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E fill not reason is a bigot; he that cannot is a fool; he that dare not is a slave. EDITOR AXD PROR
MI DLEBURGH, SNYDER CO., PENN'A, MARCH $22,1888$.
(Old bat good.)
galn on the Roof.
ay hom. coats kinsky. When the hamid shadows hover
Over nil the starry pheres,
And the melanoholy darkneess And the melanoholy darkness
Gently weeps in rainy tears, Gently weeps in rainy lhe illo
What a bilise to prese the
Of a oottoge ohamberbed And lle listening to the patte:
of the soft rain overhead I Erery tinkle on the shloglen Aud a thousand dreanimy fano Into busy being start, And a thousand recolections
Weave thelr air threads into wo Ao I liston to the patterl. Now in memory oomes my moth As she osed in years agone,
To regard the darllig dreamer To regard the darllag dreamer
Ere she loft them till the daw Eir feel her fond look on
As 1 list to this refrain, As 1 ist to this refrain,
Which is played upon the shi
By the patter of the raln. Then my Hittle eeraph sister,
With the wing and waving hair And her star-syed ehene, angello pair Alverene, angeilo pair-
Gllto around my wakefal pllow,
With their praike and wild 8 I listen to the marmar
Of the ralu apon the roof.

And another comes to thrill me
With her eyes deliciolous blue; And I mind not musing on her,
That her heart was all untrue remember but to love her
With a pnasion kin to paln, And my heart's quick pulsess
To the patter of the raln. Art hath nanght of tone or endence
That can work with euch a apell
the soilis mysterious fountailos Whencen the tears of rapture well, As that melody of Nature
That subdued, subduing Which li played, upduing strain
By the patter of the rain.

UTEE WILD TBATN Yen, sir / the boy there, though but
five yonrs old, and not knowing a five yours old, and not knowing a
dasth from a dot, stande apon the
company'g paycroll as telegrapt


| east to be thirty minates late Since No. 34 would be obliged to wait at ueasal eroseing point for the laggard, we give it an order to proceed to O—n ton miles beyond, and oroes No. 35 there, thas keeping it ou time, while canaing no further delay to the deliequent. Of oouras it is necesaary to notify both trains of the ohange in croseing-pointe, and right bere is where my trouble oesurred. <br> 'Ono day, vittiog at my inatrumente, bucily employed as you naw me a fow momente ngo, I discovered that froight No. 102 was losing time. Soon it was thirty minates bebind, and wishing to belp along freight No. 65, which nauaily oroseed it at B-I I conoladed to pueb it along to C $\qquad$ for a orossing. Aceordingly I called up D——, the next station beyond the ueual erossing-point, and upot receiving the reaponse went aheed with this order. | opern wha on daty with basily elickit 28tramente to warn them of their fate. <br> 'Noticing my setions the dispatohor eagerly iaqnired the troable. 1 oou!d not reply in words, but noticing my instrament calling. I grasped my pen, and with trembling fiagors copied this mensage. It was addreas ed to the soperintendent, from the eondaotor of No. 65, and ran thas: Treighte N : 65 and 102 met in head colliaion one mile oast of C opeed of fifteen miles per hourCrews of both traines escaped noinjured. Fifteen cars derailed, five of them wrecked coamplately, badly blooking the tmain line. Will report in person by first train.' <br> 'My greateat fear bad been that lose of life wonld result. <br> 'As is nenal io sinch cases all the participanta in the affair were called before the superintendent. Rach | eave A--until opecifl passenger train-Fairfield, cooduthor-has arrived.' <br> 'The special pagienger'train referred was, as I knew, for 1 had heard it reported by wire, eonposed of an engine, anperinteorlont'y privato car, and directors' car filled with the officere of the road, with their wives all of whom bad been down the line on a pleasuro trip to inspect the new station and groande at our eastern terminns, and wore now retarning with all haste. <br> 'I heard the superiatendent's telographic request to the diapateber to give then the right of way as far as practieable, aud in accordance with this instraction he was now holdin $n_{3}$ back the freight. <br> -I ant idly watohing the approncb of the special, and making the quick time they were making, as the telegraphic reportg, one by one. suc- | moment more and the switch was was reached, and the train a thonsand feet bebind in the race for life. To insert the key, aolock and throw the rails npon the siding, was the work of an instant. <br> 'Yes I I wae diecorered by the engineer of the train, beard the slurill whistle for brakes, the danger signal anm the engine reversed, the brak-: men serambling over the tops of the cars aetting the btakes, and know all was done that conld possibly be done to slacken the speed of the henvy train, standing at the awiteb ready to throw the raila back as soon as they passed upon the siding. <br> In a moment they were within hailing distance, the firemas was op on my side, down upoo the steps of bis engino making ready to jnomp. ' 'Stiek to your engine,' I eried, |
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CASTORIA
for Infants and Children.

## 


RUSSIAR RHEUMATISM CURE $\qquad$ WiL. CURE YOU $N=1$ Quyysin

## SGRDFULA

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|  | A. W. Potrem |
|  |  |
| of the lips, enlarged neek, sore eyes. A scrofulous condition |  |
| eyes, a scrofulous conditionis often hereditary, but baddiet, too free use of fat meats. |  |
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| It some poopie ar |  |
|  |  |
| Ward serofula, serofula of thelungs, scrofula of the spleon. |  |
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DP. Schenck's
Mandraka Pims

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## SALESNENY WANTED

            or
    deastand we are to proceed to C
dans
and crose

To this I promptly gave O. K.,
and they were dispatched. As No.
102 had not arrived at A.-and no
reply could be received from them
reply could be reeeived from them
uotil the coonduotor and engineer had
man told his story. The opera-
tor at A--firaly adhered to
to bis falsohood, and I as and
firmly to the trath, bat to no pur-
pose. The influence of his director



CURE





Jase wait a fow momente ontil m
relief oomus, and as we walk to th
Tbe speaker was an old schoo
frieud of mine, whom $I$ had hunted
tive e.ty, and fonnd busily employed
in the truiu dispateben's office o
the-Rairoad as ebief opreator

| $\begin{aligned} & \text { TGunteal } \\ & \text { Thi biack } \\ & \text { phank } \end{aligned}$ |
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