## My Murder.

A TELEGRAPH OPERATOR'S STORY. (San Francisco Call. After all, we way station telegraph

operators are not without our little bit of romance occasionally, and I think I can show that we are not entirely without a certain amount of responsibility; but it is seldom, if ever, by carelessness suddenly plunges a train into destruction by failing to deliver or understand orders.

The time of which I write was one pleasant afternoon in early autumn, the 2nd day of September, 1876, and as the occurrence has made a deep and vivid impression on my mind, I cannot forget the day, which was Friday.

At that time I had been an agent and operator on the-railroad a little while over two months. The line was directly through parts of Indiana and Illinois, and some of the stations had no telegraph office, consequently the order distance was somewhat lengthy, and there was but one office between mine and Cowans, twelve miles west.

On this day I was quietly puffing my meerschaum in the little bay window of my office, and wishing for something to relieve the monotony, when the operator at Cowans called the train dispatcher and said an enhundred and forty pounds of steam, and gone east, while the fireman had gone to lunch, and the engineer, who was oiling around had not time to get

call G—, the only office between mine and Cowans; fully five minutes he called him, using the signal "23, which means death, but still no answer, and still the monotonous click of the armature; presently he answered in a dazed, hurried manner, and when asked about the engine, said it had passed there at a fearful rate of speed at fourteen minutes past four. with no person visible.

It was only six miles more to me, and an excursion was on its way west with a heavy load of tired pic-nickers and had actually left a station only eight miles east of me, the first telegraph office, at two minutes past four.

The dispatcher called me furiously, answered him immediately. When he said, "Turn your switch and wreck engine No. 11, going east wild," I replied quickly, "I cannot without an indemnity order." And after a hasty consultation with the superintendent, as I afterwards learned, he went ahead with an order, whose unusual form and wording roused, many a lazy "brass pounder" from a doze. It was like this:

"To operator; Wreck wild engine No. 11 at your eastern switch gate to save collision. Company will defend and uphold you. "D. R. B"

I immediately received my "13" or "understanding," received my "correct at 4:18 p. m.," and turning to look for the engine, when, although the conversation between myself and the dispatcher had consumed but four minutes, I saw her coming at the grandest rate of speed I ever witnessed, and snatching my order I ran to the switch gate, about 150 feet, and rail the roaring monster was only about 100 feet away. I had my watch in my hand, and stepped quick ly back out of harm's way, when at exactly 20 minutes past 4 she went over, and such an unearthly crash I hope I may never see or hear again.

The dirt and stones flew fifty feet in the air, the engine turned clear over and stopped on her side, pushing a splinter of the cab on the whistle valve, and there she lay, a seething. hissing, screeching mass of rubbish.

But above the din and rattle I heard one wild, despairing shriek for help, and when I could get close enough to see anything, I found what, had it not been for the face, would never have been recognized as a man, flesh that lay under one huge driver; but the face was without a scar, and by that was recognized as an escaped the engine at Cowans, unobserved. and pulling the throttle open had started on a wild, awful ride to the gate of death.

When the excursion train came up ten minutes later, they said they found me standing by the engine, gazing alternately at the bloody driver and my written order, still tightly clasped in my hand.

I was unconscious of everything save the fact that I had obeyed orders and had thereby taken a life. They say I fainted, but I knew nothing from the instant I discovered that white, bloodless face until four days after, when I awakened apparently out of a dream. My first question was, "Did the excursion get in safely?"

The coroner held an inquest as soon as I could be examined, and the verdict was: "We the jury find that Albert Long came to his death by being crushed beneath a locomotive which was wrecked by J. L. B., an operator on the-railroad, according to the order of D. R. B., his Orkney minister who being asked to pray superintendent and superior officer. And we find further, that no blame can be attached to said J. L. B., D. R. B., or the railroad company, as the heads; but if ye blaw us a tearin' rivin" engine was wrecked to save a heavily bleatherin' gale, like what we've been loaded excursion, and the said Albert haing, ye'll play the vara mischief wi Long, being a madman, was on the the aits, and fairly spoil a.' "

company's orders."

verdict side by side in my diary, where they shall always remain.

Often in my dreams I see an unrecognizable mass of quivering flesh and broken bones beneath the huge driver, and a white unscarred face presents itself to my gaze. A sudden shriek will almost craze me, and I am tempted to go where railroads are unrecognized, unless one of our number known, where the hissing and screeching cannot reach me.

A Visit from Kaiser Wilhelm.

One morning there was considerable excitement at the Vier Zeitung, at Ems, waiters rushing in all directions, and Herr Huyn, our little host, looking fussy and all-important. We enquired the cause, and were told that the Emperor was expected in the afternoon to call upon some ladies of high rank who were staying at the hotel. A huge roll of new carpet, which had just been brought in, was to be laid down on the grand staircase, and flowers were to be scattered in profusion everywhere. All the forenoon poor little Herr Huyn was in a pitiable state. He did not like to lay down his beautiful carpet, and have its freshness sullied by the numerous feet passing continually up and down the grand staircase; and yet he was in a considerable fright lest he might not have all ready in time when the Emperor should be seen approach-Waiters acting as scouts were

continually running in and out and peering up and down the street. It was a never-ending refrain of "Sister gine had sprung her throttle with one Anne, Sister Anne, do you see anyone coming?" At last a horror-stricken waiter came rushing from the corridor above us, exclaiming, "The Emperor is here! He is at this moment in the salon of Madame la Princesse!" Herr Huyn stood aghast. "How did he get All was as still as death for a min- there? When did he come?" Alas! ute, when the dispatcher began to it was discovered that the Emperor, coming quietly and unattended, had turned in at the entrance to the baths, gone up an uncarpeted back staircase leading from the court, enquired his way from the astonished servant to the Princess's rooms, and so stolen a march on our poor crest-fallen little host. There was nothing now to be done but carry carpet and flowers round to the back staircase, and spread the one and scatter the others as rapidly as possibly This done, Herr Huyn kept guard at the foot of the stairs, still uneasy lest, through a combination of untoward circumstances, the Emperor might now make his exit by the front entrance. and so, after all, never know of the preparations made to do him honor. However, at last he was heard approaching, accompanied by the Princess. At once and being at hand and expectant, I noticing the change, he inquired, "For whom has all this trouble been gone to?" "For you, sire!" returned little Herr Huyn reverently. "Alas!" said the Emperor, "It is a pity to leave such lovely flowers to be trodden on by an old man like me." And stooping he selected some of the most beautiful, and presented them to the Princess, and then fastened a blossom in his own coat. Such was the graceful acknowledgment he made to Herr Huyn, and by such simple acts did he daily endear himself to his people. - Chamber's Jour-

## Keep on the Farm.

In these dull times, when scores of young men are out of employment, and others are crowding in from other places, seeking for so-called "genteel" situations, it is well to give wide publicity to such facts as are set forth in following extract from the New York Journal of Commerce: One of the great problems of our day, too little discussed by those who have the ear of the public through the press, or at the forum, is to furnish the young men of this generation with remunerative employ- LEUCORRHCEA, ment. The professions are all over-crowdwhen I had unlocked and thrown the ed. The shop-keepers are by far too numerous. Agencies of all classes are so multiplied that the occupants tread on each others toes, and are a bore and nuisance to the general public. Clerks out of employment, and willing to serve for a pittance, are to be reckoned by their tens\* of thousands. Bookkeepers with hungry eyes are reading the advertising lists in the vain hope of an opening for their application. Collectors, messengers, doorkeepers, watchmen, conductors, and a very great variety of others, already expert, seeking employment in like callings, are waiting anxiously for some one to engage them. Every possible form of service that can be reckoned in the list of genteel occupations is anxiously sought after by multitudes who have no other provision for their daily needs. The men who have been trying to live by their wits must go to work on the bench, or in the field; of these the soil offers the most accessible, and at first the most remunerain the crushed and bleeding mass of tive employment. The mass of the unemployed must seek sustenance from the bosom of mother earth. Land is cheap, and there is a wide area that awaits the tiller. The back may ache, and the skin madman who, it seems had climbed on blister in the sun, but the bread can be made without fear or failure, if the laborer will be faithful to his calling. It needs less wisdom and forethought than patient industry, and the man with a common mind may eat his harvest in peace.

A WESTERN JURYMAN :- It was out West, in one of those local courts where a friendly, talkative way marks the intercourse between judges, juries, counsel and clients. A man of the law, after developing considerable eloquence and perspiration in behalf of a prisoner, perorated by saying: "gentlemen, after what I have stated to you, is this man guilty? Can he be guilty? Is he guilty?"

Greatly to his disgust, the foreman of the jury, after a copious expectoration replied: "You just wait a little, old hoss,

As the poker-player would say: "Foreman had the ace, and counsellor passed out."-EDITOR'S DRAWER, in Harper's Magazine for October.

PRAYING FOR RAIN. - A rural rector in England being entreated by his parishoners to supplicate fine weather, stepped meditatively to the barometer, tapped it, and said, "Gentlemen, I think we had better wait till the glass rises a little." Far preferable to such levity or forgetfulness was the simple earnestness of the for better weather, went into the task heartily as follows: "Lord, send us braw weather, and a bit sough of breeze that will dree the stra' and winna harm the

engine in direct opposition to the York, on the 18th., Daniel Drew, famili-DEATH OF DANIEL DREW.—At New arly known on the streets as "Uncle I have that order and a copy of the | Daniel" died suddenly, aged 82 years.

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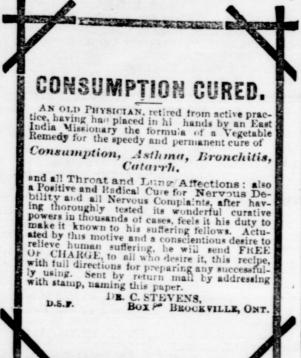
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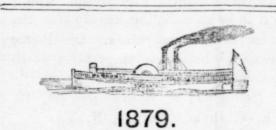
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Travelers' Column.

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