The Western & Southern

MERCANTILE ASSOCIATION

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Have Bargains for you in

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Grain Leather Boots, Arctics. Over Shoes, Sandals, Ladies' Gossamers,

Men's Rubber Coats,

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Flannels, Etc., Etc., which studied

Ladies' and Gent's Underwear,

Cloaks and Shawls,

The above goods must and will

MASON'S OLD STAND

Cha Schaffnit Manager

THOSE LOVE-LIT EYES.

There is a certain pair of eves, But whether black, or bine, Or brown, or gray, I need not tell-It matters not to you.
But, oh, my heart is full of jog,
When over I may be,
When those sweet eyes,
Those levely eyes,
Beam tenderly on me.

Let others sold and careloss be, And treat me with disdain, And I will smile, and sing the while, Nor feel one moment's pain. But, oh, my heart would break in two And deep my grief would be If those sweet eyes,

Those levely eyes, Looked scornfully on me. I've gazed in other eyes, 'tis true— ELike brilliant orbs they shone— But none possessed the magic charm ponsive to my own. And I am happy when in crowds, Or quiet nooks, I see Those eyes I love,

All eyes above, Betray their love for me. They seem to follow everywhere
I go; by day and night
I'm haunted by those witching erbs,
So full of soulful light.
And if at window or at door—
Though poor the place may be—
I see those eyes,
Those love-lit eyes,
It seems like Heaven to me,
—Josephine Pollard, in M. Y. Ledger. They seem to follow everywhere

A RAILWAY WHISTLE. Its Significance to the Vigilant

Similar to Those in Daily Uso In This Country.

know much, if any thing, of some of codars for passenger trains; but fer all its most fathful servants, or in the trains whatever, nay, even for light least realize what if twee to them engines, or for pilot engines, and bal-How the wheat they bear a railway last engines, and engines passing for thing bear thing bear other reasons; an are tolegraphed, sig-

Very few, indeed, are they who know that to the ears of some it speaks in very definite language, on which they must act with the utmost decision and dispatch. In certain parts of the drivers were a kind of incarnate flends, who delighted to make night as well as day hideous by the use of their shrill whistles, and to torture the ears of the wakeful. Unfortunate the light sleepers may have been, placed in such perilous and trying proximity to drivers could not do other than they did, for they are bound by the very strictest rules, and must not touch the

whistle save when duty calls. A railway whistle is a definite signal which, amongst other things, brings the driver of the train directly en rapport with the signalman in his catch a glimpse of him when traveling as the train slows into the terminus or junction. He is surrounded by rows of bristling steel handles. all of an exact height. These are the shafts that work the points. They are all carefully numbered. Besides these there are in the box clocks of peculiar construction, right in front of the row of shafts; telegraphic diale and balls, as well as telegraphic dispatching desks; books of record.

way whistles, we can work round the signal. main circle of a signalman's duty. Strictly speaking, however, we should say that 'the word "whistle" is a for the moment be absent or obliv- read them."

are imperative that the driver is not to whistle more than is absereason, the more he shistles the more he may confine. This is a common form of direction in working time-tables:

whistle before putting on steam when the starting signal is given, a whistle to warn any one who may be on the line or when instructed by any of the station officials to give any particular whistle as a signal to the signalman or otherwise; and it must be distinctly understood that no such thing as long and repeated whistling for signals to be taken off, or from any other motive, except in some extreme energency, can be allowed at so-and-so.

In the daylight, therefore, the railway whistie has its own special

significance whenever heard, and is never a sound at random; but in the darkness of night or in the fog, when other signals can not be seen, it soon becomes evident of what use and importance it is. It is then one of the most available links between drivers and signalmen. In fact, railway traffic, as now conducted, would not be at all possible without it, and the codes on which it rests. A signalman then is a man on whom a vast deal of responsibility lies. He must have a clear head and a good memory, a cool nerve and a steady hand. This with exact time in the proper column | war! with the royal train." -Alexander of a book. Then he must set his Japp LLD, in Good Words. points, when this is necessary, and when the train has passed, he must telegraph on towart station, enter the time and fact in another column of his book, and then relieve his points again to be ready for the next truin. Every It is sometimes said that the world one knows the semaphore formula, knows nothing of its greatestimen; it is very certain that the world does not in mind that the its borne." And it should the borne in mind that this is not only the pro-

naled and entered without "respect of persons," because to the signalman the returning coal or ballast engine is just of as much importance as an express tenin-it may wreck an express metropolis where there are railway train if by any oversight it were getlines there are recurrent outbreaks of ting wrong or run on the wrong metcomplaint about the railway whistles, als. The signalman's book is thereand the tone of most of the angry let- fore a complete record of every thing ters sent to the newspapers when the that goes on by the metals past his fit is on has invariably been such as to hox, and his primary duty is to keep encourage the idea that the railway his section clear, or, if blocked, to let

all concerned clearly know it. In some cases, as in that of the big towns and extensive junctions, the work goes on as coasclessly by aight as by day. Then the good trains roll along, then the empty trucks come back, then the extra engines come in. a railway; but certainly the railway All have to be dealt with in the way we have described and entered in our signalman's book, which is an extended index of all the traffic of the company at the point with which it deals. There is no end of extra or special things to which the signalman must attend and have always in readiness. One of them is the fog signal. box. Thate he stands; you may often which is most important. In the depth of winter or in thick fogs the signalman then has to trust almost wholly to his ears. Immediately that to has cleared one train and got his points straight, out he goes a little distance up or down the tine, as the case may be, for the next up or down train, and there he attaches by a sort of wire fature to the metale a kind of slightly raised hand containing an explosive material. This to the fog sigsal, which stands to him in the place which are most jealously kept and of an engine-indicator in the daylight When the first wheels of the engine If we take our start from the rail
pass over it it explodes and gives the Nackness, a distorted boiler and some

Every signalman must be a fair telegraphist; for, though in many cases pervise and watch them. "It is immisnomer in the sense we have used pervise and watch them. "It is imit in the heading, but there is no perative that every signalman be able
other word that could be popularly to work the needle instrument exused for our purpose. There are peditionaly," and "almatasa are beld whistles and whistles-the long and responsible for the telegraph boy's atthe short whistle, for example, cares tention to duty." In cases where fully distinguished, and there is the there is no telegraph boy, which, of cock-grow. By the combination of course, happens at wast are deemed these, or the repetition of them, you the less important stations, the sighave a complete code of signals for nalman is also the telegraphist; and all stations for up and down trains, he is thus directed: "Messages to such having its own proper distinctive signal-boxes where there are no boys whistle, unmistakable to the signal- must be telegraphed very slowly and

save when necessar." And to give the ascristry, the room just a cases, and is asses of danger, may rise I could. I codestor

absolutely necessary, such as a short any moment be fatal. In some cases my big overcoat, my large hat crushed there are, in a single box, as many on his head, and presenting as comical as forty or fifty shafts, which have to be constantly in use. The putting of the hand on one instead of on another, separated only by a few inches, might be the cause of a collision, with death, and injury, and dering what was the cause of the dewomen and children. Notwithstanding all the care that

can be taken, unexpected things will occur, which, even in the case of the Queen's train, throw the whole onus on the driver and signalman. On one of the Queen's journeys from Balmoral to Windsor in the summer of last year, for instance, a stranger and perhaps unexampled thing happened. We take the account of it from the Westmoreland Gazette:

"The signalmen at Hincaster Junction, about five miles south of Kendal, had his about five miles south of Kendal, had his lamps lit, and all appeared right until a few misutes before the approach of the royal train. As the train get near the junction the down distant signal, which was to guide the driver of the royal train, was in darkness, and for the purpose of insuring safety the train was brought to a standatill. On making an inspection of the signal lamp it was found to contain a grand swarm of bees, the great number having had the effect of putting out the lamp, which the signalman was unable to is his ordinary duty: he must look to light again. The bees had evidently been atopen signals the moment any train is tracted by the light. Dewhurst (the signal-telegraphical to him and order the same legraphed to him and enter the same saurus being secured in a box me sens tor-

IN A FOREST FIRE:

How a Halfroad Frais Crept Through Solfd Cords of Hoaring Wood. The train, lessening its | peed, was soon obliged to creep can lously between banks of rose-red bers or solid cords of roaring wood -th which had been cut and piled for merce. The pine branches on the flatcar ignited, driving the beass band into an inclosed curriage for shelter. Mon with buckets dropped to ditches beside the track and dipped up water to throw on the leafe, crossing on the

and hands and faces blistered. One who has never been in a forest fire can scarcely imagine its intense fer, Bret Harte, Mark Twain, William heat, the acrid blinding smoke, the suddenness with which trees flash from root to crown, and grass blazes far from any spark, as if the earth itself were burning, the furnace glow of piled logs, the heated my from baked

Incredible sights showed through that nightmare of fire. Moss-inclosed stumps spurted flares many times their own height. Young forms, scarce unrolled sprang green and fresh from one side of a log, while the other side quivered in living coals.

The train stopped. It could ereep in retreat no farther, for its track was burned, the rails warned into fantastic curves. Blackened and blistered paint ran down the ear sides. The door and windows had all been

efesed to keep out smoke and sickening heat. Every passenger in the carriage gasped for breath. The floor was so hot it burned their feet. The window glass sould not be touched. They could all see the wooden sides of the inclosure warp.

When the doomed train had hung a minute in the midst of this furnace, some one opened a door and shouted that it was on fire. Into the blistering, smoke-darkened air, and out upon a forest floor spread with embers and quivering with heat, the people all dragged up and carried by their fathers or brothers. The escape-valve of the locomotive was led open by the engineer, but it wherest the steam wail

briefly, being solleved by explosion. rows of iron wheels were found where the train came to a stop. - Mary Hartwell Catherwood, in St Nicholas.

TROUBLES OF GROOMS.

I have had some very amusing inci-

dents come under my observation in since, while in Chicago, I was to officigrouped about the happy couple and the Masor of Ditchingham, on the promatorely, and by subcreame the the correspond proceeding. When the edge of the Path hills. Here he writes feelings of a deposed Resperse. What time for the placing of the ring as in a pleasure corner room of the en's World. man, were it possible that he could distinctly to enable the signalmen & rived there was a pause. The poer charming old house, which is over-

a sight as I had ever beheld, but he went forth and returned as soon as possible with the ring. All the time the poor bride was standing, and the immense crowd filling the church wonmiserable torture to hundreds of men, lay. Some, I suppose, thought the groom had decamped at the "eleventh hour." However, the delay was afterward explained satisfactorily. Not long since, in this city, a young lady in the suburbs was to marry a Lieutecant in the army. He arrived that day barely in time to procure the license. Hastening down he found, being a stranger, no one to identify him, and the recorder insisting on the presence of some relative, he had to borrow time from time, as it were, and go all the way to the suburban home to bring the

bride-elect with him for the license .-Rev. Father Brongeist, S. J., in St. Louis Glob - Democrat.

Architecture of the Ancients.

Dr. Dorpfeld, principal of the German Archaeological Institution at Athens, recently delivered an important address on the results of recent excavations in Greece as bearing on the history of ancient art. He said that a special study of the discoveries at Mycense, Tiryns and Orchomenos between them and ancient Asiatic architecture. He held that the ancient lieved l'henicians. The remains of wonderful resemblance to the Jewish Temple at Jerusalem -N. Y. Post

PERSONAL AND LITERARY. -The novel "Manch," written by

Mrs. Mary M. Berng, was Alexander - Walt Whitman was a compositor So was David R. Locke, Josquin Mil-

D. Howells and Joel Chandler Harris. -Mr. Rider Haggard's friends complain that while he received only \$250 for the original edition of "King Solomen's Mines." the publishers have made \$60,000 out of the book.

-Robert Browning's first poem was written at the early age of four. One day, just as his mother was about to give him a dose of medicine, the youthful poet struck an attitude and recited:

"All people, if you wish to see A boy take physic, look at me

-George Kennan, the journalist and author, lives in a quaint and modest little house in Washington, D. C. He is forty-three years old, and has a long, thin face; his mouth is concealed by & heavy mustache; his eyes are large and dark, and his figure is spare. Mr. Kennan keeps himself in condition by a daily spin of ten miles on hie

letter be has just written to the Gaslois is evidently a believer in all such

the editorial staff of the Baltimore away," and to enil it "nasey sing." American, had a great many interest-ing experiences during his long jour-nalistic career. He heard a debate in feels it to his heart's core, if he is med the old Senate chamber between Clay. of sensitive stuff.

Webster and Calhoun, traveled with It is all very well for Beidget to take President Taylor, made a trip to New him toto the bitchen and tell him to York in company with President Fill- "to a nice lad an' she'll make him d more and Daniel Webster, knew Rd- cake." He wants his mother. He was gar Affan Poe, heard Jenny Lind sing.
one Patti in her teens and witnessed fore. His heart is full. Well for him
her rendition of Martha in honor of at this time if he has a grandwoller the Prince of Walce, then in Philadel- ready to make him her sick a

by no moans a toller in a garret. The ways of piesessings as the pursuance of the religious duties sigth son of Squire William Haggard, a holiday, cale, candy, Flage connected with bridals. Not long of Bradenham a piace which has been and toy agreet. But in my over in the family for four generations—be old haby has a very unhappe dee or ate at a very brilliant wedding. The married a Norfolk hetress and so be two before it, a secure when he church was filled, the auptial party came possessed in right of his wife, of of the bitterness of fife comes to

for turning out "block" heads -Artificial eggs are manufactured

in a l'ennsylvania town. The inventor probably wanted to heip the hone beer their yolk. - Rochester Express. -- In going down stairs it is etiquette to follow the lady, but in the case of the young lady's father it is sometimes

better to keep pretty well in advance. -Texas Siftings. -George-"You look glum. Ie your lady-love fickle?" Augustus ..

Beo; but her father is unkind. I called last night and he showed me-" Et? He showed you the door?" No; her millinery bills "- Philadelphia Record. -Cowboy-"Stranger, thar's some good men in this gang, you betcher

life. Ye see that quiet, inoffensive cuss a settin' thar? You wouldn't think it, but he's killed his dozen or more." Tenderfoot -- What! that little man?" Cowboy - "You bet, pard. He's a doctor." - America. -Brown-"Oh, if I only had a mill-

ion dollars, what lots of good I would do with it!" smith -"What would you do, for instance?" Brown -"Ob. there are ways enough-I don't knee exactly what I would do." Smith-Well, I know." Brown- What Smith-" You'd go to work with all your might to make another million." -Springfield Union.

- First bootbiack - Bill. I'm in luck. Git onto this snipe. black (contemptinging) - "I don't see Greeks borrowed their different styles nothun great about that snipe. Looks from Egypt, and from several of the jest like any other an bo (Impressively)—"Bill, that saipes worth of the Mycenian period were, he believed Phoenicians. The remains of "Yaaas it has what edifices at Mycens and Tryms bore a itte last you see M's only about thre -quarters smoked? The man that Crowed that suipe away, BW. Pess the railroad editor of the Laboringmen's Vindicator. - Chicago Tribune.

-"Ah," said Miss Erudite to Miss Shrewd at is dinner party the other night-reshors will, saiding that yestleman has over there in the corner and letting my heart go out to him in sympathy Do tell me if you know his history "Yes," replied Miss bumorous paper. - Drake's Magazine

THE POOR OLD BABY.

How a Little Toddfor Forls Whos Mit Nose to that of Saint.

What a curious thing it is to think that that wonderful new baby will turn into a commonplace old laby in a year or two that with the advent of number two his reign is over.

A little girl, athough she le only wo years old, takes an interest in that new baby, feels that she must belg take care of it, goes about maternally siring its garments and holding the pin-cushion for nurse, delights in its baths, and boasts about her haby -M. Victorien Sardou, the eminent brother before she can talk plain. But French novelist and dramatist, from a the boy-that is another matter. He scowis when that wrinkled piece of humanity is presented to him, and he rephenomena as come under the name of fuses to kise it. He wants none of it magnetism, hypnotism, second sight Why should it have his place on and the rest—phenomena which, he mamma's shoulder? Why should be ears, he has watched with curiosity be told to go away? He thinks so fit for over forty years, but which were of it as his limited knowledge of monin his youth ridiculed by men of sel- danc affairs will permit him to think of any thing. He has been known to -The late William W. Fulton, of request that it might be "from

phia, and dired with President Grant. jenious for him so the first burn. The