpleasant whirring sound, followed in turn te stoppage. A dozen beads ere thrust inquisitively out of the car windows, and as many voices insisted upon knowing all about it immediately In these days of magnificent collision exhibits an astonishing amount of interscorn and indignation of all officials

'You have nothing to fear,' said the conductor, who passed through the car, superb in gold buttons and official dig-'We have struck an up-grad where an oil stopped an hour ago. The tracks are oiled and the drivers don't take hold. We shall get the sand running in half a minute.

It was doubtless clear enough t but to me his explanation was me jargon. As Byron said of Coleridge hal! I wished 'he would explain hi

The gentleman who occupied the seat in front of me, a fine, middle-aged person, with an erect, military ale

engine depends upon the tracks tak ing hold, as it is called. If there is oi upon the rails, especially upon an upgrade, there is no friction, consequen ly she wheels simply spin around the tracks without moving the train.' 'Ah,' said I, 'I comprehend,'

'I could illustrate the case by at event which occurred to me upon this very spot some years ago. I have dent, and perhaps you may find it so. The circumstances I refer to,' he con-tinued, 'took place during the war. 'I was at that time an Adjutant upon Gen. Thomas' staff during the moment-ous campaign in the mountains of Ten-nesses. If you remember there were times when it was feared that our hour had come. Our communications were atedly cut off, and our whole com repeatedly cut off, and our whole com-mend in danger of instant destruction It was at one of these crises that the event I am going to relate oc

. We were at that time intrenche upon a spur of the Chattanooga, whither we had been driven by the desperat-courage of the Confederates. Our men-had fought bravely and well, but they were exhausted with long mar run low, and but one line of communi cation was ret opan to the cattern part of the state. By a brilliant flank movement the Confederates succeeded in throwing a line across this one highway; and there we were heamed in like a wood-thuck in his burrow. Statvation or surrender stared us in the face. One or the other of these alternatives we must accept in a few days at most, unless some unexpected change took place speedily.

'It is, perhaps, difficult for us to comprehend the feelings of a commander, hitherto successful, and with the face perhaps of a nation depending upon his action, placed in such a position.

'By this time we had passed out of the forward trucks could struck. Heaven forgive mel but with what interest I waited for some crash or outcry which should signal the destruction of our pursuers. In a moment more there was a sharp clang along the zaila beap on the floor with his arm broken.

'I'm knocked out, William,' he ground, 'and who is to fire her for the rest of the trip?'

'It is, perhaps, difficult for us to comfortable position as possible, I was a sharp clang along the zaila beaping the zaila

ward of us it. We ain't through with the trouble a point within five miles of Kanakis; in two or three more we should be within or three more we should be within of our outposts. At the second was feweral the second was a three are no troops this moment I saw the engineer lean to the second was a second within the line of our outposts. At the second was a second within the line of our outposts. At the second was a second within the line of our outposts. At the second was a second within the line of our outposts. At the second was a second with the second was a second was a second was a second was a second with the second was a second was

them were cool, tried men, but as we stepped into the cab together I saw grunted the firemen, sententiously.

'The cans were stowed away in the aboose, the engineer opened the throttracks. So you will perceive we were o run a pretty warm gauntlet.

to expect further on.

very good, sir, replied the encorate and the approaching engine.

'Meanwhile our own little machine the coal to the rear of the tender. I had not the remotest idea of what we horse. On we went, swaying from at a white heat. The steam, pent up side to side, until it seemed as if we in the bolier, ground and make the coal to the rear of the tender. I had not the remotest idea of what we were going to accomplish, but there

modded with an exceedingly knowing look, and was preparing to settle him self comfortably in his seat again, when I tapped him upon the shoulder and said:

'Excuse me, sir, but what has co-curred? The conductor's explanation is Chinese to me. What does he mean by the track being olid?'

The old gentleman turned about and faced me.

'It is a simple matter,' he raid courteously, 'to those who have an idea of railroad affairs. The power of the negineer of the single of railroad affairs. The power of the neighbor of the single of the single of railroad affairs. The power of the single of the single of railroad affairs. The power of the single of the single of railroad affairs. The power of the single of the power of the single of railroad affairs. The power of the single of of the sin vithin a foot of the boiler and carried off the bell, which fell with a clang

mong the bushes.
''Thank you,' said the engineer with a grin; 'we didn't want the bell

ring dinner with.

'By this time we had passed out of range of the first battery and were under the guns of two more. These other running south. There was also a station at this point, and as we whirled by I saw an engine standing spon a siding with steam up. I also aught sight of a number of men runing towards it, as well as others busy with a car which stood near it. "What they were at I could not make out, for we passed them like a flash of light ning. At this moment, too, the batteries, which had probably received tele-

graphic notice of our approach, opened fire upon us, and for a moment the air semed alive with shricking fron. "' More fire, John,' cried the engin-eer, 'ram her full to the doors, or it's all up with us."

us. It was a teh-inch moester, and dropped the ber as nearl bow any of us escaped slive I fall to

of Confederates which lay across the gineer, listening intently. Sure as curve not sixty rods behind. Angered An Alarming Disease Afflicting a railroad. Thomas, however, deter- fate they have pulled out that ongine at the delay, and knowing that if we interest Class.

them were cool, tried men, but as we stepped into the cab together I saw them both shake hands with their comrades and bid them farewell. Eyidently neither of them expected to get through alive.

'You see, 'ir, if an engine has no weight behind her she is spt to groaned. 'It is horrible to be trapped on hacking and bid them farewell. Eyidently neither of them expected to get through alive.

'Put in a couple of extra tallow put her at full speed, only to get off the track altogether. So, while that eare going in to make time, and I expect the eld machine will heat up finely. 'The cans were stowed away in the step of a smash up.'

'The cans were stowed away in the step of the eld machine will heat up finely.' The cans were stowed away in the step of the eld on the level best, we can't even let out to forty miles will, too, to half's moment.'

'I now comprehended the extent of a relating to the eld machine will heat to fire man.' I wan laten,' said the fireman, sententiously.

'Ob, for five minates more!' I groaned. 'It is horrible to be trapped on killed within sight of friends and safety.'

'Yes,' muttered the engineer; 'there is no hope now. When they fire there is no hope now. 'I we an idea,' said the fireman, 'I will the difference on the control of the control

tarting point we moved slowly away. killed by a round shot from the fort and William put a spoke in her wheel.'

About two miles distant lay the first would have been at least a soldier's would have been at least a soldier's death. To be run down and picked 'Speak quick, John; moments are would have been at least a soldier's bettery which the enemy had thrown up to command the road; beyond that were several more, to say nothing of the ploket lines scattered along the way of settling accounts with the aboard? Seek quick, John; moments are golden now."

"Bet how," cried the engineer. Speak quick, John; moments are golden now."

"Where are the tallow cans we put way of settling accounts with the way of settling accounts with the aboard? asked the fireman, world. As for surrender, I am certain . Bravo, John, just the thing! exthat neither of my companions thought claimed the engineer, as if perceiving We had proceeded but a very short of it as a means of escape any more a meaning in the other's words which distance when there was a flash and treport from the shrubbery skirting the road, and a bullet crashed through antion—had been placed with us. To John, for I should never have thought the window of the cab. An out ost yield it any but the skeleton hand of it in a lifetime.'

'By this time the given us a foretaste of what we were entered our heads. It was, then, life- ing at the valves, and the engineer had o expect further on.

and more than life—that hung upon found the tallow cans, two brans the issue, and it was with such sen-There is no use in trying to hide our- sations as come to few men's experi- with long-curved spouts. One of these

side to side, until it seemed as if we in the bolier, ground and wheezed was no time to be lost in explanation. Mr. A. J. White. must jump the track. Meanwhile our like the breathing of an imprisoned friends along the road were not idle. giant. The wheels spun around upon excited tone, lean over and pour your must jump the track. Meanwhile our like the breathing of an imprisoned must jump the track. Meanwhile our like the breathing of an imprisoned friends along the road were not idle. giant. The wheels spun around upon Bullet after bullet whistled by us; but the tracks, crashing from side to side, fortunately, what with the darkness until there were moments when even go along. Don't waste a drop and the rapidity of our motion, none of the engineer peered with a startled don't leave a foot of rail unoiled.

'Now,' said my companion, in an excited tone, lean over and pour your allow carefully upon the track as we allow carefully upon the track as we wised to give Mother Scizel's Syrup a trial which i did. I am now happy to state that don't leave a foot of rail unoiled.'

The presched up the meaning of the engineer peered with a startled them reached us.

We had now arrived in sight of the complicated mechanism below. As we thattery. By the lights moving hurriedly along the parapet it was obvious that our approach was expected.

The engineer peered with a startled don't leave a foot of rail unoised.

Signed) John H. Lightfoot.

Signed) John H. Lig sed abreast of the battery it black form of the pursuing engine, as he arose from his position, 'I think gave us its first compliment in the followed by the car, through whose we have fixed them. John, old man, Mr. White. shape of a round shot, followed by a lighted windows a crowd of armed storm of grape. Here again the darkness and our speed saved us. September strile. Here we had a need of the grapeshot glanced off the frame as our enemies might be, the engineer of the engine without doing any law.

Commist, Calue September shit, iss.

Dear Air,—I find the sale of Seigel's Hyrup to get away. We shall have no more of the grapeshot glanced off the frame as our enemies might be, the engineer trouble to-night. of the engine without doing any damage, however.

'Give her some more fire, John,' we had gone. It was but a trifling of the track. Their own momentum

swaying of the engine it would have

'I completed my task as speedily as possible and closed the furnace door. with a grin; 'we didn't want the bell We were now in darkness again, and anyhow. You can use it yourselves to if a ball reached us it must be by assident. Our enemies made no further attempt, however; confident, doubtless of running us down very shortly. And well they might be. We had ten miles yet to run before reaching a be in danger of capture or destruction from our own division at Kanakia. During the last ten miles they had decreased the distance one-half, and, running as we now were, it would be up with us in five miles more

"Is there nothing we can do?" asked, anxiously. "Pitch something on

said the fireman from the corner 'Maybe you can catch their wheels. Try one of the fire-bars.'
'It's a good idea, John, replied the engineer, 'perhaps you had better make the experiment, captain.'

'I seiged one of the heavy bare, a The fireman stooped to obey, but at that moment a shell struck upon the caboose and burst within three feet of

their good will.

'We are safe, I said, with a sign of it has only wedged into the piston-bar relief; 'that was their last line of they may work all night before they works. The road is clear before us.'

"I hope so, sir, responded the engineer. 'How's your fire, John?'
"Yery, bad, William,' groaned the purent repidly died away and we began treman, 'but that ain't the worst of the worst of

of Confederates which lay across the railroad. Thomas, however, determined to kry it, and I was selected for the dangerous but honorable dety of the attempt.

"We had reason to suppose that the commy had not destroyed the railroad, and that if we were not captured at the country we might get an engine through to Kanakin station where Stockton lay.

"I dun't know about that, said he, gradly to Kanakin station where Stockton lay.

"At 16.50 my orders were given me, and I mounted the engine, which we set they to carry me to my death or to rave the army. It was not a powerful machine, but it was the best at our disposal, and in good order, fortunately. One of our men, who had been an engineer, undertook to manage the engineer, undertook to manage t

'I now comprehended the extent of arising stiffly from his corner, our peril. We had only run the gaunt- can't fight and and I can't fire the caboose, the engineer openior openior to the case of the control o

' By this time the fireman was standselves. Speed is our only chance now. ence that we listened to the dull roar he gave to me, while he kept the

There is little more to relate. Our GEORGE M. HARRIS pursuers and their engine were nealry captured. Stockton's division made a forward movement, and Thomas and his army from their peril ous position. As for myself and my brave companions, we were not forgotten, and I am glad to say that the in ventive John, whose timely suggestion had saved our engine, and perhaps our army, left the service with the rank of captain in the engineer corps.'

Having finished his story, and our train at the same time beginning to move on, my interesting companion, wrapped himself up in his cloak and ATTORNEY-AT-LAW



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