THE OMAHA DAILY BEE: FRIDAY, MAY 4, 1900.

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# ADVENTURE AT LONG TUNNEL.

#### BY C. W. REAMER.

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(Copyrighted, 1909, by C. W. Reamer.) 1 of the tunnel a temporary telegraph office dulging in the same luxury, for his answer we chose, when our "system" was sud-Telegraphers are cesentially a class of had been erected, between which a private rovers. In the daily course of their business wire had been strung for the exclusive use they are brought in touch with points, hunof the tunnel operators. The offices themdreds, even thousands, of miles distant. The selves were hastily-constructed shanties, sense of distance is thus lost and at the same each containing a chair and a table for the time a feeling of rostlesaness is created instruments.

which can be satisfied only by travel. To this rule I formed no exception. For several years I had knocked about the country at random. I had seen service in both the large commercial telegraph companies and on many railroads. I had traveled by Pullman and by freight, according to the state of my finances at the time, and in the course of these travels I had met with many experiences which, when viewed restrospec tively, are brightened by the glamour of ro mance, but at the time were terribly real. One of these is the story which I have to relate.

It was in the spring of 1890 that, in the course of my wonderings, 1 drifted into Asheville. My finances were in a depleted state and it became necessary to replenish them. Several days had been epent in vain search for a position, when I dropped in to see the superintendent of telegraph on one of the great railroads leading out of Asheville. Putting on my best front asked him if he needed a first-class operator "Well," he said, looking me over quizzi

cally, "I do need a man if he's the right kind. Where have you worked?" I mentioned the name of a single railroad

only. Roving telegraphers are not favored. "Any references?"

I produced a solled paper that had accompanied me through all my wanderings. "A little stale," he said, "and somewhat the worse for wear; but it looks all right.

Go into the next room and Mr. Jones will see what you can do." He took me to the door and introduced me

to the dispatcher, who was sitting at i table with the train record spread before him.

"This young man claims to be a class man. See what he can do."

"Well," said the dispatcher, turning to me, "answer that fellow calling 'Hx." I answered, took the message and handed

it to him. He looked at the handwriting approvingly. "Now," he said, "send him that one.

superintendent.

was anything but arduous. "Well." said the superintendent, when he . had heard the report, "I guess you'll do. Now, I want you to go to the east end of end when you want to let a train in the Long tunnel. We are widening the tunnel 'tunnel," said he, "and get his permission. for three tracks. While this work is going He must do the same before he lets a train on, one of the two tracks at present there enter at his end. Such permission having will necessarily be blocked, and we will been given, the operator giving it is bound have to run trains through the tunnel on a to hold all opposite bound trains and keep eingle track. The position will be one of the tunnel clear until the train which has responsibility. You will have to be con- been given the right of way clears at the stantly on the alert-no going to sleep and other end. That is all it amounts to. It's losing trains there," he added, warningly. the greatest shap I ever had." "I thank you for your kindness," I an-

swered. "When shall I go?" "Be ready to go on duty tomorrow night."

"I shall give a good account of myself." I answered as I left him.

The next morning I boarded the train for an obstruction in the shape of the moun- the west end the possibility of making it end, the operator there would have to call tain and, parting from its sinuous com- simpler still. It came about in this way: panion, had plowed its way through this natural barrier, emerging into the light of belated freight train approached my end of affairs.

dently forgotten that the train was back own convenience. So far as we could see and had taken advantage of the quiet to there was in the new system not a single catch a nap. raise him."

keep watch and ward, was evidently in- ing when we chose and staying awake when was a snore. I kept on calling until the long train had

It Was Simply a Snap. The same evening I went on duty at the enter the tunnel until given the signal by and had just made a half moon in a plece

flaw. No possible contingency could we "Dawson must be 'pounding his ear," I devise with which it could not successfully said to the watchman, who was stretched cope. But such a confingency did arise and out on the floor in the corner. "I can't it shall ever be to me an object lesson of like a crazy man, laughing one minute and the limits of human conception. We went

But that gentleman, whose duty it is to on with our new scheme for a month, sleepdenly exploded.

1308 Farnam Street, Omaha.

On the particular night in question the come almost to a standstill. I knew as a operator at the other end of the tunnel was matter of fact that there were no trains attending a festival in a neighboring village bound in the opposite direction within and his place was filled by the day man. Of many miles of Long tunnel. I also knew this fact I was unaware until afterward.

that even if there were they could not About 1 o'clock I got out my lunch basket of pie when a heavy freight train drifted

around the curve and whistled for the signal. As usual, I called the man at the other end. Receiving no answer. I pulled the signal to white, and the train rolfed slowly into the tunnel. As the engine passed the office, heard a lump of coal strike the door. Some of the trainmen were in the habit of throwing off old papers and magazines for my perusal, and usually took this way to attract my attention. Believing this to be the case now. I picked up the lantern and stepped

out of the office to look for the papers. But found nothing. Thinking that the momentum of the train might have carried had been out perhaps two minutes, but in that time the mischief had been done. The "tail lights" of the freight were just entering the tunnel when I again called This time he answered. Dawron. "No. 54 is in the tunnel." I told him on the

wire. "Don't let anything in cast." "My God," he ticked back, and the dots and dashes came to me like the death warrant to a condemned culprit: "I just let an 'extra' go. I called you, but couldn't raise

you, so I let them in." Swift as lightning the terrible truth flashed over me. He had called while I was out looking for the papers. Failing to raise me, he had lived up to the letter of our system and sont the train through the tunnel, And now-what? Why, two iron fiends, guided by human bands, were relentlessly bearing down upon each other in the heart of the mountain, and no power on earth could stop them.

The sensation which 1 then experienced is something that every man will have to imagine for himself; it is incapable of being out down in black and white. Without knowing what I was doing, or why I, was doing it, I put on my hat and cost. Then I walked

therefore, perfectly safe in allowing the must surely come. I strained my eyes in a "You simply call up the man at the other train to proceed. So, not wishing to hold it, vain endeavor to penetrate the tunnel's I pulled the signal and it rolled into the black mouth. I thought of the human lives tunnel. When it came out at the other end that were going swiftly and surely to their the noise aroused the sleeping operator and awful death, and I their murderer. I wished that I might be in the tunnel when the monsters met in combat and be the first to

Soon this mood gave way to anotherfarmhouse the same morning we talked the the instinct of self-preservation. I turned about and faced the open country. Surely, in that wide, illimitable expanse which stretched far away to the east, there was some place where I might blde myselfsome haven where I might be secure from the vengeance of the law. I leaped over So we agreed that for the future, if one the ditch at the side of the track and climbed the fence. Blindly I stumbled across the swampy bettom, going I knew not nor cared

not where, but simply that I was going. Once I turned and looked back. I could turnel, showing through the blackness of the

"Curse you." I cried out in my despera-" you car show danger now that it is tion. About 3 o'clock one Sunday morning a when he could be informed of the state of too late."

But as I looked there came from the mouth day a mile to the westward. At each end the tunnel. I opened the key and called | And thus we altered the system which of the tunnel a white light, large and bril-

thought I was dreaming, but I looked again Now you see what your little scheme might among his immediate fellows than Dick and knew, even in the face of the utter im- have led to?"

possibility of the thing, that it was the "Yes." I gaid, "I pee."

headlight of an engine-the "extra." Then, crying the next, I ran back toward the oftion. But I told Dawson what had happened and the next night we abandoned our fice. Several times I fell, but in an instant I was up again and on. I did not ask system and thereafter used the old one. myself how this could be; 1 made no at-

tempt to reason it out. I know, simply and CAPTAIN LEARY OF GUAM. only, that the miraculous had happened-

Fictitious Stories About Him.

without a collision. And so, covered with So many varying and untrue stories have mud from my falls in the swamp, I reached the office which a few moments before I had left bearing with me a terrible burden. The instrument was ticking my call as I walked in the door. I sank down on the

chair and answered. "Where in the name of God have you been?" asked Dawson's substitute, thought you had skipped the country." "Don't ask me where I've been. Tell me how the trains passed in the tunnel." "You fool," he retorted. "They didn't

page in the tunnel. I held the 'extra' here until 54 had cleared. "You told me you had let the 'extra' in." tude amounting to slavery and against in-"Yes, my boy, I did that to teach you a toxication and various other customs calcuerson. Dawson told me of your little lated to debase those who indulged in them.

them along. I walked up the track perhaps over. When you called me to get the track the easy-going natives with a vivid idea of a secretary of state and a secretary of fifty feet, but could see nothing of the for 54 1 was standing in the doorway. I the greatness of the American flag and the the navy, but no official document of appapers. Then I returned to the office. I knew that you would let the train come United States as a nation. All this made proval, and when it was proposed to give anyway, so I didn't trouble myself to answer, our first governor of Guam picturesque. Then the 'extra' came. I thought you might be holding the train, so I called you. When Harper's Weekly, Captain Leary-Dick of the German influence in Samoa and had you didn't answer there flashed over me the possibility of what might have occurred had thousands who do not know him call him-is a German war ship threatened to fire on been asleep when you called for 54. You more than picturesque; he is positively some natives. His correspondence at that would have let them in, as you in fact did, rugged, always interesting, and never hap- time, when he was beyond reach of the Then the extra would have wakened me pier than when he scents the atmosphere of

and I should have called you for track. Re-strife. His career in the navy has been





2-Just then the sleigh upset

down on the glistening rails. At first I you to be sleeping and let the 'extra' go. more sturdy friends or more bitter enemies Leary. Three times his name has been re-

moved from the roster. Twice it was re-I was too much relieved at the happy out- stored by the department after thorough income of the affair to be angry at his decep- vestigation and review of the circumstances under which it was removed. Once it was restored by order of congress.

Some of the naval officers have never forgiven Leary for that distinction. His career in the navy has not been a bed of roses. He didn't get much of a chance in the war with that the two trains had passed each other Real Governor Separated from the Spain. Maybe it was because there was a

reluctance to allow one with something of the repute of a daredevil to come to the been circulated about the recall of Cap- front, and it might have been that the tain Richard P. Leary, the first American prejudice of others had some effect. Just governor of our new island possession, Guam, before the war came he had had another time that the Navy department has felt itself of stress in the navy. Some of his enemies called upon to print Captain Leary's letter suddenly discovered that Leary was colorasking that this step be taken. Whatever blind. He said it wasn't so, and again he picturesque methods and high-sounding confounded his enemies, although it took phrases he may have used during his period more than one examination to thoroughly of almost autocratic sway there, it is plain establish Leary's contention. The antithat the chief reason for his recall is that Learyists that time thought they had him his tour of what is called "sea duty" has sure, but he passed his examination for the practically expired. Leary undoubtedly did captain's grade, did more or less obscure stir up the friars as to their charges for work in the war, and now has won notoriety marriage, and he proclaimed against servi- and glory of a certain kind in Guam.

Leary did one service for his country in the latter part of the '80s in Samoa which attracted a great deal of attention, brought scheme. After he left I got to thinking it He also used many lofty words to impress him the thanks privately of a president, him the thanks of congress a storm raged But, according to Franklin Matthews in about him. He had resisted the aggressions Leary, as everyone who knows him and cleared his ship for action one day when government, was so vigorous that when it was transmitted to congress certain sentences were censored, probably for the good of continued pleasant relations with a cer-

tain foreign power. If Leary had fired on that German war ship it would probably have brought on war between the United States and Germany. It was a tremendous responsibility to put on a lieutenant commander. No officer of his years and rank was ever placed in such a position. He was unquestionably right in his attitude, and in his vigor he was truly American. distinction, it is openly asserted, brought down upon him more jealousy, and that may account for the fact that, inasmuch as his country gave him no public approval, his state of Maryland felt called upon to honor him, and did so, presenting him with a watch by order of the legislature.

Personally Leary is slight in physique quiet in behavior, quick to wrath, a typical southerner in chivalry, an ardent lover of his country, a man who in war would rather fight than eat, drink, or sleep and in peace would rather devote himself to his real friends than have any attention whatever bestowed upon himself. No a ter where Dick Leary may be or what he may do, it is safe to predict that something will always he going on there of especial Interest.

The Kind You Have Always Bought Bears the Charff Fletchird Bignature The Kind You Have Always Daught Bears the Char H. Hatchere The Kind You Hare Always Baught Signature



AS I LOOKED THERE CAME FROM THE MOUTH OF THE TUNNEL A WHITE LIGHT.

When I had done so he took me to the east end of Long tunnel. The day man ex- | the operator, and such signal could not be out of the door and up the track to the mouth plained to me the nature of the work, which given until I had been consulted. I was, of the tunnel. I listened for the crash that

I told him what I had done. This event, as I said, awakened in both of us possibilities that had never occurred die. before. Sitting at breakfast in the big

matter over. "There is no reason," said Dawson, after we had discussed the thing from all sides. The result of all this was that no train 'why we shouldn't get some sleep out of could enter the tunnel until the operator

this. at the other end had signified that the "Especially," I added, "when we can do track was clear and would be kept clear so with perfect safety." until such train had emerged at the other

end. Simple as the system was, its very of us called the other for "track" and resimplicity seemed only to add to its effectocived no reply, he should act on the asmy new field of labor. Long tunnel was iveress, and had we, the operators, adhered sumption that the other was asleep and let about forty miles west of Coal tower. For to it strictly, this story would not have the train go through. In such a course there miles to the east the railroad ran parallel been written. But one night about a month appeared to be absolutely no danger, bewith the river, through a beautiful and after my advent at Long tunnel a chance cause if, while this train was in the tunnel. fertile valley, but at this point it had met event disclosed to me and the operator at another should approach at the opposite night the danger signal, red.

