

DAD LETS 'EM ROLL

By E. E. JENNINGS.

The usual crowd had gathered in the C. & St. J. roundhouse at Craigville. I should say the usual "jolly" crowd, for pay day had come round once more, and one and all, from wiper to passenger engineer, were killing time in various ways while waiting the arrival of the band wagon.

Several yarns had been spun, and a few arguments had taken place, when Dad Allen, veteran engineer of the line, suddenly leaned forward in his chair and knocked the ashes out of his pipe on the heel of his boot. This was always a sure sign that Dad was about to open up, and invariably caused the same condition of silence and attention that are seen in court when the judge raps for order; for Dad was a rare entertainer. No engineer on the system had more close calls.

The old man reached in his pocket, produced his knife and tobacco, started to fill up his corn-cob again, and then began: "Listening to you boys kick because all freight cars ain't equipped with air brakes yet, reminds me of a little mix-up I once had on the Kilmorna hill."

"It was in the fall of 1887 that this happened, and it was in the spring of 1888 that I got my job back, after various officials had failed to discover the real reason why the 'Chicago Bullet' ran away on the Kilmorna hill."

"All the better class of engines carried Westinghouse those days, but we had a few little dinkies that did yard work and local business that the company did not think it worth while fitting up. When I came down to the roundhouse at Melton that morning, and found that my engine, the 446, had been taken to double-head the snow plow, I expressed my opinion of the locomotive foreman and other officials in no uncertain language."

"Some of the boys say there are fine streaks on the window glass yet down in the Melton roundhouse, where my breath frosted the pane, but that must have occurred when I found out that I had to take the 171 out on the 'Ballet.'"

"I knew the 171, and so did every man on the division, a little teapot that was pulled off the main line on account of poor steaming qualities, and I could see my finish trying to make time with a mill like that on the head-end of a beef train."

"Well, we got the yard engine to give us a shove out of the Melton yard, and managed to get away on the dot; and I was beginning to hope that we would get a clear run over the division when, as we were nearing Lyndon, I saw the order-board out against me. I whistled for brakes, pulled up and got orders to meet extra 43 at Sherwood, that little flag-station at the foot of Kilmorna hill."

"I had figured on letting her go her own pace on that grade, but I know that I could never let her out with 12 cars of dressed beef behind her and stop at Sherwood; however, when we hit the top of the hill, I thought that I would let her go for half a mile and then give her the air, which would be safe enough, as I had done it dozens of times with 446; and right here is where force of habit caused me to make the biggest bull I ever made on an engine."

"When I thought it was about time to slow up I reached for the handle of the air-controller, only to discover that I had forgotten that there was no air on this engine. There we were, splitting the wind at about fifty per cent, with nothing but hand-brakes behind us and two green brakemen in the caboose."

"I whistled brakes, threw her over, and gave her the sand, but it didn't do much good. I looked back over the train, and could see one man crawling over the running-board of the car ahead of the dog-house on his hands and knees."

"Thanks I to myself, we're in a denouement of a fix if Stewart isn't in the clear at Sherwood, for by this time even air wouldn't have held us up. When we rounded the curve near the west semaphore, I could see Stewart pulling in the siding at the east end switch, and I knew for certain that he wouldn't get in the clear in time."

"I whistled as long as I dared stay with her, and then I yelled to my fireman: 'Come on, son!' and we both lit out for the deep snow, which, thanks be, was plentiful."

"The 171 side-swiped the fifth car ahead of Stewart's caboose, but by good luck they had heard us whistling and had time to hike out of the caboose and over the fence clear of the pile-up."

"I took the auxiliary three days to clear up the mess; but it took the officials over three months trying to clear up the cause, which they didn't, or I wouldn't be here with you fellows now."

(Copyright.)

Also Parappa. "Owing to the scarcity of certain furs there is a great demand for them."

"There would have to be an awful scarcity of grapefruit before I would demand any of it."

Easy. "Mr. Wonout, can you not give me a recipe that will enable a young man to get up in the world?"

"To get up in the world get up in the morning."

Let Your Light Shine. Be a gift and a benediction. Shine with a real light.—Emerson.

JERRY'S EMERGENCY

By MARTIN GARIBALDI.

Jerry was the new night operator at Jamestown, back in old Kentucky, in the early days of the Cincinnati Southern. Jerry was unmistakably new. The manner in which he counted over the carbon sheets in his train-order pads, to be sure that he had a sufficient supply of three, five and seven copy pads on hand to meet the demands of a sudden call from the dispatcher, to whom the word "fix" was an abomination, and the nicety with which he adjusted his relays from time to time, indicated his newness plainly. If there had been any doubt about it, his puzzled expression as he scanned the switchboard, his surreptitious trials of the ground-plug in each strip to ascertain which side was north and which south, and his frequent trips to the station platform to inspect his train-order signal, would have proclaimed it.

Jerry was new clear down to his shoes, which squeaked suggestively as he moved about the office attending to his duties. He had recently been promoted to the position of ticket seller and night operator at this old blue grass town, from Sadville, the water tank station 18 miles north, where his duties had been confined to the routine of reporting passing trains, an occasional train order, and sweeping out the office in the morning.

Jerry was on the rise. He felt it, and thirsted for greater things. His chief ambition was to rise in the service. How to obtain the coveted advancement had become an all-absorbing question with him, and the subject of his nightly meditations.

Once, when Jerry had reverted to the matter in conversation with Con, the roadmaster, the latter said: "There are different ways of getting promoted, just the same as there are different ways of skinning a cat. Probably the quickest way is to keep your wits about you, and when an emergency comes along grab hold of it and handle it."

Jerry eagerly drank in these words of wisdom as they fell from the lips of the road master. This was a new phase of the question that had never presented itself to him before. He pondered long and deeply over it. Yes—this was undoubtedly the solution, the secret of success, the key to promotion, the one thing needful to bring him favorable official recognition.

With the enthusiasm of youth, he resolved that if ever an emergency came his way, he would be right there to meet it. As a natural sequence, as a means to an end, Jerry began to long for the emergency. The longing intensified itself until the very innermost recesses of Jerry's soul cried out for an emergency.

It was on the night of the memorable Charleston earthquake. No. 18, north-bound freight, had pulled notably down the long siding, and settled for a drowsy wait for No. 5, south-bound passenger, with the engine standing just opposite the telegraph office window. The silence was broken only by the occasional chug-chug of the air pump.

Jerry was beguiling the time by alternately practising the letter P on a closed key and listening to passing messages going over the through wire. He had just succeeded in rounding out a P to his entire satisfaction, when he was startled by hearing Meridian, Miss., break in on the through wire with, "Earthquake here," signing his office call. A moment later another office, north of Meridian, broke in with the same information. Then another and another, still nearer, signing their calls in turn.

"Great Scott!" exclaimed Jerry. "An earthquake's coming this way, and they are spreading the alarm."

As he sat tense and alert in his chair, waiting for and yet dreading further confirmation of his fears, a low rumbling sound struck his ear. The window panes began to vibrate and the sashes to rattle.

Jerry sprang to his feet with blanched face and shaking limbs, sticking fear gripping at his heart. There flashed across his excited brain a vision of toppling buildings, and his first impulse was to fly to the open air.

But with that flash there came another mental picture of swaying bridges, falling trestles, upheaved track and twisted steel.

He must stick to his post and give the alarm. For a moment, a feeling of elation, almost joy, struggled with his fear, as he realized that at last an emergency had come.

He grasped the key with trembling fingers, called up division headquarters, elicited off the fateful words, "Earthquake here," signing his office call, and then, wild terror grasping him again and winging his feet, he fled panic-stricken from the room.

As he emerged from the depot building he electrified the engine crew by screaming at the top of his voice: "Earthquake! Earthquake's coming!"

Not until the astonished fireman, standing in the gangway, inquired solicitously, "What's hurtin' ye, sonny?" did he realize that what he had taken for the premonitory rumbling of a disastrous seismic disturbance had been produced by that sooty individual turning on the "blower" of that big freight engine.

(Copyright.)

Distinction and Difference. "Did she make you feel at home?" "No, but she made me wish I was."—Brooklyn Life.

Bottles Airtight. Corks may be made to seal catsup airtight. If they are slightly larger than tops of bottles they should be boiled in clear water for 20 minutes; this decreases their size, says the St. Louis Star. Insert in mouths of bottles while hot; they will expand in cooling, and in this way will make perfectly airtight stoppers.

NAVY'S PART IN BIG AFFAIR

TELLS OF THE PART TAKEN BY THE U. S. NAVY IN BIG AFFAIR

NO INDIRECTNESS

The Policy of the Navy Is To Deal With Diplomatic Questions Without Evasion

New Port, R. I., July 13.—How the nation's foreign policy often hangs upon the action and discretion of a naval officer commanding a warship in a far-away port, was discussed by the Secretary Daniels here today at the opening of the Naval War College session. He pictured the duties of the naval officer in the role of diplomat, recalled incidents in which commanders of American war ships in foreign ports had opened new chapters in American history, and urged officers at the College and Marine officers to train themselves in international law and the languages in preparation for such emergencies.

"The Navy, in the technical sense," said the Secretary, "must leave to the Department of State the settlement of international policies, and properly so. But, in the practical operations of policies affecting other nations, the action of the youngest naval officer commanding the smallest vessel in a foreign port might determine the action of our government, independent of the policies which the trained diplomats might have planned. In many quiet ports, the first American seen is an officer of the Navy. In surveying, in exploration, in protection of Americans, but is often called to places where no consul or other government official has gone. To those people he incarnates the American government. He is Uncle Sam. His deportment, his spirit, his ideals as seen in his dealings, make the first and often only, impressions those people have of our country and its attitude toward them. If he be unformed as the requirements of international law may flow from his ignorance, if he lack tact and a sense of courtesy, how he may block the path of his country to serve the people to whom he is sent and prevent the opening of doors through which his countrymen might enter to promote commerce and fetterages of friendliness and amity."

There had been no secretary of state, Mr. Daniels said, who had availed himself more of the service of the naval officer as a diplomat, "who has shown confidence in his ability, his judgment and his absolute trustworthiness than had Secretary Bryan."

Delicate Situations. He recalled the demand made for a salute of the Stars and Stripes by Admiral Mayo at Tampico as an example of how the action of a naval officer in a foreign country precipitated "an issue not contemplated in diplomatic channels, and irrevocably committed his government to a policy of action in support of his demand."

Peary's achievement in the opening of Japan to commerce, Dewey's brilliant victory and his administration in Philippine waters, and finally Rear Admiral Fletcher's occupation of Vera Cruz; were pointed out by the Secretary as conspicuous instances of the double service required of the American naval officer abroad.

Ambassador Jusserand of France and James Bryce, former British ambassador to the United States were lauded by the speaker as "modern diplomats" who, he said, had "replaced indirectness and evasion with directness and sincerity."

"By education, by training and by character," Mr. Daniels continued, "the naval officer is not fitted for a diplomacy calling for dissembling, for saying 'yes' and meaning 'perhaps' or for double dealing for its 'good' if his country abroad for its 'good' it must be a service that is marked by frankness and sincerity, and it is that sort of service which made their diplomacy of Perry and Dewey as honorable and useful as the emblems as sailors, and which has given them a permanent place in the affections of their countrymen. Certainly we may regard Perry as the greatest diplomat which the American navy has ever furnished to exhibit most of its representatives have never failed to exhibit the high gifts of diplomacy which required the exercise of the art."

"There is very recent proof that Perry was a true prophet when he foresaw friendship between the United States and Japan. In the present Mexican trouble the Japanese have been scrupulous to prevent the shipment of arms by Japan manufacturers."

Temptation of Imperialism. If all American diplomacy in the Spanish-American war had been modeled after that of Perry's, the Secretary declared "the United States might not have yielded to the temptation of imperialism. If our government had followed closely the diplomatic precedent set by another great commander of the United States navy who himself followed the diplomacy of Perry and squared his every action with the basic doctrines of our republic, we would not have strayed so far afield. We would at least have been consistent in our diplomacy; we would not have laid down one rule for Cuba and another for the Philippines."

Recalling various incidents in which American officers had had a part in

the writing of international history, Secretary Daniels spoke of summary action taken by Rear Admiral Bonham ten years ago during revolution in disturbances at Rio Janeiro when landing of cargoes from the United States was long delayed. He demanded that the cargo be unloaded, and punctuated the demand with a six-poun shell. The Admiral gained his point.

Secretary Daniels said he would like to draw a picture of the naval officer captain on the bridge, giving signals to fire, but the captain, who before the manner, by his thought knowledge of international law and custom, the necessity for using guns at all, and to whom the country is eternally indebted for the peaceful ending of the crisis which rendered his presence necessary in the first place.

"When you stop to think of it" said anchor has touched the harbor's bottom has stepped into his launch and gone ashore to avert by his sound good sense, by his tact, by his judgment, by his courtesy and diplomatic the Secretary, "no representative of our government, official or unofficial, can command such respect or can impress another country so deeply with the power of his Government as the captain of a warship lying in the harbor with its decks cleared, perhaps for action, and its ominous 12-inch guns trained on the town. Believe me, gentlemen, that man is going to be seriously listened to by every official within range of the ships' armament."

Black and White Not Colors. Strictly speaking neither black nor white is a color, white being a combination of all the seven primary colors, and black being an absorption of all. Bodies that reflect all the rays of the sun are called white; those that reflect some rays and absorb others are called red, blue, green, etc.; those that absorb all the rays and reflect none are called black.

Carlyle and Ceremony. Thomas Carlyle and his wife were so wedding-frightened that it is said to think of it. Replying to a letter of his describing his fantastic terrors, she wrote: "For heaven's sake get into a more benignant humor, or the incident will not only wear a very original aspect, but likewise a very heart-breaking one. I see not how I am to go through with it."

Hands Off. A farmer was going through an art institution where a number of models of ancient Greek sculpture was exhibited. He noticed that on each one hung a placard saying, "Hands Off." "What 'n thunder do they have to tell ye every time that the halids is off?" he exclaimed at last. "Do they reckon we can't see it? An' why don't they never say anything 'bout the arms and legs bein' off, too?"

Signs of Wealth. Crawford—"Is he really so rich?" Crabshaw—"There's no doubt of it. When he sued his wife for divorce the papers in the case were withheld from public scrutiny, and when there was a suicide in the family the coroner's office decided it was an accident."—Puck.

PROGRAM At The CAROLINA THEATRE This Week.

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ULSTER TROUBLE WAS AVERTED

Commemoration of the Battle of Bayne, Passed With Little Disorder

London, July 13.—The recognition of the danger inherent in the existence of two armed volunteer bodies seems to have imbued Irishmen with a sense of added responsibility for the battle of the Boyne was commemorated today in Ireland with tremendous enthusiasm, but with less disorder than in previous years.

Following the custom, a great procession marched from Belfast to Drumberg, where Sir Edward Carson, the Ulster unionist leader, made his now familiar speech defying the government either totally to exclude Ulster from home rule or come out and fight.

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Atlanta July 13.—Four hundred dollars reward for the finding of Mrs. Eloise Nelms Dennis and Miss Beatrice Nelms, either dead or alive, was offered here today by Mrs. John W. Nelms, the wealthy mother of the missing women. It was announced that half the sum would be paid for the return of either woman, whose mysterious disappearance while on a business and pleasure trip to Texas has aroused widespread interest.

SERIOUS CHARGE. Fifty Year Old Man Accused of Kidnapping Twelve Year Old Girl. (By Associated Press.) Raleigh, N. C., July 13.—I. M. Petty, aged 50 years, was arrested this afternoon in Lexington on the charge of kidnaping the 12 year old daughter of W. H. Holder, of Harnett county. He and the girl went to Lexington traveling in a buggy. The girl disappeared over a week ago and when last seen was with Petty, who, according to the Lexington authorities, says he took the girl away from her father because the latter was endeavoring to teach her to lead an impure life. Petty and the girl are being held at Lexington for the Harnett authorities.

Beware of Ointments for Catarrh That Contain Mercury as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free. Sold by Druggists. Price 75c per bottle. Take Hall's Family Pills for constipation.

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