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You would imagine something
wrong with a man whom you would see

**Wear a
Straw Hat
in January.**

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NERVE OF ENGINEERS

IT DOES NOT, AS A RULE, DESERT
THEM AFTER AN ACCIDENT.

**Desperate Chances the Man at the
Throttle Will at Times Take With-
out Being Able to Give a Satisfac-
tory Reason For His Action.**

"I have been often asked why rail-
way engineers disregard their instruc-
tions and the warning signals along the
line of their road," said the general su-
perintendent of a railroad to a man,
"and I have summed it up that it is hu-
man nature for men to take chances in
their business and that engineers are
no exception to the general run.

"Sometimes they cannot give a satis-
factory reason why they do so. I will
give you an authentic instance of this
habit which made me live 10 years in
30 minutes.

"On a road I was at the time connect-
ed with was a long trestle over a bay
several miles in length, with a draw-
bridge in the center. The draw had
been opened, and as a tugboat was
passing through the bridge men heard
the rumble of a fast, heavily laden
passenger train as it struck the bridge
a mile away. Knowing that the red
danger signals were set with the open-
ing of the draw, they supposed that the
engineer would slow up or stop, as
might be necessary. Instead, to their
consternation, the train came along at
regular speed, and a frightful accident
appeared inevitable. They yelled to the
captain of the tugboat to go at full
speed, and as the boat glided through
the draw in the darkness they exerted
themselves to swing the draw into the
locking bolts before the train could get
to the point where the rails separated.

"The engineer, however, disregarded
the last danger signal, a few hundred
yards from the draw, and came on. By
a remarkable coincidence of time and
position the draw, which was of course
in motion, swung so that the rails of
the east bound track were in juxtaposi-
tion with the west bound track, upon
which the train was running, and the
heavy engine and one of the passenger
coaches, striking the east bound rails,
glided upon the draw and stuck there,
the remaining portion of the train be-
ing on the west bound track, making
almost a figure 8 of the coaches.

"If the draw had moved the thirtieth
part of a second faster or slower, the
east bound rails would not have been
opposite the west bound rails at the
very instant that the great engine
struck them, and a frightful disaster
would have resulted. When I got out
on the bridge a few minutes later, I
fully expected to find the train in the
bottom of the bay and the draw smash-
ed into splinters. I discharged the en-
gineer on the spot and asked him why
he had not observed the signals. He
admitted that he saw them, but could
not give a satisfactory reason for fail-
ing to observe them. He evidently took
his chances of finding the draw closed
when he reached it.

"The engineer of today is a sober,
steady, nery man, especially on the
fast express trains on the big roads. It
is nerve that makes one man carry a
limited express train through the dark-
ness of the night, fog, sleet and blind-
ing snow at 60 miles an hour. The sto-
ries we read about of an engineer los-
ing his nerve after an accident are
largely fiction. In 27 years of active
railroad life I have had but one or two
men apply to me for a transfer upon
the ground that their nerves had gone
back on them for running the fast
trains.

"I have had men who have been flung
50 feet over their tenders in a head-on
collision and had a dozen bones broken
come to me after they had been dis-
charged from the hospital and ask to be
put back on their old run. You see, they
begin firing when they are about 18 or
20, and the cab of an engine is their
home. If they run into a person or a

wagon load of people on the track, if it
is not their fault, they take a practical
view of it; they have to. If it is their
fault, we discharge them, and they can
take any view of it they please then,
for we do not wish in our employ care-
less men. This is true with all of the
big roads, and as a result American en-
gineers of today are about as model a
set of men in their employment as can
be found."—Washington Star.

Things Not Wanted.

Dogs, pianos and typewriters are the
possessions most frequently advertised
for sale at second hand, according to an
advertising man. Cameras run these
three hard in the sale of things desira-
ble to get rid of, and bicycles come
next.

Bicycles and cameras would probably
head the list, so many people seem to
wish to be rid of them, but their tenure
of advertising popularity is usually
brief. Household furniture, horses and
carrriages come next in the list. Then
jewelry, watches, sewing machines and
musical instruments.

Books are far down, almost the last
in the list. Folks who have them usu-
ally seem to wish to keep them.—New
York Sun.

The Charge Not Sustained.

"You say," pursued the chairman of
the investigating committee, "that he
resorted to no bribery whatever during
the election so far as you know?"

"Yes, sir," replied the witness; "that's
what I said."

"Did he not circulate several boxes of
cigars?"

"Yes, sir, but them cigars wasn't
bribes. Here's one of them. You try it."

—Detroit Free Press.

Saving Requires Character.

The faculty of saving money is much
rarer than the faculty of making it,
and it calls for the exercise of a higher
degree of good judgment and more self
restraint. In a word, it requires more
character.—World's Work.

BEWILDERED SHOPPERS.

**Japanese Peasants Who Are Kept
Track of by Labels.**

When the Japanese peasants get
themselves up for a pilgrimage to a
city for the purpose of laying in a stock
of finery, they present the quaintest ap-
pearance imaginable. The women gen-
erally tuck up their petticoats well
above their knees, either leaving the
legs bare or else swathing them in
white bandages which form a kind of
leggings. Their hair is done in the us-
ual elaborate Japanese style, and gen-
erally an artificial flower is stuck in at
the top. It does look comic to see the
wizened face of an old woman with a
large red nose hobnobbing over it. And
this floral decoration is not confined to
the women. When you meet a party of
pilgrims, you often see the old men also
with a flower stuck coquettishly above
the ear.

At Nagano it appears that many of
the poor old dears from the country get
so bewildered by the magnificence of
the places they go to and the distrac-
tions of shopping that they quite lose
their heads and consequently their
way. So the ever thoughtful Japanese
police have insisted that every party of
pilgrims is to have a distinguishing
badge. At Nagano it was the common-
est thing possible to see some ancient
dame rushing about wailing: "Where is
my party? Where is the purple iris
party?" or "Where is the yellow towel
round the neck party?" And then she
would be told that "yellow towel round
the neck party" was on its way to the
station or that the "purple irises" were
still saying their prayers in the temple.
—Kansas City Star.

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