

WATCHERS OF THE CABLE

By DENISON HALLEY CLIFT.

his waste and oil can among the valves and cogs of the sleeping machinery, "just what kind of stuff there is in a man until he's face to face with danger. Then you can find

I listened as the head wiper for the Powell Street Railway clambered among the giant wheels and long leather belts in the engine room of the power house. Callahan has been in the service thirty years; and he has wiped in the power house ever since his car ran away down the Long Hill ten years ago and he lost his strong grip arm in the collision. By some whim of chance he has 'faced death so often that the younger men of the old cable road are always glad to listen to him.

So I asked Jim Callahan to continue. His one good hand polished the suction valves and governors as he talked, until they shone like brilliant stars under the yellow flame of the lantern.

You see," the old wiper went on, "I was thinking of the Farrelleys. There were two of them, and the company knew them as old Tim Farreliey and young Tim Farrelley; and a finer pair of men never signed on the rolls.

"Old Farrelley came out of the East early inthe eighties, and about a month after he applied was given a car on the night run. The first three months after he was signed on, Farrelley and I relieved each other, and a sort of interest sprang up between us, with car 265, our car, as a basis

"I liked old Farrelley from the very first run; he was always so cheery and cordial, and he had a sense of duty born in him. Before leaving the car at night he would

"Then, as the months passed, the big strike came on, and we all went out together. It was nearly four months later before the bosses let us go back to the barns. The first car to go out after the long fight was old 265, with Tim Farrelley in the gripman's box.

But it seemed as though some fate was conspiring against him. For a few weeks later I was put on the night run regularly, which was just before the cable snapped and my car slid back down the Long Hill, crushing into 265, which Farrelley had braked on the level intersection of Sutter street.

"It was hard of the unkind fate that the car behind me should have been Tim Farrelley's. When he returned to the barns from the hospital he was on crutches, and it brought the tears to our eyes to see him hobble down into the engine room. As for myself—this is what the collision cost me." The wiper pointed to the stub of an arm.

"The company stood by Tim Farrelley," continued Callahan, "and he was made cable watcher.

Somehow I always thought they watching the cable is worse on the to sit night after night and watch always fastened on its writhings, gine room? looking for possible breaks-well.

"But the boy, he said, 'can the boy have my place watching till he ery was not going to stop! death. The chauffeur's last act was to apply his foot to the brake, and in is old enough to brenk?"

he asked, 'Has he your old nerve?'

old man. "The men doubted it at first, when

the power house. And Monohan, I reach dare say, wanted to take back his father! promise, but he was afraid of breaking old Farrelley all up, so the boy was put to watching the cable.

Those were the days before the torn strands of the wire rope were recorded on the patent instrument. and the watcher had to sit hour after hour and watch the cable as 't came wearing task. A bad tear may not come but once in five years; and we saw young Farrelley perched on his stool, his keen blue eyes studying the wire rope that flew in and out of the low, black shaft like a crazy snake, we wondered what

he would do when the test came. "The young fellow was a lithe, yellow-haired lad not yet twenty. with a sallow, clean-cut face, and we wondered as we looked at him if he was made of the same stuff as his

"It was over a year before the test came. Young Farrelley had begun to

show marks of the strain. "I was wiping then, and often at night, when the machinery was running well, I would stop at the cable room and chat with young Farrelley. His blue eyes had lost their old keen-He usually sat close to the light, his arms folded. When one o'clock came, instead of resting while the machinery slept, he would study out of some engineering books that he kept near his bunk. You see he

and been cheated of his schooling. Well, we usually ran in a new pable every six months, but at that lime the new rope had been delayed somewhere near Denver, so the worn cable was still running. And one

night a break came.
"Young Farrelley was at the wheel, watching the whirring rope,

"You can't always tell," said vig | and listening to its dreary croon. He Jim Callahan, as he climbed with always remembered his father's experience at the foot of the Long Hill, and he knew if the cable broke there would be several runaway cars down one of the city's steepest grades, for the cars climbing the Powell street hill would slide back.

"The first the watcher knew of the trouble was when the hurrying ing over his head. cable showed its torn strands. Instantly he opened he tar tank above the wheel, and the rope spit the drops into his face. A grating sound broke the monotonous hum of the cable. More severed wires rolled in. And then young Farrelley knew that one of the wheels in the long shaft had broken its axle, settling into the fork, and was cutting into the whirling cabi:

"Well, the lad didn't hesitate. He knew that he could only reach the broken wheel through the shaft, for the tunnel was built so low that no manholes opened to the pulleys until the cable reached the street and rolled into position close to the long, endless slot. A dim memory of his father's collision came to him.

"There was not a moment to lose. Turning, he pressed the button close above him that signaled to the engine room to stop the machinery, for it was dangerous in the shaft with the cable running. Then lighting a lantern, he sprang into the dark Lole, beside the whirling rope.

"The low tunnel stretched away before him, black and appalling, four feet square, running underground fifty rods to the road from the cable room. At regular distances through it were placed eight wheels, or pullevs, over which the cable ran.

"Farrelley lost no time. On all fours he crept along under the swift running cable, thy lantern before him. The ripping strands were flying always wipe and adjust the breaks; past him. He knew the old cable all stood round in our dirty jumpers and he was often fagged out, too. bled, and the lantern shook like a vibrating headlight.

"He passed the first of the whirring wheels. He paused a second, holding the lantern close to the cable. He could see now that the trouble lay with the sixth wheel of the series. Fresh breaks flew by, grating over the wheel. He became terrified, for fear the wire would snap before the machinery closed down.

"He lunged forward suddenly. In that instant the auxiliary wheels in the engine room caught up the slack, and the cable leaped taut, striking the lantern globe. The glass shivered into a thousand bits, and the lantern was torn from his grasp. He was in total darkness.

"In a moment of frantic fear he clutched for the lantern; his hand closed upon the flying cable, and before he could let go he was hurled backward, and his fingers were caught and crushed between the rope and the wheel groove! Then he was flung aside, and the cable flew on.

"Farrelley lay back upon the grasscaked ground, convulsed with pain. Overhead the cable sang on, sinister and inexorable in its note. But its might have been kinder to him. For croon was broken by a continual watching the cable is worse on the scraping, a grating of wires torn nerves than gripping in a fog. Just loose. And as he lay, there flashed over his mind a sudden realization the long wire cable come rolling that sent the blood from his face. in over the grooved wheel and yo The cable was still running! Had rolling out again below, your eyes his message been received in the en-

"In the horror of this new possi-Tim Farrelley could not stand it long. bility he forgot the aching pain in his to embolism - the stopping of the "So one day he told Monohan, the hand. A vague instinct told him of functions of the organs of the bodysuperintendent, that he was 'all in.' the true danger. Somehow his sig- which caused practically instant

he could crawl back and have the 'Every bit of it!' declared the power shut off he could creep ahead and dislodge the sixth wheel. Every moment was valuable now. Suppose Times. old Farrelley brought him round to the wire rope snaped before he could reach it? He remembered his

> "Holding his injured hand close to his breast, he continued to drag himself on, close to the crusted earth, dense night all around him. He passed the second wheel, and it spit tar at him defiantly.

"Through an eternity of seconds he crawled on, and the third pulley ratsinging in over the wheel. It was a tied over him. He knew then that he the colony. On this basis a United had covered half the distance. He States postoffice savings bank system was weak now from the pain, which ran, throbbing, into his tired brain.

"On he struggled in the darkness, past the fourth wheel and then the fifth, and all the time the cable was tearing—tearing—tearing! A fall-ing sensation came over him, but the dreary hum of the cable called him back to the peril facing him.

"He started forward for the sixth wheel. Oh, that sixth wheel! To his fevered imagination it seemed within arm's length one minute; when he reached for it, it leaped in bounds, seemingly mocking him. When he opened his eyes again, his brain was clearer, and he saw it through the gloom, dimly, fly-

"Instantly he became intoxicated with a kind of joy that comes but once in a lifetime. He knew that he had won!

"He reached up with a cable file and dislodged the wheel. At once the cable, loosened, swung free. The dread grating stopped.

"Farrelley sank back in the darkness, his brain palpitating. an intenser blackness shut in about him, and through it his mind was conscious of flashing jets of flame, and his ear drums resounded with the song of the cable, that roared through his brain like the mad sound of galloping horses

There we found him a little later, just as he lay, in a sort of stupor. His yellow hair was stiff with flying drops of tar. His waite face was the face of a man grown old.

The head oiler and I carsied him along the shaft, and up into the engine room. The torn wire and the dislodged wheel told us what had happened. And later, when we examined the electric signal, we found the batteries burned out.

"While we were waiting for the company's surgeon the lad's mind began wandering, as it had through the long, weary dawn. 'It's only a little way farther,' he was saying, faintly, 'only just a little bit farther now. And yet I can't seem to master the problem. All life is a problem, sir.

"He talked just like that, and we thinking of the day when old Farrelley came back to the power house, hobbling on those crutches.

"Well, the boy pulled through all right. And he had us all at his feet when he came back from the hospital, those of us who had believed in him, and those who hadn't. And so I say, you can never tell what kind of stuff there is in a man until he has been given a chance to show it.

Big Callahan threw his oil-soaked waste into a box and crawled out of his overalls. The machinery had started again.

"And young Farrelley-where is he now?" I asked.

The bog wiper smiled, and pointed out across the city to where the main office building loomed gray among the sky-scrapers. "If you will go over there to the main office and ask the superintendent for Tim Farrelley, you can see him for yourself," he answered.—From the Youth's Com-

Dead With Foot on Brake.

The sudden death of the chauffeur of the Hon. W. F. D. Smith while driving an automobile in England recently, has given rise to an interesting and peculiar theory. Two women were in the car. They felt the sudden cessation of the engine, and then the car ran gently into a hedge. The chauffeur was found clinging to the steering gear with head bent on his chest and his foot on the brake.

It is suggested that death was due to apply his foot to the brake, and in old enough to break?' "Farrelley had the grit of his the agony of death the muscular "Monohan hesitated at first, then father. He knew that quicker than spasm running through the body probably caused the man's foot to be pressed down sharply, thus putting the brake in action. - New York

New Zealand Savings Banks.

Postal savings banks were established in New Zealand in 1867. On December 31, 1906, the 540 postoffices doing a savings bank business had 298,746 accounts, covering deposits aggregating \$48,766,825, an average of \$166.50 for each account, and representing a sum equal to \$56 a head of the entire population of would have 27,400,000 accounts and \$4,600,000,000 in deposits.

MY MAXIMS.

By the Queen of Roumanie.

The foundation of youth is work; woe to him who ceases to plunge therein.

All lives are beautiful in which the sovereign thought has

By the side of tombs only kind and courteous words are spoken; let us treat our friends like tombs. A lost battle is often worth many victories; a victorious

may bring deep-seated loss to the nation that rejoiced over a conquest. This life is but an image of the true life, a reflection of what the soul attains to in the Beyond, or what only the death

of the body shall reveal. is so good to be beautiful, and se beautiful to be good. that it is a sad mistake not to be the one by sheer force of being

time spills What is called luck, or fortune, is only the gift of recognizing when the hour strikes, of not taking the hand from the plow until the Angelus sounds.

NTERESTATO

New York City.-Apparently the over waist idea is to extend its favor for a long time to come, and illustrated is one of the newest and most graceful developments thereof. In the case of the model the over portion is made of crepe de Chine, with



little soutache braid, while the guimpe or blouse is made of embroidered net. But the incoming season beautiful materials, and such a model snug fit, but the scarf and the pillow as this one could be made in various muff are made in one piece each. ways. All the pretty light weight slik | The quantity of material required

Collars are small and inclined to show velvet facings when used on street suits.

Muff, Collarette and Scarf.

Nothing gives a greater sense of warmth and comfort than a fur scarf or muff. This season there are a number of styles being worn, but among them all there are none better liked nor more generally satisfactory than the collarette and scarf illustrated and the big, soft, roomy muff. They can be made from genuine fur of any sort, and the making is quite easy; they can be made from one of the very handsome fur cloths for which the season is noted, or they can be made from velvet and trimmed with lace or fur. As illustrated the collarette and muff are made of brown squirrel, while the scarf is of caracul cloth and the cloth, let it be added, is exceptionally desirable this year, being handsome and effective without meaning any sense of imitation. The collarette has a cape finish at the back and com-pletely covers the shoulders, but the scarf is often preferred by women who do not care for quite such extreme warmth. It can be worn knotted about the throat, as illustrated, or simply left free with the ends hanging, one on either side.

The collarette is made with a little collar that is joined to its neck edge as well as the past one is prolific of and which means comfortable and



and wool stuffs will be charming for | for the medium size is for the collarthe over portions, while the trim- ette, one and three-eighth yards ming can be either of a contrasting twenty-one, forty-four or fifty inches or the same material as liked. Again, wide; for the scarf three-quarter the under blouse or guimpe portion yard twenty-one, forty-four or fifty is equally well adapted to lace, net inches wide; forthemuff seven-eighth and lingerie materials. In this case the over blouse matches the skirt, but forty-four or fifty inches wide. For it can be utilized for the odd bodice the collarette and muff together two The blouse is made with plain front

and backs and is closed invisibly at the back and the over waist is made with tucks that are stitched with belding silk and is trimmed with pointed bands and arranged over the blouse. It can be closed either at front or back as liked. There are loose narrow sleeves that give the drooping shoulder line in the over waist and the blouse sleeves are gathered into prettily shaped cuffs.

The quantity of material required for the medium size is two and three-quarter yards twenty-one, two and one-quarter yards twenty-seven or one and one-eighth yards fortyfour inches wide for the over waist, with one yard of silk for the trimming; three yards eighteen inches wide or one and three-quarter vards thirty-six inches wide for the blouse or guimpe.

Pleated Skirt Becoming.

The pleated skirt will likely remain at the head of the list, since it is generally becoming to all figures.

Cluny Lace Popular.

Despite the great vogue of filet, one of the latest of all the laces in popular favor, Cluny, princess and point quantities for waists, gowns and trimmings.

Shoulder Straps Stay.

Shoulder straps or suggestions of straps are as fashionable as ever, and yard twenty-seven, one-half yard



and one-quarter yards forty-four or one and three-eighth yards fifty inches wide will be required; for the scarf and muff together one and onehalf yards twenty-one, three-quarter yard forty-four or fifty inches wide.

Lawn For Trimming.

A band of tucked lawn or linen set on between lace insertion or narrow ruffles is one of the least expensive d'esprit are being consumed in great and at the same time attractive modes of trimming underwear, for sleeves and neck of gown and the bottom of skirts.

Hats Not to Match. Little or no effort has been made

bid fair to be seen all through the this season to match the hat with the gown.

FINANCE AND TRADE REVIEW

IRON TRADE IS CONFIDENT

Many Factories and Mills Announce Resumption Early in 1908.

R. G. Dun & Co.'s Weekly Review of Trade says:

Hollday trade was very heavy during the last few days before Christ-mas, raising the total for the season above expectations, although compari-sons with last year's figures are unfavorable at most points.

General business has been quiet, as manufacturing plants have increased the percentage of idle machinery. Dry goods jobbers stimulated trade by special clearance sales

The banks furnished currency more readily for payrolls, but little improve ment is recorded in mercantile collec-More wage earners are unem ployed than at any previous time this year, yet many factories and mills announce resumption early in 1908, and consumption of staple commodities is not perceptibly diminished be-cause of the savings of the preceding extended period of full occupation.

A large percentage of the Nation's iron and steel-producing capacity has closed down until after January 1, and in a few cases quotations are lower; but there is confidence in an early resumption of activity. Restoration of normal conditions is based on the knowledge that stocks are low in all positions and the belief that financial conditions will be sufficiently proved to encourage new undertakings and the completion of work on aban-

doned extensions and improvements.

Textile production has been curtailed still further through concerted action by New England cotton spin-

The year draws to a close with brighter prospects for spring in footwear than have been seen for several months. New business has been secured at the expense of values, however, quotations for most varieties of boots and shoes being moderately boots lower. Leather is more active. Hides are quiet. Stocks have accumulated, and tanners believe that better terbs may be obtained by delay.

MARKETS.

PITTRRIIRG.

Wheat-No. 2 red 90

Rye-No. 2	7.61	37
orn-No 2 yellow, ear	77	78
No. 2 yellow, shelled	69	70
Mixed ear	600	67
ats-No. 2 white	5.0	- 64
No. 8 white	5/3	51
lour-Winter patent	4 93	75 00
Fancy straight winters	4.61	4.73
lay-No. 1 Timothy	17.50	18 50
Clover No. 1	17.50	18 00
ced-No. 1 white mid. ton	29.00	30.00
Brown middlings	26 00	27.00
Bran, bulk	25.51	26 50
raw-Wheat	9.57	19.00
Oat	9.30	10.00
Dairy Products.		
utter-Eigin creamery	21	- 50
Onlo creamery	82	124
Fancy country roll	14	26
heese-Ohio, new	15	12
New York, new	16	17
Poultry, Etc.		
lens-per 1b	17	- 18
hickens-dressed	19:	111
ggs-Pa, and Ohio, fresh	95	35
	- 777	-
Fruits and Vegetables.		
otatoes-Fancy white per bu	7.7	
abbage-per ton	15 (1)	15 03
nions per barrel	1.31	1.25
BALTIMORE.		
THE PROPERTY AND A PROPERTY OF THE PROPERTY OF		
jour-Winter Patent	5 35	2.55
Vheat-No. 2 red	99	
orn-Mixed	7.1	73
ggs	8)	31
utter-Ohio creamery	337	40
PHILADELPHIA.		
· HILLIAMER THAT		

Corn—No. 7 mixed	71 41 81 83	73 47 30 42
NEW YORK.		
Flour—Patents	1 33 1 01 66 51	1 73 67 57

Plour-Winter Patent \$ 5 10 579

Butter -Creamery Eggs-State and Pennsylvania.... LIVE STOCK.

Union Stock Yards, Pittsburg. Cattle.

Extra, 1,450 to 1,67) the
Prime, 1,000 to 1,67) the
Prime, 1,000 to 1,67) the
Good, 1,290 to 1,333 the
Tidy, 4,000 to 1,100 the
Common, 700 to 939 the Hogs.

Sheep.

Frime wethers, clipped \$ 4 60 Fair mixed ewes and wethers.... 3 2 4 50 Calves.

Conductor's Car Legs, "Conductors have to get their 'car

legs' just the same as sailors have to get their sea legs," observed a passenger on a West Fourteenth street car. "The conductor on this car nearty

falls down every time the car starts up. That's because he hasn't been 🐡 conductor but a few days. The average conductor, if you'll notice him. never falls against the passengers, no matter how much the car rocks He can always retain his equilibrium and without any apparent effort .-Cleveland Plain Dealer.

A comparatively young man wheel mustache remained jet black while: the hair on his head turned white explained the phenomenon, declares the New York Press, by saying it was because his lips enjoyed all the good things of life and his head } to suffer all the troubles