

HENRY BEEK DEALER IN Furniture, SAFES, CHAIRS, ETC., ETC., ETC. Of All Descriptions.

METALLIC BURIAL CASES WOODEN COFFINS Of all sizes, ready made and sold cheap for cash.

MY FINE HEARSE

ORGANS & PIANOS Of Every Description, CHEAP FOR CASH.

Whittlesey Patent WINDOW SHADE FIXTURES. Complete with Roller, for Stairs, Lambrequin Window Shades.

With many thanks for past patronage, I invite all to call and examine my LARGE STOCK OF THE FURNITURE AND COFFINS

SURE REMEDY FOR BALNEUM... VALUABLE TRUTHS...

Men's, Youth's & Boy's CLOTHING! and has just received the finest lot of French and English Silk WORSTED SUITS.

Furnishing Goods! FANCY GOODS, AND Show Case Goods

NEW STYLES, BEFORE PURCHASING ELSEWHERE. C. G. HEROLD, Proprietor.

CLARK'S SPPOOL COTTON. THE BEST AND MOST POPULAR Sewing Thread of Modern Times.

BEWARE OF IMITATIONS. For sale by E. G. Dovey & Son, Solomon & Nathan, Wm. Herold, W. H. Baker & Co., L. H. Walker & Co.

NEW FIRM... T. B. STANEIFORTH, PROPRIETOR. South Side Lower Main.

Cathartic Pills. Combining the choicest cathartic principle in medicine in proportionately adjusted to secure activity, certainty, and uniformity of effect.

A Catarrh! CURE FOR... J. G. CHAMBERS, Manufacturer and Dealer in HARNESSES, SADDLES, COLLARS, HALTERS, WHIPS, ETC., ETC., ETC. REPAIRING.

Prepared by Dr. J. C. Ayer & Co., Practical and Analytical Chemists, Lowell, Mass.

NEBRASKA HERALD.

JNO. A. MACMURPHY, Editor.]

VOLUME XV.

PLATTSMOUTH, NEBRASKA, THURSDAY, MARCH 18, 1890.

(TERMS: \$2.00 a Year.)

NUMBER 52.

CARPENTER SAWS

WIRTS & SCHMIDT... FURNITURE... STOVES "INVINCIBLE"

Chicago & Erie Stove Co. (Limited), Office 174 & 176 Lake St., Chicago.

Champion Billiard Hall! Ten Pin Alley, J. W. MURPHY, Proprietor.

Given out in Exchange... FIRST CLASS Clothing House!

C. G. HEROLD, Proprietor. Keeps a general large stock of Men's, Youth's & Boy's CLOTHING!

French and English Silk WORSTED SUITS. THAT EVER CROSSED THE M. RIVER.

Hats & Caps, are surprising, and his stock of Furnishing Goods!

FANCY GOODS, AND Show Case Goods. Call and Examine the NEW STYLES.

USE CLARK'S SPPOOL COTTON. THE BEST AND MOST POPULAR Sewing Thread of Modern Times.

BEWARE OF IMITATIONS. For sale by E. G. Dovey & Son, Solomon & Nathan, Wm. Herold, W. H. Baker & Co., L. H. Walker & Co.

NEW FIRM... T. B. STANEIFORTH, PROPRIETOR. South Side Lower Main.

Cathartic Pills. Combining the choicest cathartic principle in medicine in proportionately adjusted to secure activity, certainty, and uniformity of effect.

A Catarrh! CURE FOR... J. G. CHAMBERS, Manufacturer and Dealer in HARNESSES, SADDLES, COLLARS, HALTERS, WHIPS, ETC., ETC., ETC. REPAIRING.

Prepared by Dr. J. C. Ayer & Co., Practical and Analytical Chemists, Lowell, Mass.

PROFESSIONAL CARDS

DR. J. L. MCCREA, HOMOEOPATHIC PHYSICIAN, at Factoryville, Cass county, Nebraska, July 24th.

T. R. WILSON, ATTORNEY AT LAW, Practices in Saunders and Cass Counties, Ashland, Nebraska, 3005.

R. B. WINDHAM, ATTORNEY AT LAW, Plattsmouth, Neb. Office—Front Room over Chapman & Smith's Drug Store, Plattsmouth, Nebraska, July 24th.

M. A. HARTIGAN, ATTORNEY AND SOLICITOR, Will Practice in the State and Federal Courts, Residence, Plattsmouth, Nebraska, July 24th.

R. R. LIVINGSTON, M. D., PHYSICIAN AND SURGEON, OFFICE HOURS, from 10 a. m. to 2 p. m.—Examining Surgeon for U. S. Pension, Plattsmouth, Nebraska, July 24th.

DR. W. H. SCHLIDKECHT, PRACTISING PHYSICIAN, residence on Chicago Avenue, Plattsmouth, Nebraska, Office on 2d floor, over East Office, Plattsmouth, Nebraska, July 24th.

J. H. HALL, M. D., PHYSICIAN AND SURGEON, OFFICE with Dr. Livingston South Side of Main Street, between 4th and 5th streets, Plattsmouth, Nebraska, attend calls promptly, 491.

WILL S. WIRE, COLLECTIONS A SPECIALTY, ATTORNEY AT LAW, Real Estate, Fire Insurance and Collection Agency, Office in Fitzgerald's Block, Plattsmouth, Nebraska, 72nd.

GEO. S. SMITH, ATTORNEY AT LAW and Real Estate Broker, Special attention given to Collections and all matters affecting the title to real estate, Office on 2d floor, over East Office, Plattsmouth, Nebraska, 401.

D. H. WHEELER & CO., LAW OFFICE, Real Estate, Fire and Life Insurance Agents, Plattsmouth, Nebraska, Collectors, tax-payers, Have a complete abstract of titles. Buy and sell real estate, negotiate loans, etc. 191.

JOHN MURFIN, NOTARY PUBLIC—Will attend to buying and selling lands, examining titles, making deeds, paying taxes and collecting debts. Will also attend to law suits before a Justice of the Peace. 411 Factoryville, Cass Co. Neb.

JAMES MORRISON, Public, W. L. BROWN, MORRISON & BROWN, ATTORNEYS AT LAW, Will practice in Cass and adjoining Counties, give special attention to collections and abstracts of title, Office in Fitzgerald's Block, Plattsmouth, Nebraska, 171.

SAM. M. CHAPMAN, ATTORNEY AT LAW, And Solicitor in Chancery, Office in Fitzgerald's Block, Plattsmouth, Neb., 191.

G. W. CLUTTER, DENTIST, Office on Main Street over Solomon & Nathan's Store, Plattsmouth, Nebraska, 341.

PLATTSMOUTH MILLS, PLATTSMOUTH, NEB. C. HEISEL, Proprietor.

Flour, Corn Meal & Feed Always on hand and for sale at lowest cash prices. Particular attention given custom work.

CHARLES WARREN, Tonsorial Artist, PLATTSMOUTH, NEBRASKA. Place of business on Main St., between 4th and 5th streets, Shampooing, Shaving, children's hair cutting, etc., etc. 191.

FRED. D. LEHNHOFF, Morning Dew Saloon! South-east corner Main and Sixth Streets. Keep the best of Beer, Wines, Liquors & Cigars. 23nd

FOUNDRY AND MACHINE SHOPS! JOHN WAYMAN, PLATTSMOUTH, NEB. Repairer of Steam Engines, Boilers, Saw and Grind Mill.

CAS AND STEAM FITTING, FOUNDRY, PLATTSMOUTH, NEB. Repair on short notice.

FARM MACHINERY, Plattsmouth, Neb. Private Rooms for Club Supporters.

FIRST NATIONAL BANK, National Bank, Corner Main and Sixth Streets, Plattsmouth, Neb.

TOOLE, HANNA & CLARK, JOHN FITZGERALD, Vice President, E. G. DOVEY, Cashier, A. W. McLAUGHLIN, Assistant Cashier, JOHN O'ROURKE, Assistant Cashier.

BANKING BUSINESS, Stocks, Bonds, Gold, Government and Local Securities.

DEPOSITS RECEIVED and Interest Allowed on Time Certificates.

DRAFTS DRAWN, Available in any part of the United States and in all the Principal Towns and Cities of Europe.

AGENTS FOR THE CELEBRATED STOMACH BITTERS, INMAN LINE and ALLAN LINE OF STEAMERS.

OFFICIAL DIRECTORY.

State Director, A. S. PADDOCK, U. S. Senator, Beatrice, Nebraska, Cass county, Nebraska, West Point, Mo. E. K. ALEXANDER, Representative, West Point, Mo. ALBERTS NANCE, Governor, Lincoln, Mo. S. W. LITTLE, Auditor, Lincoln, Mo. G. M. BARTLETT, Treasurer, Lincoln, Mo. F. H. THOMPSON, State Public Instruction, F. M. DAVIS, Land Commissioner, Lincoln, Mo. DE. H. P. MATTHEWS, State Hospital for the Insane.

Supreme Court, S. MAXWELL, Chief Justice, Fremont, Mo. AMASA COBB, Lincoln, Mo.

Second Judicial District, S. B. POUND, Judge, Lincoln, Mo. J. C. WATSON, Prosecuting Atty., Neb. City, W. C. SHAWALTER, Clerk District Court, Plattsmouth, Mo.

County Director, A. N. STILLEY, County Judge, J. D. TUTT, County Treasurer, J. W. HARRIS, Sheriff, W. W. ALPHEUS, Coroner, J. P. GANN, Assessor, JAMES CHAMBERLAIN, South Bend Precinct, SAM'L RICHARDSON, Mt. Pleasant Precinct, W. M. WELLS, Plattsmouth Precinct.

City Directory, J. W. JOHNSON, Mayor, J. M. PATTERSON, City Engineer, RICHARD VIVIAN, Police Judge, W. M. WELLS, Chief of Fire Dept.

1st Ward—G. W. WELLS, W. L. DEWECK, 2d Ward—J. C. WATSON, THOS. POLLOCK, 3d Ward—W. M. WELLS, E. S. SHARP, 4th Ward—JNO. W. MARSHALL.

B. & M. R. R. Time Table, Taking Effect May 4, 1879, FROM OMAHA FROM PLATTSMOUTH, Leaves 8:30 a. m. Arrives a. m. 10:20 4:35 p. m.

FOR THE WEST, Leaves Plattsmouth 8:30 a. m. Arrives Lincoln 12:45 p. m. Arrives Kearney 7:45 p. m. Freight leaves Plattsmouth 4:20 p. m. Arrives Lincoln 11:30 a. m. Arrives Plattsmouth 4:30 p. m.

GOING EAST, Express, 6:15 a. m. Passenger, (train each day) 4:20 p. m., except Saturdays. Sunday train connects at the usual time.

R. V. R. R. Time Table, Taking Effect Sunday, March 25, 1879, SOUTH STATIONS, SOUTH STATIONS, SOUTH STATIONS.

For Cutaneous Disorders, All eruptions of the skin, and all other diseases of the skin, are treated by the use of HOLLOWAY'S OINTMENT.

HOLLOWAY'S OINTMENT, Dressed of this REMEDY, Every Man may be his own Doctor. It is the best remedy for the system, so as to reach any internal complaint.

URGENT CAUTION, None are so ignorant as to believe that the cure for the venereal disease is to be found in the use of HOLLOWAY'S OINTMENT.

THE POWER OF ARRESTING DISEASES, HOLLOWAY'S OINTMENT, is the best remedy for the system, so as to reach any internal complaint.

FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES, In Diseases of the Lungs, the Inventor is permitted to refer to the Medical Gentlemen of St. John, N. B., whose signatures are attached hereto.

WILLIAM BAYARD, M. D., THOMAS WALKER, M. D., JOHN BIRCHMAN, M. D., DR. JOHNSTONE, L. E. C. S., ED. W. HARRINGTON, M. D., W. C. WARRITT, M. D.

AARON LEVARD, M. D. of the City of St. John, in the presence of the undersigned, having examined the signatures to the foregoing Certificate of the Medical Gentlemen of St. John, N. B., I can also testify to the high therapeutic value of the Compound Syrup of Hypophosphites, and consider it deserving of a high recommendation.

In testimony whereof, I have hereunto set my hand and affixed my seal at the City of New York, this 26th day of February, in the year of our Lord one thousand eight hundred and eighty-eight. 504 Sold by all Druggists, \$1.50 per Bottle.

HOSTETTER'S CELEBRATED STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

STOMACH BITTERS, The Bitter is a remedy for the system, so as to reach any internal complaint.

13-14-15.

[From the Philadelphia Press.] He sat and gazed with a placid mind At the cheerful and contented scene, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

So he jumped the blocks about, And he looked at the engine, I swear, And he said he'd bet his pile The conductor was right that:

"PERSEVERANCE CONQUERS."

"Jake dropped his oil-can and his lower jaw at the same moment, and looked to see whether I was crazy or joking."

"Well, let the freeman attend to matters here and come back and see, said I."

"We hurried to the rear, and in a moment Jake saw, as well as myself, if there was any joke in the matter, we were the victims of one, and a rather serious one, too; for the train in the rear had gained a full mile on us while I had been forward. The riders were pouring out of the smokestack as from a blast furnace; the headlight threw a glare along the road, burrowing the iron rails to our very wheels. Close as he was upon us, the engineer of the advancing train had not given us the slightest signal to warn us of his approach, and made no response to our repeated whistles of alarm. He was violating all rule; and, if he had determined to secretly run us down, he would act just as he did. The train in the rear struck me—not so much because he then thought of danger as at the cool impudence of the engineer behind—then looked at me with a stare which would have made me believe that he had been waiting for me to get into working order, and he broke out, 'What does that crazy fool mean?'"

"The engineer must be crazy or drunk, said I. 'If he keeps on with me ten minutes longer he will surely be into us; and I signalled the freeman to put on more steam. 'What business the train has upon the road at all to-night I don't puzzle me, said I. 'I wonder if it isn't an engine the old man is sending down to Jamaica to the shops for repairs? said I. 'I saw the Ben Franklin standing on the side track, with steam up just as we started. 'From the way she overhauls us there can't be much of a train behind her.'"

"I did not know but that Jake might be right, for I had seen the Franklin standing in the depot when we left. That engine was just as fast as any I ever saw, and I had seen the train attached, as Jake supposed, might easily gain on us, as it seemed to be doing. 'At any rate we shall see when we pass Jamaica station, whether Jake's theory is correct,' I thought, and said to him, 'The good people along the road who were out at their heads must have thought that a railroad Gilpin was riding another race according to the new style. I was angry enough to have sent a bullet at the engine engineer following me, and I determined that my next business the next day should be to complain to the superintendent of his foolhardiness. I thought that possibly, by waiting for the morning, I might get to Baltimore, and within an hour's time would be at our place of destination. The conductor had finished collecting for the morning, and I had passed a rest at the end of a tiresome day's work. He made an entry in his note-book, closed it, placed it in his breast-pocket, and then he looked at me, and said, 'You are a considerable saving by taking larger sizes. Holloway & Co., New York, N. Y.'"

"Well, perhaps the most exciting time in my experience was the night when the windows would give me a glimpse of the world outside, and which this one reminds me of, said he, looking out into the darkness. 'Classed by an engine?' said I, getting interested. 'How did that happen?'"

"Well," said the conductor, settling down in the cushion and bracing his knees against the back of the seat in front of me, "the train was running the night express on Long Island, from Brooklyn to Greenport, a distance of ninety miles, the entire length of the island. The train was late, and was then a one-hour affair having only a single track, with switches at the different stations to allow trains to meet. It was the evening of the 11th of November, and I was started from Brooklyn at ten o'clock with the old Constitution, long since broken up, but then the crack engine of the road, with its baggage or freight car, and three passenger cars. The night was just as dark as a pocket, or, if anything, perhaps a little darker," he added, looking at me with a stare which would have made me believe that he had been waiting for me to get into working order, and he broke out, 'What does that crazy fool mean?'"

"We were the only regular train up the road that night with the exception of the Greenport express to Brooklyn, which was to start at ten o'clock, and meet us at Lakeland station, in the middle of the Island, switching off there to allow us to pass."

"Well, we were perhaps six or eight miles on our way when I stepped out on the back platform of the rear car to see if it was growing any lighter. We were then going over a part of the road which was a single track, and I was looking back over my shoulder, and I saw behind us, at a distance of three miles or so, what I knew to be the head light of an engine, as it was too bright for anything else; for of course I did not suppose the government was sending me a light-house along the road."

"Probably not," said I. "You may be sure I was a little surprised," said the conductor; "for there wasn't an extra train once a week upon that road, and I knew there was none going out from Brooklyn that night anyhow. I waited for a few minutes, and I saw that it was really an engine coming, and what was more, was gaining rapidly on us, although we were going at our usual rate of speed. When I was satisfied of this fact I hurried forward and said to the engineer, 'Jake, there is a train close behind us.'"

"That's the Franklin train," broke out Jake once more. "No other engine on the road could overtake us, as we are going now. What can that fool of a Simpson mean by driving her at such a rate? He can't be driving west, for the boss doesn't break him to-morrow he won't get his breaks. He will be into us in two minutes."

"You are right, Jake," said I, "Go forward and see if you can not get us a little more headway. Empty a few of those petroleum cans on the wood and pitch it in and see what can be done."

"While Jake was forward on his errand I thought over the situation. Here I was with a hundred or two passengers under my care, all ignorant of the danger which I knew they were in. If we should be overtaken and crushed in the rear the disaster would be a serious one, and would probably cause the death or injury at least of some of the passengers. If we were not crushed in the rear there was another danger, and that was that we were before us. The train of which I have spoken, which left Greenport when we left Brooklyn, was on its way to meet us on the same track. It should switch off at Lakeland, the middle of the island, and allow us to pass an hour after we started, or at 11 o'clock. It was now half past ten, and we were close to Lakeland already, and would pass there long before the arrival of the Greenport train beyond the warning of our approach, and a collision in front as well as the rear would be the consequence."

"We reached and flew through the Lakeland depot nearly half an hour ahead of time. Of course the Greenport train was not there yet, but was

coming down the road. Our speed was now a little ahead of any ever before made upon the Long Island road. The telegraph poles fairly danced behind us, and the bushes on either side of the track seemed a continuous wall of fire as they were lighted up by the flame which was pouring out of our smoke-stack. But dangerous as it was for us to keep on, it was just as dangerous to slacken speed, and so on we went."

"The conductor rolled his quid from one cheek to the other, raised the window by his side and expectorated into the outer darkness, and became silent for several moments as if burdened by the recollection of his former perils. After waiting a reasonable length of time for him to resume his story, I said: 'When the collision occurred, was it with the train in front or in the rear, or with both?'"

"Oh, the collision!" said the conductor. "Well, now you come to the ridiculous part of the story. The collision did not take place at all," he said in an apologetic tone, as if there ought to have been a serious accident after such preparation. While I was standing on the platform wondering whether I had better warn the passengers to get themselves ready for a shock, Jake came from forward dragging after him two petroleum cans, each of which would hold a quarter of a barrel of oil."

"Now, then," said Jake to me, "if you will throw the side of the track I will try the other."

"I saw at once what his plan was. We each brought the mouth of an oil can as near to the polished surface of the track as possible, and began pouring on it the kerosene. In less than a minute a half mile of iron rails on both sides was nicely oiled, and as the train in the rear was a Hebever dealer in second-hand clothes."

"You have raised my expectations of a catastrophe so high that you have obliged to grease the track so as to let them down again easily," said I, for I felt a little nettled at the unexpected turn the story had taken, and was inclined to believe that the conductor was drawing largely upon his imagination for the facts."

"Why, don't you know that an engine can no more make headway on a greased track than a foot can on a steep roof covered with ice?" said the conductor with a pitying glance at one so profoundly ignorant of railroad matters as myself. I slipped Jake on the back, and said, 'Old fellow, your outness has brought us all out of a bad scrape.'"

"In a few seconds the lantern of the train behind us was getting dim in the distance. We slackened speed and backed down to see what was the matter with Simpson, as Jake said. There stood the old Ben Franklin, puffing and snorting and pawing like a mad bull, the driving-wheels buzzing around on the greased track like ice, and not gaining an inch. The train in the rear was still on the old machine. Jake was the first aboard, spoiling for a good chance at the engineer, Simpson. But no sign of an engine, fireman or conductor being visible, and we were waiting for the signal to start. The engine had only a tender attached and although there was a full head of steam the fires were getting low. We stood on the platform, and I looked at the back, and said, 'Old fellow, your outness has brought us all out of a bad scrape.'"

"The conductor looked at me, and said, 'You are right, Jake,' said I, 'Go forward and see if you can not get us a little more headway. Empty a few of those petroleum cans on the wood and pitch it in and see what can be done.'"

"While Jake was forward on his errand I thought over the situation. Here I was with a hundred or two passengers under my care, all ignorant of the danger which I knew they were in. If we should be overtaken and crushed in the rear the disaster would be a serious one, and would probably cause the death or injury at least of some of the passengers. If we were not crushed in the rear there was another danger, and that was that we were before us. The train of which I have spoken, which left Greenport when we left Brooklyn, was on its way to meet us on the same track. It should switch off at Lakeland, the middle of the island, and allow us to pass an hour after we started, or at 11 o'clock. It was now half past ten, and we were close to Lakeland already, and would pass there long before the arrival of the Greenport train beyond the warning of our approach, and a collision in front as well as the rear would be the consequence."

"We reached and flew through the Lakeland depot nearly half an hour ahead of time. Of course the Greenport train was not there yet, but was

coming down the road. Our speed was now a little ahead of any ever before made upon the Long Island road. The telegraph poles fairly danced behind us, and the bushes on either side of the track seemed a continuous wall of fire as they were lighted up by the flame which was pouring out of our smoke-stack. But dangerous as it was for us to keep on, it was just as dangerous to slacken speed, and so on we went."

"The conductor rolled his quid from one cheek to the other, raised the window by his side and expectorated into the outer darkness, and became silent for several moments as if burdened by the recollection of his former perils. After waiting a reasonable length of time for him to resume his story, I said: 'When the collision occurred, was it with the train in front or in the rear, or with both?'"

"Oh, the collision!" said the conductor. "Well, now you come to the ridiculous part of