SOME EXCITING EXPERIENCES.

Chapters From the Lives of Express Messengers.

RESURRECTED CRIMINAL

Between Two Fires-One Man's Hair Buddenly Bleached-In the Tennessee Mountains-Caught By a Wild Cat.

St. Louis Globe-Democrat: D Nearly every member of the convention of expressman which met duing the week at the Southern hotel, has at some time in his business career performed the duties of railway messenger; and although most of them have long since been promoted to more lucrative if less exciting positions, they all had stories of an excititing nature to relate.

One of the oldest expressmen-in experience-is Mr. John F. Gossman, of Camp Dannison, O., who entered the express service in 1859, and still does messenger duty. He now runs between Cincinnati and Pittsburg, over the Little Miami and Panhandle roads. handling as much cash business, possibly, as any through messenger in the country. He has an accurate knowledge of the vicissitudes of a messenger's life, and a faculty of talking straight from the shoulder that is only acquired by

long contact with men of the world. "I ran through Kentucky during 1862 and again 1864, on the Kentucky tral, and had to make some short turns in order to keep company money out of the hands of the guerrillas," he said. "At one time I lay in my car a whole day at North Benson, Ky., while the guerrillas on one side of the town and the garrison in a federal fort on the other disputed with solid shot, shells and bullets for the possession of the train. The fort saved us, and that night I packed up the money and got away ten miles on foot several burned bridges preventing the escape of the train, takng a hand-car for Louisville at the first

piece of unbroken track.

'Another time we left Covington for Lexington, having Postmaster-General Montgomery Blair among the passen-Pete Everett's guerrillas opened on the train from a dry creek bed at Lair's station, sixty-five miles out, and the regular train guard—they were on every train those days—had a rattling fight with them before the guerrillas re tired. When the shower was over Mr Blair picked up a baby belonging to a woman who got off there and went away unsuspected with the mother, thus un doubtedly preventing his own capture, and the train backed to Covington for a better start." Concerning the much-disputed ques-

tion whether train messengers have opportunity to tamper with packages in transit, Mr. Grossman declared that it is impossible for a messenger to do a neat job of sealing on a moving train-even provided he had all the materials handy -and he could get an expert messenger to support him in the statement that the only man who really has the opportunity to steal from money packages in the one who counts and classes the en-velopes. The original and final receiving clerks, at opposite ends of the line, and the messenger merely receipt for a package "said to contain," and Mr Grossman cited several instances where banks making complaint that packages had been tampered with had ended their investigations by quietly discharg-ing the employe who had sent out the money. In all his experience of twenty-nine years as messenger, Mr. Gross-man said he had never been called to account for but one lost package. That package, containing \$90, was lost be-tween Cincinnati and Chicago, and though he was detained from his run several times to permit the detectives to interview him, he was ultimately relieved of all suspicion, and the consignor's agent paid \$90 to the consignee and accepted his discharge without complaint. The "dummy" envelope Mr. Grossman consideres a dangerous witness against the man who prepares it, and he stated that if a man propose to steal a sum of money passing through his hands he had better refrain from any attempt to account for it as such attempts invariably lead to discovery.

One of the best known expressment was Wm. Willis, very recently deceased who was personally known to many members of the convention. Mr. Gra-ham of Evansville, states that Willis' hair turned white in a single hour under the following circumstances: Willis had a run on the historic

Fredericksburg & Richmond railroad, in the interest of the Souther Express com-pany. One night soon after the close of war Willis was making his run in an old box car. The frame was full of holes and crevices, and the messenger had only an oil lamp, without chimney, for light. On this occasion he had left his car at a small station and did not return to it until the train was in motion, when he discovered that the wind had distin-guished the only light. He was with-out matches and was beginning to wonder how he would get through his business at the next station where import ant deliveries were to be made when a more serious matter engrossed his at tention. From the opposite end of the car he began to hear mysterious sounds. first resembling the heavy breathing of a half conscious person, and soon devel-oping into well defined groans and inarticulate speech. As no one had been in the car with him Willis at once concluded that it was a ruse of robbers to get him within silencing distance, and he is prepared himself for a deadly encounter. Creeping stealthily to within reach of the body from which the sounds pro-ceeded. Willis presented his revolver and warned the intruder that he was not to be trapped, assuring the man who continued groaning without cessa-tion, that if he moved a hand he would be killed. After this the groans gradually subsided, and the next station was made in dead silence—so far as the ocwhen the train pulled up for the next stop Willis yelled lustily for help, which soon came. Lights were quickly brought and the horrible discovery was made that Willis' prisoner was a dead man, whose head had been beaten almost beyoud resemblance to anything human The poor man was a commercial trav-eleer, who had been robbed, fatally beaten and thrust into the car by hi murderers at the last station, where the messenger had been absent. The experience so worked upon Willis' nerves that when he leaped from his car in Richmond depot his hair was turned from an auburn brown to snowy white. His wife screamed with fright when the messenger entered his house, and his babe went into a paroxysm of terror at him that the figure was none other than that of the vagabond Kirby, whom he had executed ten days before. Without an instant's hesitation the plucky sheriff bounded forward and seized the fellow's throat, demanding what miracle had been performed to bring him back from the dead. Instead of resisting, the fellow threw up his hands and said: "Let go my throat, and I'll tell you all. Then if you will give me one square meal you may take me to jail and hang me over again."

Then came the story: How the sight of him for weeks afterward. But Willis lived to make hundreds of runs after that, and died quietly in his bed only a few months ago.

Mr. Graham told two other stories of adventures incident to an express mes-senger's life, both of which have until now been kept from the public prints. In 1864 he was wrecked on the Nashville & Chattanooga road in a lonely spot in Then came the story: How the the Cumberland mountains, between Greenville doctor had failed to find the

Cowan and Tantalon, Tenn. His car was loaded principally with fish and dressed meat, but he also had a chest full of valuable smalt freight, and he decided to wait in his car for the relief engine. The few passengers who had shared his misfortune, learning that the debris could not be cleared to let the train through before morning, had crossed a wide gully by torchlight and found quarters in a mountaineer's humble cabin, leaving Graham alone to guard his car. The spot was desperately lonely and was miles away from any-thing resembling established civilization, on his and as Graham sat chest counting the slothful minutes he heard no sounds of life outside the car save the hooting of t dismal owl and occasionally shrill scream of a wildcat the distance. About midnight the owl left the vicinity, and Graham, unable to endure the oppressive stillness, was arranging his boxes and blanket to take a nap, when he became consciousrather by intuition than perception, for all his intellectual faculties were painfully active-that human footsteps were stealthily approaching the spot. There was no light outside, and, as a measure of safety, Graham extinguished hi

car, on the side opposite to that where the bushwhacker had been standing.

There was no time for Graham to decid

whether to admit the human marauder

to save him from being chewed up by

the cat or to let them fight for the mas

tery of the situation, for in ten seconds

the cat had leaped upon the car, and

thence—judging from the sounds—di-rectly upon the man's shoulders. There was screaming, growling and yelling, and the sounds

and yelling, and the sounds of a mortal combat for about

was a week-and then the messenger

heard a gunshot, followed by retreating

footsteps. He supposed that the man

had thrown the cat from him and suc-

ceeded in getting in a disabling shot,

but he never knew certainly, for when

daylight came the ground where the

fight had taken place was littered with shreds of homespun cloth and spattered

with blood, but whether man or beast

Neither was present to give an account

of the fight, and Graham was satisfied

to let the matter rest without investiga-

tion. The only thing of which he was

reasonably certain was that both were

after plunder-the man for anything

worth taking, and the beast for fresh meat—and that both had been defeated.

He ran the route for several years after-

ward, and met no more bushwhackers

or wildcats, but heard one resuscitation

story that he says made his hair stand

the Nashville & Decatur, in Alabama,

soon after the battle of Franklin, Gra-

ham and another trainman walked over the field for several hours, and then

sought a neighboring farm house for

supper. The travelers were most hos-

pitably received, and enjoyed the ex-

cellent spread. Afterward they went

upon the inevitable front veranda to

cultivate and be cultivated by their

host. One of the first points in his

personal appearance that attracted

their attention was his snow-white hair.

between which and his ruddy face, athle-

youthful vigor there was such marked

contrast that they ventured to comment

"No; I'm not old enough yet, generally speaking, to have white hair; but I

came honestly by it, and if you have

time the story is yours," said the host,

with the urbanity of the well-bred Ten-

the story. Two years before, in 1862, he had been sheriff in Greene county,

Tenn., and while in office had been re-

quested to hang a man named Kirby

The execution was conducted on a prim-

itive plan, near the cemetery adjacent

to his own farm, an old elm tree serv-

ing as the gallows, and a dozen or twenty special deputies as assistant ex-

ecutioners. There was no attempt at dislocation of the neck, Kirby being simply lifted up to go through the dance

of death upon atmospheric support, and

when the leading physician of Green-ville said Kirby was dead the body was

lowered and interred in a shallow, rocky

grave near the roots of the tree, with

barely soil enough thrown on to hide

the unpainted pine coffin.

A week afterward the sheriff, in returning to his farm from his office at

Greenville, had occasion to pass the gal-

lows tree about dusk. As he came op-posite Kirby's grave his horse shied, then stopped and tried to turn around.

Being held to his course, the animal re-fused to move forward at his master's command, but stood trembling, snorting

and endeavoring to take the back track

His master could not humor his charg

er's caprice, and struck him sharply

with his rawhide riding whip, where-upon the animal leaped forward, clear-

ing the spot opposite the grave by a high bound, and dashed madly home.

defying the rider's utmost exertions to stop him. Reaching the rear gate of the sheriff's woodland pasture the horse

cleared it without an instant's hesita-

tion, crossed the pasture, jumped another gate leading into the rear yard.

did he stop until he had traversed the main hallway and been brought up

main hallway and been brought up ngainst the wall of the sitting room be-yond. The members of the sheriff's family were fortunately all sitting upon the front porch and no one was injured by the frantic equine's entrance, but it required several hours'

hard work on the part of the farm hands

to get him out of doors. When this was accomplished the horse refused to be

led to his accustomed quarters, and was permitted to remain in the door-yard. All his former intelligence and docility

were gone, and in their place were stubbornness and unreasonable timidity

that seemed wholly unaccountable. The

horse refused all food, and in three days

died, without sign of disease.

The sheriff himself was so unnerved

by his remarkable adventure that he did not leave the house for three days. On the night of the third day, impelled by a miserable impulse, he decided to visit his barn. It was a bright moondid he wish the back we light nor did he

night, and he took no light, nor did he

arm himself, as was his usual custom in

those days of bushwhacking and forag-

ing, and yet he said he felt certain that

a strange adventure-stranger than that which he had last encountered-

awaited him. As he approached the great doors of the threshing floor which were open the sheriff taw a man sitting on the sill, and a second glance assured him that the figure was none other than

and burst into the sheriff's house.

nessean, and he proceeded to unfold

figure and general showing of

Being wrecked at Harpeth river, on

on end for weeks afterward.

been worsted he could not tell.

minute-Graham

thought it

moned for the purpose, the sheriff took the man into his employ. "I raised a regiment soon afterward," said the sheriff, "and joined General Claiborne's brigade, and Kirby was the first man I recruited. He fell near Gen-eral Claiborne there in the Yankee works," pointing to the Franklin battle field, "and Kirby was nearer the Yan-kee muskets when he fell than any other single kerosene lamp and awaited his visitor with impatience and a welltested Spencer rifle. soldier in the brigade. He was one o The man walked round the car once the bravest of the many brave men who twice, tried and failed to open the went into the confederate army. My hair? Oh, yes, I forgot to say that it turned white in the night after I had sliding door, and seemed hesitating for a plan of procedure, when Graham was more than startled by the shrill, omifed and hid Kirby, and my nerves didn't nous scream of a wildcat close beside the

wap to think.

get steady for six months. Mr. Graham's story was vouched for by several other express messengers who have run over the Nashville & Decatur route, among others, Mr. C. L. Loup, of Memphis, who personally knows all the parties referred to or mentioned.

pulsations and respirations that had not

wholly succumbed to the pressure of the noose; how Kirby had come to in his

human, he had succeeded in raising his coffin lid and in accomplishing his own

exhumation; bow he had dreaded the

re-enforcement of the penalty of the law, and had concluded to make the grave his home by day and to forage for food at night; and how,

recapture, and by weakness for want of

food, he had started to surrender to the

The sheriff took the man to his house

legal advice that the man could not

how, by struggles almost super-

A Reprieve For the Condemned. Wretched men and women long con demned to suffer the tortures of dyspepsia, are filled with new hopes after few doses of Hostetter's Stomach Bitters. This budding hope blossoms into the fruition of certainty, if the Bitters is persisted in. It brings a reprieve to all dyspeptics who seek its aid. Flatulence, heartburn, sinking at the pit of the stomach between meals, the ner yous tremors and insomnia of which chronic indigestion is the parent, disap pear with their hateful progenitor Most beneficent of stomachies! who can wonder that in so many instances it awakens grateful eloquence in thos who, benefitted by it, speak voluntarily in its behalf. It requires a graphic per to describe the torments of dyspeps but in many testimonial received by the proprietors of the Bitters, these are portrayed with vivid truthfulness. Constipation, biliousness, muscular debility malarial fever, and rheumatism are relieved by it.

FACTS FOR THE FARMER.

Whatothe Farmers Have Done. Chicago Tribune: We offer to our readers without present comment the following startling figures as bearing on the tariff reform and kindred subjects before congress and the country:

First-The aggregate volume of agricultural food products exported to Europe and other foreign markets between the years 1874 (the year after the great panic) and 1887 exceeded \$4,000,-000,000, the exact figures being \$4,281,-806,078.

Second-The exports of American merchandise between 1859 and 1873 were exceeded by our imports during the same time by nearly \$1,200,000,000 (exact figures, \$1,176,073,381.) In other words, the balance of trade went against this country by that amount, and bonds and other securities had to be exported and sold in Europe to pay the de-

ficiency. hird-Until 1873 the exports of wes ern food products has seldom exceeded \$100,000,000 in a year, but in the year 1874 the amount bounded up to \$29,527,-856, and has gone as high as \$421,860,787 (in 1882), representing more than half the total exports of the United States

that year. Fourth-Since 1873 our western farmers have exported to the markets of the world so much food products that the balance of trade in our favor has ex-ceeded \$1,650,000,000. They have thus paid off all our foreign debts, drawn gold from Europe to this country, kept the precious metals extracted from our mines at home, bred thousands of millionaires, and enriched everybody except themselves. Is it not high time they had a little protection by enjoying a peace tariff in time of peace?

Enriching Milk by Feeding.

American Cultivator: There is great natural difference in cows with regard to the richness of the milk they give, and this is only partially modified by feeding. Jersey cows make yellow butter, and a good deal of it, according to the quantity of milk, even in winter. If the food be dry and poor they wil not give so much. A cow that naturally gives thin, poor milk may be made to give somewhat better milk by giving her rich food, as corn meal or oil meal meals. Probably if this was continued while the cow is bearing a calf the progeny will inherit this tendency to put more of the milk into the cream pot. In this way our large milkers may be bred as equally remarkable for butter production. There is a hint in this fact also against neglecting the feed of cows while they are dry and near dropping their calf. It might make trouble with their bags to feed rich or succulent food at this time, but this is undoubtedly the best way to develop good animals for the dairy either for milk or butter.

Seasonable Hints and Suggestions. It is not safe to suddenly change the food of cows from the dry hay and grain to an exclusive green diet. If rye shall come in for pasturing allow the cows but a few minutes upon it the first day, gradually extending the time every day thereafter until they shall become ac-customed to the green food. In this manner may be avoided bowel diseases and a falling off of milk.

Any community of farmers can, by co-operation in the purchase of a thor oughbred male, greatly improve their stock in a single season, and at but a small expense to each, while the en-hanced value of the stock would more than compensate for the effort. really costs nothing to improve, as improvement is simply adding additional

value to the stock. Let spring plowing be done as early as possible, so as to turn up the cut-worms and other insects, which exposes them to the frost. Another advantage is that the frost will assist in pulverizing the soil.

Now that the hens are laying well and the cold weather is passing by, feed less corn and more meat. A pound of rough meat chopped and fed to a dozen hens once a day will be amply repaid in eggs.

Kindness controls and guides any and all animals, says the Live Stock Indicator. This is true when their life com-mences with such treatment. A bull or a heifer that has run with its dam and has had no attention from man until six or twelve months old will fear every object that is new to it. be it man, boy or anything else. Overcome the fear and it is ready to be taught.

it is ready to be taught.

There are in America over 4,000,000 conductor, and the firemen were killed.

farms, large and small. They cover nearly 30,000,000 acres of improved land, and their total value is something like \$10,000,000,000. - These figures are not. of course, comprehensible. They simply convey the idea of vastness of area and equal vastness of importance. The estimated value of the yearly products of these farms is between \$2,000,000,000 and \$3,000,000,000, 11

Every poultry house should have a feed-box. It saves food, and it is a very worn out by the terrors of his fears of poor plan to throw the food, mor especially the soft food, in the dirt or it sheriff and take the sentence of the shallow dishes. The latter are liable to be upset, and the contents trampled law, when his resolution had given way and he had sat down in the doorunder foot and wasted. Besides it does not show the true spirit of the fancier. Professor Arnold, a well-known aufed him, and hid him for several days from even the family. Then, accepting thority, has clearly proved the wastefulness of giving corn meal to cattle with out carefully mixing with more bulky

hanged again, after having been duly pronouned dead by a physician, sumfood. Watering the milk in the cow is often a fact, as the quality of the milk is reg-ulated by the food, and milk may be deficient in solids without having water

added to it by the milkman. In using eggs for hatching the largest and strongest chicks will come from eggs laid by the hens or fully matured pullets. Eggs that are small or double yelked are not suitable for hatching.

All young animals quickly learn to eat ground oats, and there is no ground grain is better for them. They will grow and thrive upon oats even when drawing milk from the dams. If the wood ashes be carefully saved

and applied to the canes of blackberries and raspberries early in the spring the result will be rapid growth and strong canes. A cow left in the barnyard on very

cold days and compelled to drink ice water will fall off in the yield of her milk more than sufficient to pay for warming the water. The truly beef cow is a small and

brief milker, often failing to give support for her calf, and the ultimatum is reached when the beef type actually undermines the functions of motherhood and promises the obliteration of a beef family, while motherhood, in its broadest and most complete sense, is he predominant trait of the dairy cow.

A great waste on any farm is the care and keeping of poor old horses never fit for rugged service. The cost is usually greater than for animals of full strength and usefulness.

Old fruit cans may be profitably used for starting early plants. Egg shells can also be used, placing the shells in the ground with the plants. As the roots of the plants shall expand they will break the shells and grow in the ground. In this manner the earth around the young tender plants, such as peppers and egg plants, will not be dis-turbed.

There is a decided tendency among our more progressive breeders to build up breeds of hogs and cattle with more lean meat than fat. This movement has been brought about in part by the growing objections of consumers to so much fat, especially where pork is concerned and the waste entailed. In feeding with a view to the production of more lean meat close pens and large rations of corn have given place to a run for hogs in daytime, with a warm shelter for the night, and a varied ration, in which corn forms but a small part.

PROTECTED BY FATE.

A Man Who is Not Likely to Die in a Railroad Accident.

It has always been a superstition among railroad men that one accident on a railroad, no matter how unusual the circumstances connected with it might be, is sure to be followed by two more of a similar character within a short time. The truth of this has been noted repeatedly, but never in so striking a manner as in three recent occurrences. These three accidents were also attended by a piece of good fortune to one individual that makes these occurrences still more remarkable. B. W. Williams is employed by a New

York railroad as a buyer of ties and lumber. His business takes him to various parts of the country. A fortnight ago he was in the northwestern part of West Virginia. He had business at a lumber station in the mountains known as Slider's mills. A narrow-gauge rail-road runs by heavy grades and sharp curves into this region. No passenger trains are run on this road. Williams had intended to go to the mills one day in the caboose of a freight or lumber train. He had taken his place in the caboose when he learned that there was some doubt about his being able to get back to keep an important engagement. and he made up his mind to postpone the trip. The train was in motion when he came to this conclusion, but he jumped off. While the train was going up one of the steepest grades on this road it broke in two, the caboose and two other cars separating from the other cars and at once starting back down the mountain. The conductor and a brakeman were in the caboose. The speed of the runaway cars became terrific, and at last they were thrown from the track. They plunged down a steep embankment, and the conductor and brakeman were crushed to death in the wreck of the caboose.

Tuesday of last week Williams was in the Pocono lumber region, in Monroe county, Pa., along the line of the Dela-ware and Lackawanna railroad. He was at a mill near Pocono Summitt, at which place he was to board the caboose of an east bound stock train. He got to the station just in time to see the train pass His disappointment was great as he had an agreement to meet a man in Stroudgburg on important business. An hour or so later his pleasure at missing the train was much greater than his disappointment. The Pocono grade at that place is fourteen miles ninety feet to the mile. The stock cars were fitted with air brakes, but as the train started down the mountain the engineer found that they would not work. The train was composed of twenty-three cars loaded with cattle, besides the en gine and caboose. Is ran away down the grade, clearing the fourteen miles in eleven minutes. The then head car jumped the track, and all the others piled after it in a ravine nearly one hundred feet deep. Two or three per-sons on the train were killed and 400. cattle were crushed to death in the ruins.

Last Thursday Williams' business called him to the lumber region of Me-Kean county, Pa. A lumber railroad known as the West Branch railroad connects the Eric with the lumber mills. No road in this country en-counters such steep grades or makes such short curves as this lum-ber railroad. It is confined entirely to traffic in lumber and freight. Williams had gone up the road to Steckler's Mill. He had intended to return that same afternoon to make a connec-tion for Bradford. Before the train he was to take came along he concluded for some reason to wait until the next day. The train consisted of five cars loaded with lumber, one freight car, the engine and a caboose. In going down what is known as the Hazleton mill grade the trainmen lost control of the train. dashed down the mountain at terrific speed, and at a sharp curve near Belknap's camp left the rails. The train was thrown down a steep embankment.

There were several other persons riding in the caboose, every one of whom was badly hurt, two fatally. A man with whom Williams says he would have been sitting if he had been on the train was ode of the fatally-injured passen-

gers. Besides these three remarkable in terpositions of fate in his behalf William says that he escaped from two previous frightful accidents by similar good fortune. Some years ago he was at Lackawaxen, on the Delaware division of the Erie railway. He was going east, and was waiting for a passenger train, when he discovered in the enstopped at the station for water, an oldtime friend. The engineer invited him to ride as tar as Port Jervis on his engine, and Williams consented. Before the engine was through taking water Williams received a telegram from a contractor he had been doing some business with asking him to remain until the next day, as he had left something out of his contract. Williams remained The freight train had run to within four miles of Port Jervis when the when the boiler exploded. The engineer, fireman, flagman, a brakeman and another person were blown to pieces. Some time after that Williams was riding on a locomotive on the Atlantic and Great Western railroad. He knew the engineer, and for several milles oc-cupied his scat in the cab. Finally he vacated it and the engineer sat down. The change had scarcely been made when the connecting rod on that side of the locomotive broke. The heavy portion next the cab was whirled backward and crashed through the end of the cab, crushing the engineer to death.

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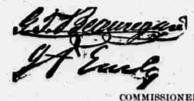
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Tenths, \$2; Twentieths, \$1.

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