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## THE MAD ENGINEER.

The following thrilling story is furnished by a Prussian railroad engineer:  
"My train left Dantzig in the morning generally about eight o'clock; but once we were had to wait for the arrival of the steamer from Stockholm. It was the morning of the steamer's arrival that I came down from the hotel, and found that my engineer had been so seriously injured that he could not perform his work. A railway carriage had run over him and broke one of his legs. I went immediately to the engine-house to procure another engineer, for I knew there were three or four in reserve there, but I was disappointed. I had inquired for Westphal, but was informed that he had gone to Sreegen to see his mother. Gondolph had been sent to Koingsburg, on the road. But where was Mayne? He had leave of absence for two days, and had gone no one knew whither.

Here was a fix. I heard the puffing of the steamer in the Neufahwasser, and the passengers would be on hand in fifteen minutes. I ran to the guards and asked them if they knew where there was an engineer, but they did not. I then went to the firemen and asked them if any one of them felt competent to run the engine to Bromberg. No one dared to attempt. The distance was nearly one hundred miles. What was to be done?

The steamer stopped at the Wharf, and those who were going on by rail came docking up to the station. They had eaten breakfast on board the boat, and were all ready for a fresh start. The baggage was checked and registered, the tickets bought, the different carriages assigned to the various classes of passengers, and the passengers themselves seated. The train was in readiness in the long station-house, and the engine was steaming and puffing away impatiently in the distant firing-house.

It was past nine o'clock.  
"Come, why don't we start?" growled an old fat Swede, who had been watching me narrowly for the last fifteen minutes.

And upon this there was a general chorus of anxious inquiry, which soon settled to downright muttering. At this juncture some one touched me on the elbow. I turned and saw a stranger by my side. I expected that he was going to remonstrate with me for my backwardness.

In fact, I began to have strong temptations to pull off my uniform, for every anxious eye was fixed upon the glaring badges which marked me as the chief officer of the train.

However, this stranger was a middle-aged man, tall and stately, with a face of great energy and intelligence. His eyes were black and brilliant—so brilliant that I could not bear the light of mine steadily into it; and his lips which were very thin, seemed more like polished marble than human flesh. His dress was black throughout, and not only set with exact nicety, but was scrupulously clean and neat.

"You want an engineer, I understand," he said, in a low, cautious tone, at the same time gazing quickly about him, as though he wanted no one to hear what he said.

"I do," I replied. "My train is all ready, and we have no engineer within twenty miles of this place."

"Well, sir, I am going to Bromberg; I must go, and I will run the engine for you!"

"Ha!" I uttered, "are you an engineer?"

"I am, sir—one of the oldest in the country, and am now on my way to make arrangements for a great improvement I have invented for the application of steam to a locomotive. My name is Martin Kroller. If you wish, I will run as far as Bromberg; and I will show you running that is running."

Was I not fortunate? I determined to accept the man's offer at once, and so I told him. He received my answer with a nod and a smile. I went with him to the house, where we found the iron-horse in the charge of the firemen, and all ready for the start. Kroller got upon the platform, and I followed him. I had never seen a man betray such peculiar aptness amid the machinery as he did. He let on the steam in an instant, but yet with care and judgment, and he backed up to the baggage-carriage with the most exact nicety. I had seen enough to assure me that he was thoroughly acquainted with the business, and I felt composed once more, I gave my engine up to the new man, and then hastened away to the office. Word was passed for all the passengers to take their seats and soon afterward I waved my hand to the engineer. There was a puff—a groaning of the heavy axle-rees, a trembling of the building, and the train was in motion. I leaped upon the platform of the guard-carriage, and in a few moments more the station-house was far behind us.

In less than an hour we reached Dirsham, where we took up the passengers that had come on the Königsberg railway. Here I went forward, and asked Kroller how he liked the engine. He replied that he liked it very much. "But," he added, with a strange sparkling of the eye, "wait until I get my improvement, and then you will see travelling. By the soul of the Virgin Mother, sir, I could run an engine of my construction to the moon in four and twenty hours!"

I smiled at what I thought his enthusiasm, and then went back to my station. As soon as the Königsberg passengers were all on board, and their baggage-carriage attached, we started on again. Soon after, I went into the guard-carriage, and sat down. An early train from Königsberg had been through two hours before reaching Bromberg, and that was at Little Ouse, where we took on board the western mail.

"How we go!" uttered one of the guards some minutes after we had left Dirsham.

"The new engineer is trying the speed," I replied, not yet having any fear.

But ere long I began to apprehend he was running a little too fast. The carriages began to sway to and fro, I could hear exclamations of fright from the passengers.

"Good heavens!" cried one of the guards sent for more help to arrest him, and he fled."

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coming in at that moment, "what is that fellow doing?" Look, sir, and see how we are going.

I looked at the window, and found that we were dashing along at a speed never before traveled on that road. Posts, fences, rocks and trees flew by in an undistinguished mass, and the carriages now swayed fearfully. I started to my feet and met a passenger on the platform. He was one of the chief owners of our road, and was just on his way to Berlin. He was pale and excited.

"Sir," he gasped, "is Martin Kroller on the engine?"

"Yes," I told him.  
"Holy Virgin! didn't you know him?"

"Know?" I repeated, somewhat puzzled.

"What do you mean?" He told me his name was Kroller, and that he was an engineer. We had no one to run on the engine and—

"You took him!" interrupted the man. "Good heavens, sir, he is as crazy as a man can be!"

He turned his brain over a new plan for applying steam power. I saw him at the station, but did not fully recognize him, as I was in a hurry. Just now one of your passengers told me that your engineers were all gone this morning, and that you found one who was a stranger to you. Then I knew the man whom I had seen was Martin Kroller. He had escaped from the hospital at Stettin. You must get him off somehow.

The whole fearful truth was now opened to me. The speed of the train was increasing every moment, and I knew that a few more miles per hour would launch us all into destruction. I called to the guard, and then made my way forward as quick as possible, I reached the after platform of the after tender, and there stood Kroller upon the engine-board, his coat and coat off, his long black hair floating wildly in the wind, his shirt unbuttoned at his throat, his sleeves rolled up, with a pistol in his teeth, and thus glaring upon the firemen, who lay motionless upon the fuel. The door was red hot, and the whole engine was quivering and swaying as though it would shiver in an offensive wile.

But I remembered it, and I remember it still; and the people need never fear that I shall be imposed on again by a crazy engineer.

From the Washington Pa. Examiner.

## OUR GULLIBLE PEOPLE.

If there is any one characteristic that distinguishes the Northern people more than any other at the present time, it is their gullibility—Experience is a school—it is their "dear," one, but, nevertheless, it is a school; and we are constrained to say, that our people seem to show but little proficiency in the learning it teaches. Four years ago they commenced to study the strength and resources of the South. They regarded the subject as one so easily mastered as to scarcely claim their attention. They said the Southern people, reared in ease and luxury, could not fight; that rebellion was a tender plant of forced, hot-bed growth, and a little exposure to the rigid atmosphere of war would soon chill and wither it; and that a blockade of the ports which supplied its sustenance would soon starve it out.

Their groundless theory was put into practice, only to find out that rebellion was a rank weed, with a root deeply planted. Levy after levy was made upon the physical force and wealth of the North, until over two millions of men and four billions of treasure have been thrown upon it, in the vain effort to smother it. Part of the territory which affords it supplies was soon permanently, and part, temporarily, possessed; but all this time its roots have grown deeper and become more firmly fixed.

In the beginning we were appealed to throw aside party, "until the rebellion was put down;" and the appeal was effective. Democrats contributed giant energies in support of a war in the interest of the Abolition party; and they have been rewarded with insult and obloquy.

Now, when Abolitionism has again been installed in power, through the forms of election,

its advocates have the brazen impudence to again appeal to their political opponents to throw aside party, and commence with renewed energy, in the prosecution of the same party.

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