## TOL XXIV

# DLEBURGH, SNYDER CO., PENN'A, MARCH 22, 1888.

(Old but good.) Rain on the Roof.

BY HON. COATS KINNEY. When the humid shadows hover Over all the starry spheres, And the melancholy darkness Gently weeps in rainy tears, What a bliss to press the pillow Of a cottoge chamber-bed, And lie listening to the patter Of the soft rain overhead !

Every tinkle on the shingles Has an echo in the heart, And a thousand dreamy fancies Into busy being start, And a thousand recolections Weave their air threads into woof As I listen to the patter Of the rain upon the roof.

Now in memory comes my mother, As she used in years agone, To regard the darling dreamers Ere she left them till the dawn; O! I feel her fond look on me As I list to this refrain, Which is played upon the shingles By the patter of the rain.

Then my little scraph sister, With the wings and waving hair, And her star-eyed cherub brother-Alserene, angelle pair-Glide around my wakeful pillow, With their praise and mild reproof, As I listen to the murmur Of the rain upon the roof.

And another comes to thrill me With her eyes delicious blue; And I mind not musing on her. That her heart was all untrue ; I remember but to love her With a passion kin to pain, And my heart's quick pulses quiver To the patter of the rain.

Art bath naught of tone or cadence That can work with such a spell In the soul's mysterious fountains, Whence the tears of rapture well, As that melody of Nature That subdued, subduing strain Which is played upon the shingles By the patter of the rain,

### LTHE WILD TRAIN.

Yes, sir ! the boy there, though but five yours old, and not knowing a dash from a dot, stands upon the company's pay-roll as telegraph duty will come up, in the perform- knowledge that I had caused a station. operator at fifty dollars per month 'How did it come about ?' you ask Just wait a few moments until my relief comes, and as we walk to the honse for supper I will give you the story.'

The speaker was an old school friend of mine, whom'I had hunted up after a long absence from my native city, and found busily employed in the train dispatcher's office of the-Railroad as chief opreator. Upon his instruments rested the cabinet photograph of a little boy. and my remarking upon the smart ed the above reply.

orders had been issued; then, with a about replying. pleasant good-night, we were off

'Now for the story !' continued my friend, as we emerged upon the street, and turned our steps toward bis home. .

'One year ago I was discharged display your flag !' from the very position I now hold, 'No !' was the reply. 'Having re-delight in the rural life which we not see it, I took the red flag and also voted to place the boy upon the for having, as was charged, caused ceived no orders to do so, I did were obliged to lead, grew stout and the boy in my arms, and placing pay-roll as a telegraph operator. the wreck of two !reight trains at not.' about thirty miles east of here.

trains upon our road are run upon of directors, through whom he had express, with a rush and a scream of train. Stand right here! Do not schedule time, or, in other words, obtained his position, and through the whistle, passed like a flash; and move except to wave this flag, so ! upon that laid down in the time-ta- whose influence 1 was soon to lose be would watch them out of sight giving him the up-and-down motion any sort, or regular trains when off tonished me, as well it might for al- clapping his hands with delight. their schedule time must be lowing the train to proceed without 'We used to watch him in silence. helped along by telegraphic orders, the orders meant for them to run by my wife and I, for she often came to my manner, and giving him a kiss to dispatcher. This, upon a single usual crossing place at B as soon presence; and thoughts of the op- the switch. Could I reach it in as ours, is constantly occurring.

if I entered into too minute an ex- a collision. planation of how this is done, I will The thought drove me nearly cheerful. give you the system in as few words frantic. Further questioning only 'One beautiful summer day, when back at the station. There the little ping to learn the result of his second

is B .--. Now all trains are report- send.

usual crossing point for the laggard, their fate. O---, ten miles beyond, and cross or eagerly inquired the trouble. I red was, as I knew, for I had heard the rails upon the siding, was the

B---, I concluded to push it along in person by first train.' to C -- for a crossing. According- 'My greatest fear had been that back the freight. ly I called up D--, the next sta- loss of life would result. went ahead with this order.

cross No. 102 there.

Hobbs, Dispatcher.'

order to No. 102 at A----

tor at A -- , '15 for 102.'

put out the signal before replying in due course of time. ance of which the signal will be need wreck? lected until too late.

'Well, upon receiving ance that the flig was out at A ...... came the answer from No. 65:

deastand we are to proceed to C-and cross No. 102 there.

Bauce, Conductor, No. 65. 'Costar, Engineer.

appearance of the little fellow, elicit- and they were dispatched. As No, were none to speak of. My station yards or so, round the curve which 102 had not arrived at A ...., and no was what is termed a 'flagstation.' hid it from sight, was a switch which Here followed an introduction to reply could be received from them Trains made no regular stop there, opened upon a side track running the relief, a pleasant-looking young until the conductor and engineer had and when an occasional passenger by the station for another bundred man of twenty-one or two. whose signed the order, which, of course, wished to take the train, a very un- yards, and which would hold the duty it was to remain all night at the the blue flag would notify them was usual occurrence by the way, my red freight could I but reach and open post my friend was just vacating, to there, I turned my attention to other fleg by day, or red light at night, it before the freight arrived there. whom was given some general infor- duties, and thought no more of that 'hauled up' the desired train. I But I must also stop the passenger mation as to how the trains were crossing until some time after it oc- grew despondent. Every day I sat train for fear the freight would not running upon his division, and what curred to me that No. 102 was slow in my little den of an office listening get on in time

> 'So calling the operator at A ----I asked, 'Has No. 102 arrived ?' 'Gone without receiving the orders wire.

C--, a small station upon our line, 'The operator at A-- was com- delight knew no bounds as he stood put the flag in his hands. issued by or in the name of the train- C- and endeavor to reach their sit with us, and cheer me by her reassure him, I turned and ran for pany's gift allowed me to free from track road, carrying so much traffic as possible, to save delay to 65, which portunities he would miss, and the time? I must! Over the ties I ran to meet us now-a proud little fellow

For an example: We will say the operator of having received any or- my station, sitting as usual watching ed him, and the flag ! yes! the flag

ed by telegraph from each station as 'With fast-beating heart, and a A --- beard him answer, followed line, as far as the eye could reach, I the orders, trusting in his ability to they cross. We are on the lookout terrible faintness upon me, I drop by an order from the office to '14 for could see the special passenger train shift the blame upon me as in the first for these reports, and before us is ped my head upon the instruments special freight passing east; heard coming. Now for it. Looking, and instance, but the second was too the train-sheet upon which must be and prayed for the poor fellows upon the reply exactly as the operator running ahead, again I saw the gonaut. noted the time of departure of each the trains. How many of them had given it to me on the day of the freight.

train from any station. Thus we would survive the wreck, which now wreck—'15 for special freight'—then

'Thunk God! I shall reach the The most trying position a truthful can tall, at a glance, the position of it was impossible to prevent, for be- this order :

east to be thirty minutes late Since opera was on duty with busity eave A—until special passenger moment more and the switch was No. 34 would be obliged to wait at clickit astroments to warn them of train—Fairfield, conductor—has ar- was reached, and the train a thous-

we give it an order to proceed to 'Noticing my actions the dispatch- 'The special passenger train refer- To insert the key, unlock and throw No. 35 there, thus keeping it ou time, could not reply in words, but notic- it reported by wire, composed of an work of an instant. while causing no further delay to the ing my instrument calling. I grasped engine, superintendent's private car, 'Yes ! I was discovered by the endelinquent. Of course it is neces my pen, and with trembling fingers and directors' car filled with the of gineer of the train, heard the shrill eary to notify both trains of the copied this message. It was address floers of the road, with their wives whistle for brakes, the danger signal change in crossing-points, and right ed to the superintendent, from the all of whom had been down the line saw the engine reversed, the brake here is where my trouble occurred. conductor of No. 65, and ran thus: on a pleasure trip to inspect the men scrambling over the tops of the

ments, busily employed as you saw head collision one mile east of C- tern terminus, and were now return- was done that could possibly be me a few moments ago, I discovered speed of fifteen miles per hour ing with all haste. that freight No. 102 was losing time. Crews of both trains escaped unin- 'I heard the superintendent's tele- heavy train, standing at the switch Soon it was thirty minutes behind, jured. Fifteen cars derailed, five of graphic request to the dispatcher to ready to throw the rails back as soon and wishing to help along freight them wrecked completely, badly give then the right of way as far as as they passed upon the siding. No. 65, which usually crossed it at blocking the main line. Will report practicable, and in accordance with 'In a moment they were within

and upon receiving the response participants in the affair were called time they were making, as the tele- Run upon the siding. Tell the en-'To Conductor and Engineer No. man told his story. The opera- ceeded each other as the train pass- life.' 65: You will proceed to C- and tor at A-firmly adhered to ed station after station and still 'It's wonderful that he heard me. to his falsehood, and I as bemoaning my hard fate. 'The next move was to protect pose. The influence of his director |-only for me was the ill lack re- train and hiss of escaping steam, as This Remedy has the them in thus passing their usual uncle saved for him his position, the crossing point by giving the same blame was attached to me, and I 'Calling up A ...., I said in the my position, and move. Some time there would be no poor assistant to brake of the tender. With a tercipher used on such occassions: '14 before this, trusting in the security attach the blame to, but the chief rible roar and grinding of the brakes for No. 102, which means, 'Put out of my position. I had put all our dispatcher. blue signal to hold No. 102' This little savings together and purchas- 'I sat there some time filled with 'I closed and locked the switch blue signal, a flag by days and a lan- ed a small bouse and lot in the pleas- these ungrateful and useless upon the main line, and started tern by night, conspiciously display- antest part of our city. I had bor- thoughts, until I was disturbed by back for the station. I knew the ed in front of a station means tele- rowed from our savings bank the the entrance of the little boy who special must have stopped there. graphic orders, and by this signal no sum of two thousand dollars, and had been busy at play outside. He else, ere this, it would have been train is allowed to pass. Instantly placed a morgage for that amount came in high gles, exclaiming, 'Papa! upon us. Yes! Sure enough—comcame back the reply from the opera- upon the place, believing that with paps ! Train coming !" prudence and economy we should be "'No, dear, not just yet. Wait she stood, safe and sound, and upon 'Now every operator's duty is to able to repay and lift the mortgage five minutes and then we will see the siding beside it stood the freight,

You see the use of the cipher figures up with flowers and vines notil it trainis a great saving of time and space presented a most attractive appearThe most imperative orders are isance, and to ourselves, at least, was sued, and the utmost care taken in the very perfection of taste and please him I complied, and looked ent. Crowded about him where the moving trains by telegraph; and to home comfort. Now it must be up the line in the direction of the president, board of directors and of the lips, enlarged neck, sore answer with 15 before the signal is given up. This made the blow doub. approaching special, which had pass- other notables, invited guests of the eyes. A scrofulous condition played is contrary to all rule, as in ly hard, for where could I obtain a so doing there is a chance that some position at my business, with the must be within five miles of our fully twenty-five people, who cerbad gir. want of sunshine and

ommence at the foot of the ladder 'I turned, and saw rising

one above, but addressed to No 102. put in the wires and open a station an instant I understood the situa-Thus I had all arranged according to at C -- , as a measure for guarding tion. The freight was approaching, rule for a crossing at C .-- Soon against further trouble, very kindly the freight which was ordered to reoffered the situation to me. I could main at A-to cross the passen 'To Bobbs, Dispatcher: We une but accept. Soon we were moved ger train. For a moment I was into our new quarters-a modest dazed, but only for a moment, for I house near my station.

now, so uneventfully as nearly to de- tastrophe, 'To this I promptly gave O. K., stroy all ambition. Duties there Below my station, some hundred to the business passing upon the wire, business in which I took no ed my signal flags, put the blue in 'Arrived and gone,' was the reply. opportunities I had to open the trust to that to stop them, for fear and heroic coduct in time of danger.

I gave you? Impossible? Did you 'My little boy was my almost con- run past my station, and at the high who but a woman would have stant companion. He took great rate of speed he was coming might thought of anything so romantic ?brown as any little rustic, and his him in the middle of the platform,

ri ved.

'One day, sitting at my instru- Freights N : 65 and 102 met in new station and grounds at our eas- cars setting the brakes, and know all

this instruction he was now helding hailing distance, the fireman was up

'I sat idly watching the approach his engine making ready to jump. tion beyond the usual crossing-point, 'As is usual in such cases all the of the special, and making the quick 'Stick to your engine,' I cried, before the superintendent. Bach graphic reports, one by one suc- gineer to stick and stop her for his

firmly to the truth, but to no pur- 'No mistakes this time, I thought meaning through the rush of the was discharged, forced to give up the same fault twice. This time back and commenced setting the

them go flying by, I answered him now come to a full stop. with 15, which means, blue signal is 'A pleasant little place it was, and with a smile, knowing how pleased 'The platform in front of the little displayed, and will hold the train. much pleasure we took in fixing it he would be to see the rushing depot was filled with the passon-

'No! I must give it all up, and through the trees-

the trees the black smoke which degave the order corresponding to the 'The company having decided to noted the approach of a train. In knew something must be done, and 'Day after day came and passed that quickly, to avert an awful ca-

'Rushing into the station I grasp-

paratively a new man, a nephew of upon the platform when the heavy 'Arthur !' I said sternly, 'do just You must know that all regular an influential member of our board freights went rolling by, or the fast as papa says, now, and we will save bles of the company. But extras of mine. His deliberate falsehood as- with great round eyes, laughing and Wave it my brave boy, and do not person who had been remiss in duty stop until papa gets back !'

'His blue eyes filled with tears at was rushing along expecting to reach privileges of schooling he would be for life, for lives ; for if the trains 'As I might wears you by details them at C ..... The result must be debarred from by my misforture, came in collision at that high rate of were not calculated to make us speed many lives must be sacrificed. 'As I turned the curve I looked

switch first, I oried, and ran on clergyman can be in is to be preach-

and feet behind in the race for life.

done to slacken the speed of the

on my side, down upon the steps of

much more comprehended my upon the wheels the train passed.

ing in sight of the station-there

gers of the special and trainmen. I tainly, some of them, if not all, ow nourishing food w' induca "That, that -v. papa! Look ed their life to the little fellow. Up- it. Some people ar on reaching the station t was at on . with scrofulous sw uncers and oager for an explanation. In as few words as possible I gave, in answer to the superintendent's inquiry, my story ; how the baby had discovered inetantly placed him with the flag. which, it seems, bad been the means of stopping them; how I had hastened to the switch, arriving just in time to put the freight upon the siding, and that was all.

'All? no! This was followed by an impromptu directors' meeting in my little seven-by-nine station-a directors' meeting in which ladies took a prominent part. I was called in with my wife, who had run to the station, alarmed by the unusus excitement-and the boy. Speeches were made which brought the blush to my cheeks and tears to my wife's eyes-tears of joy and pride in the

'Yes, sir! They voted me two active part, for few, indeed, were the its proper place, but not daring to thousand dollars for prompt action the engineer, having his orders to and at the suggestion of the ladies-"A happy household we were that

evening, and with many a kiss the boy was put to bed at night. The next day I was called to the general offices, and the dispatcher having told his story, how the orders had been given promptly to hold the freight, there were no doubts now as to the upon both occasions. I was reinstated in my old position, and we imme diately moved back into the little house you see yonder, which the com debt; and, yes, that is the boy run upon pay-day, as he goes with me to the office and stands among the men taking their turn to receive their pay -the pet of all.

"The operator? Oh! Without stopresulted in farther denial from the I had been some three months at fellew stood, just where I had plac- blunder he deserted his post and fled. I have no knowledge of his career regular crossing point for No. 34 ders to hold the train, which orders and listening at my instruments, for was waving up and down, up and was displayed before putting it out. going west, and No. 35 going east, he accused me of having failed to want of something better to do, I down as fast as the stout little arms and then neglecting it. When he saw heard the dispetcher's office calling could move it; and away down the the train pass he deliberately tore up much.'-W. D. Holman in the Ar-

every train on the road. We will tween the two heavy trains rushing "To Conductor and Engineer My switch-key was out of my pock- ing the funeral sermon of a man who may these reports show No. 35 going toward each other so swiftly, no Special Freight: You will not et as I rate and in my hand. A died ric' and means

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