

The Western Democrat.

OFFICE ON THE SOUTH SIDE OF TRADE STREET

CHARACTER IS AS IMPORTANT TO STATES AS IT IS TO INDIVIDUALS, AND THE GLORY OF THE ONE IS THE COMMON PROPERTY OF THE OTHER

\$3 Per Annum IN ADVANCE

WM. J. YATES, EDITOR AND PROPRIETOR.

CHARLOTTE, N. C., TUESDAY, APRIL 23, 1867.

FIFTEENTH VOLUME—NUMBER 764.

THE WESTERN DEMOCRAT

Published every Tuesday,

WILLIAM J. YATES, EDITOR AND PROPRIETOR.

TERMS: \$3 PER ANNUM, in advance. \$2 for six months.

Transient advertisements must be paid for in advance. Ordinary notices are charged advertising rates. Advertisements not marked on the manuscript for a specific time, will be inserted until notified, and charged accordingly. \$1 per square of 10 lines or less will be charged for each insertion, unless the advertisement is inserted 2 months or more.

HAMMOND & McLAUGHLIN,

Have in Store and for sale, on reasonable terms for cash or in exchange for Produce, a large stock of

GROCERIES,

Meat Pork, Beef Hams, Bacon and Lard, Baking, Rope, Nails, Iron, Salt, Farming Implements, Leather, &c., Molasses, (some very fine Georgia Syrup.) Sugar, Coffee, Tea, Rice, &c.

A large lot of Cheese and Crackers, Corn, Flour and Meal.

Yarns, Sheetings and Shirtings.

Hammond & McLaughlin, Trade Street, Bryce's Building, March 25, 1867.

COOKING STOVES,

OF THE NEATEST AND MOST SUPERIOR PATTERN.

D. H. BYERLY, Springs' Building, Charlotte, N. C. Has for sale "Spar's Anti-Dust Cooking Stoves," which, for every variety of cooking and great economy in fuel, cannot be surpassed by any Stove heretofore used.

Everybody who has used one of these Stoves testify that, for convenience in cooking, durability and cleanliness, they are far preferable to all other patterns. Call and see them.

D. H. BYERLY has also on hand a good assortment of Tin, Japan and Sheet-Iron Ware—such articles as are necessary for house-keeping.

TIN-WARE made to order at short notice on reasonable terms.

REPAIRING promptly executed. D. H. BYERLY, Springs' Building, Charlotte, N. C. March 25, 1867.

VANCE & DOWD, ATTORNEYS AT LAW,

Charlotte, N. C. Having associated themselves together, will practice the Courts of North Carolina, Ireland, Canada, Davidson, Rowan, Cabarrus and Union, and in the Federal and Supreme Courts.

Claims collected anywhere in the State. April 2, 1867.

Milinery and Ladies Fancy Goods.

MRS. E. FULLINGS is offering her Stock of Bonnets, Hats, Ribbons, Feathers, &c., at greatly reduced prices. Ladies are invited to call and examine these Goods and hear prices.

Dec 16, 1866.

Just Received.

At ROOPMAN'S STORE, a fine lot of D. R. Leak's celebrated CHEWING TOBACCO, from the highest to the lowest grade.

Also, a large lot of LORILLARD'S SCOTCH WHISKY, in small bottles and packages. The trade supplied. March 4, 1867.

FANCY GROCERIES.

Pickles, Preserves, Jellies, Mustard, Horse Radish, Powdered Ginger and Celanone, Ginger Preserves, Macaroni, Homestead seeded Meats and Fruits, Salmon, Lobsters, Oysters, Clams, Sardines, Pine Apples, Peaches, Strawberries, Salad Oil, Catnaps, Soda Powders, Vinegar, Kikkimok Smoking Tobacco, Havana Segars, Tobacco and Snuff, Chest-nuts, Green and Dried Apples, Raisins, Fishing Hooks and Tackle, Violin and Guitar Strings.

WINE AND BRANDIES. Champagne, Penmarin Sherry, old Newton Madeira, old Port, Catawba, Rhine, Jas. Hennessy Cognac Brandy, vintage of 1855, Marc Renaux double refined rectified Whiskies, old Bourbon, Rye, Wheat, pure Corn and Monongahela Whiskies, Holland Gin and Schiedam Schnapps, Bitters, St. Croix and Jamaica Rum, Cordials and Lemon and other Syrups, London Porter, A. Guinness & Sons' xxx Brown Stout, Dublin, Mair & Son's sparkling Edinburgh Ale, Glass Bottles, Flasks and Demijohns of all sizes to the Trade.

Old Corn and Rye Whiskey by the barrel, to the trade at small profit. Visitors and residents in Charlotte purchasing any of the above for medicinal purposes, can get a pure article by calling on J. D. PALMER. Feb 18, 1867.

WHO WANTS A PIANO?

Several Patrons of the Concord Female College have requested my aid in securing

Good Pianos For their use. This has induced me to make arrangements with some of the best manufacturers which enable me to furnish instruments of the first class at reduced prices. I can save each purchaser from \$40 to \$100. Price lists of the manufacturers will be sent to those who desire them, to aid them in making selections.

When selections shall have been made the money can be sent to me at my expense, by the Southern Express, and a Piano will be shipped to the Depot where the purchaser may designate. Each Piano sold will be fully warranted. Address me at Statesville, N. C. J. M. CALDWELL. May 7, 1866.

AUCTIONEER and AGENT.

S. A. STUART respectfully informs the citizens of Charlotte and the public generally that he will give his personal attention to Auction Sales and the settlement of Accounts, or any business of that kind that may require his services. He will visit the country when desired and act as Auctioneer, or attend to any business in the city as an Agent. He can be found at the Corner Drug Store of Dr. McAllen, or at the residence of Mr. Rabe.

COFFINS.

At my Plantation, 8 miles from Charlotte, on the Salisbury road, Coffins of all kinds may be obtained at short notice. A good supply is always kept on hand ready-made. Feb 25, 1867. S. A. STUART.

FASHIONS, FASHIONS!

ROBISON & GRAHAM, Having received their Spring Fashions are now ready to reconstruct the appearance of their customers accordingly.

GROCERIES!

I have in Store, and am receiving daily, 20,000 lbs. choice Bacon—hams, shoulders and sides, 2,000 lbs. superior Leaf Lard, 20 barrels Mackerel—Nos. 1, 2 and 3, 1,500 lbs. Coffee, Rio and Java, a very choice article, 3,000 lbs. Sugar—all grades, 1,500 gallons Hard-ware—Porto Rico, New Orleans, and other grades, Together with a well assorted Stock of

FANCY GROCERIES,

Pickles, Canned Oysters, Sardines, Crackers, Genuine Havana Segars, Tobacco, smoking and chewing, Lorillard Snuff, Pepper, Spice, Soda, Starch, Soap, Candles, Pure Cider Vinegar, Powder, Shot, Caps, Sieves, Buckets, Brooms, Blacking, &c., &c. With almost every article usually kept in a Family Grocery, which I will sell low down for cash, wholesale and retail, at my store, two doors below Brem, Brown, Myers' Hardware Store, and nearly opposite the old Charlotte Hotel. Give me a call; all I ask is a fair trade. March 25, 1867. A. H. TATE.

Just Received.

In Store and will be sold wholesale or retail, Rio and Laguna Coffee, of superior quality; Sugar, Imperial and Gunpowder Tea, best in market; Molasses; Adamantine Candles, by the box; a prime article of Carolina Rice, new crop; Bacon Sides; Leaf Lard; Sugar cured Hams; a fresh lot of Garden Seed, just in time; Northern Potatoes, good rich Mercer, Pink Eye and Snow Ball; the celebrated Parlor Match, by the box, dozen or gross; Durham's Smoking Tobacco, by the pound or sack; Cotton Yarn; Cheating Tobacco, various qualities; Lorrillard Snuff, in hand; 200 lbs. choice prime bread Corn; 300 bushels best Seed Oats; Pepper; Spice; Ginger; Soda; Starch; Hemlock Leather, as cheap as any; Brads; Steel Hoes; Chopping Axes; Trace Chains; Sycamore and Gradle Blades; Curry Combs; Brushes; Coffee Mills; Rifle Powder; Blasting Powder; Shot and Caps; a fine assortment of Nails from the best factories in the United States, so called; Whim Rope; Well Rope; Men's Brogans, with various other articles.

Remember my motto, quick sales, short profits and fair dealing.

Still at the old stand in Springs' building. Look out for the Deer Skin and walk in. Terms CASH. March 18, 1867. W. BOYD.

DRY GOODS, CLOTHING, BOOTS, SHOES, &c., &c.

D. BLUM, Respectfully informs the public that he has a large stock of Dry Goods, Cloths and Shoes, in great variety, which he will sell on reasonable terms.

RAGS WANTED.

I want to purchase 200,000 pounds of clean cotton and linen Rags. Highest cash price paid. D. BLUM, April 8, 1867. 3m. Opposite Court House.

HUTCHISON, BURROUGHS & CO.,

Agents for sale of Pacific Guano, " " " Pure Bone Flour, " " " Baugh's Phosphate. Genuine Peruvian Guano and Pure Ground Plaster. Rock and Lime, Catawba, Lime. A full assortment always on hand.

FARMERS!

Call and see our new Steel Cotton Plows, Steel Cotton Sweeps, Wrought Iron Cotton Scrapers, Single Plows, Cast Iron Corn Plows, Cultivators, Corn Shellers and Straw Cutters.

3,000 Lbs choice Dried Apples,

25 Sacks FAMILY FLOUR, HUTCHISON, BURROUGHS & CO. Charlotte, March 11, 1867.

HUTCHISON, BURROUGHS & CO.,

GENERAL AGENTS OF THE EQUITABLE LIFE ASSURANCE SOCIETY.

Cash Capital \$2,000,000. Annual Income \$3,000,000. The Policy Holder shares in the profits of the Company. The CASH dividend for 1866 is Thirty (30) per cent. Now is the time to secure a Policy and thereby make a sure and certain provision for your family.

Call for Circulars and Policies.

ACCIDENTAL POLICIES, in the Traveler's

FIRE Insurance Companies of known and indisputable responsibility represented by us. E. W. HUTCHISON, J. C. BURROUGHS, R. A. SPRIGGS. March 25, 1867.

H. M. PHELPS.

"Home Sweet Home! There's no place like Home!" I am happy to inform my old friends of Charlotte and the surrounding country, that I have again returned and resumed my old business among them, and am fully prepared to offer them the

CHEAPEST STOCK OF GOODS

To be found at any other establishment in the city. Having recently lived in the Northern States, and with my old experience in the PURCHASE OF GOODS, I am not prepared to say I will sell "below cost," or at a reduction on the original cost, or "at and below New York prices," but that I will sell as

CHEAP, IF NOT CHEAPER,

than any other House, and at a SMALL PROFIT. As my stock was purchased for Cash, consequently I can afford to dispose of articles at a slight advance. I have now in Store, and am constantly receiving, a choice assortment of

DRY GOODS,

Ladies' Trimmings of the Latest Styles, Linen Table Damask, Linen Diaper, and all kinds of

Flannels, Calicoes, brown and bleached Sheetings, black and colored Alpacaes, Ladies' and Gentlemen's

FURNISHING GOODS, &c., &c. Call and secure Bargains. H. M. PHELPS, March 11, 1867. Opposite the Court House.

THE YARBROUGH HOUSE,

RALEIGH, N. C. I have the pleasure of announcing to my friends, and the traveling public, that I have leased the YARBROUGH HOUSE for a term of years. The house will be repaired and furnished with new and elegant furniture at once.

I return sincere thanks to my patrons for their very kind and liberal patronage, received while in charge of the Exchange Hotel in this city.

I promise that the Yarbrough House shall have no superior in the South. April 1, 1867. Impd. J. M. BLAIR.

GENERALS OF THE CONFEDERATE STATES ARMY FROM N. CAROLINA.

We have been furnished, says the Wilmington Journal, with the following list of General officers from this State. We think it is quite complete, and will prove interesting to many. The counties refer to those in which they were born. North Carolina is proud of her jewels:

General Braxton Bragg, of Warren; Lt. Gen. Leonidas Polk, of Wake, killed at Missionary Ridge; Lt. Gen Theophilus Holmes, of Sampson; Lt. Gen D H Hill, of South Carolina, a citizen of Mecklenburg.

Maj Gen W D Pender, of Edgecombe, died of wounds received at Gettysburg; Maj Gen Robert Ransom, of Warren; Maj Gen W W Loring, of New Hanover; Maj Gen C M Wilcox, of Greene; Major Gen R F Hoke, of Lincoln, wounded at Fredericksburg; Maj Gen S D Ramser, of Lincoln, killed in the Valley of Virginia; Maj Gen Grimes, of Beaufort.

Brig Gen L O B Branch, of Halifax, killed at Sharpsburg; Brig Gen G B Anderson, of Orange, died of wounds received at Sharpsburg; Brig Gen J J Pettigrew, of Tyrrell, killed at Falling Waters; Brig Gen James B Gordon, of Wilkes, killed near Richmond, Va.; Brig Gen Junius Daniel, of Halifax, killed at Spotsylvania C. H.; Brig Gen Richard C Gatlin, of Lenoir; Brig Gen L S Baker, of Hertford, wounded at Culpepper C. H.; Brig Gen M W Ransom, of Warren; Brig Gen Gabriel Raines, of Craven; Brig Gen James G Martin, of Pasquotank; Brig Gen A M Scales, of Rockingham, wounded at Gettysburg; Brig Gen T L Clingman, of Buncombe, wounded at Petersburg; Brig Gen J H Lane, of Virginia, citizen of Cabarrus, wounded at Cold Harbor; Brig Gen Rufus Barringer, of Cabarrus, wounded at Petersburg; Brig Gen R B Vance, of Buncombe; Brig Gen W W Kirkland, of Orange, wounded at Bethesda Church; Brig Gen Wm McRae, of New Hanover; Brig Gen Robert D Johnson, of Lincoln, wounded at Spotsylvania; Brig Gen W R Cox, wounded at Chancellorsville; Brig Gen W G Lewis, of Edgecombe, wounded at Farmville.

Besides these, Brig Gen J H Cook, of Virginia, Alfred Iverson, of Georgia, were identified with North Carolina troops, the former particularly endearing himself to the State.

Jonah wrote to his father after the whale first swallowed him, stating that he had found a good opening for a young man just going into business; but afterwards wrote for money to bring him home stating that he had been sucked in.

It is stated by some wisecracks that the heart of a man weighs about nine ounces, that of a woman about eight. As the age increases, a man's heart grows heavier, and the woman's lighter—some girls lose theirs at sixteen.

JUST RECEIVED AT C. M. QUERY'S NEW STORE,

A large and well selected Stock of SPRING AND SUMMER GOODS. DRY GOODS, at extremely low prices. WHITE GOODS, a full assortment, which will be sold low for cash. TRIMMINGS—Our stock of Trimmings is complete, and was selected with care.

A full assortment of YANKEE NOTIONS and FANCY GOODS. HOOP SKIRTS—Bradley's Paris Trail Skirts—the most popular Skirt now worn—all sizes—Ladies, children and Misses.

KID GLOVES—all colors and sizes, of the best article. Ladies' and Children's Mitts, all sizes, and of the best quality.

FANS AND PARASOLS—A full assortment of all kinds.

SHOES—Ladies', Children's and Misses' boots, shoes and gaiters, of the best Philadelphia make. Also, Men's and Boy's shoes and hats.

MILLINERY.

MRS. QUERY would inform her friends that she has spared no pains in selecting her stock of Millinery and Trimmings; and having had a long experience in the business feels satisfied that she can please all who will favor her with a call.

Bonnets and Hats made and trimmed to order, on the most reasonable terms and shortest notice. Dresses Cut, Fitted, Trimmed and made, on reasonable terms and at short notice. Our motto is, small profit, and just dealing to all. April 1, 1867.

EDWARD FULLINGS

Is now offering his fine Stock of READY-MADE CLOTHING Below New York cost. I am compelled to sacrifice my Goods to raise funds. Persons desirous of obtaining good Clothing at remarkably low figures, will find it to their advantage to call before purchasing and be convinced.

I am prepared to make up to order my superior stock of Cloths and Cassimeres in the latest style, and at greatly reduced prices; and to offer my fine assortment of

Hats and Furnishing Goods

At and below cost. N. B. All persons indebted, either by note or account, to "Fullings & Co.," "Fullings, Springs & Co.," or "Fullings & Springs," will please come forward and settle.

Don't mistake the place. No. 4, Granite Row, one door below the Southern Express Office, and directly opposite the Mansion House. January 21, 1867.

GARDEN SEEDS.

Just received at the Corner Drug Store, a large and fine assortment of

Buist's Genuine Garden Seeds, Consisting of every variety grown in this climate.

Warranted Good and Reliable.

For sale, Wholesale and Retail by Feb 4, 1867. J. H. McADEN.

Planting Potatoes.

20 BARRELS NORTHERN IRISH POTATOES, expected daily, for sale at the Corner Drug Store. Feb 4, 1867. J. H. McADEN.

Garden Seeds.

The largest and most complete Stock ever brought to this market, from the celebrated Hoar of

LANDRETH, THORBURN and

BUIST.

For sale at SCARR'S DRUG STORE.

Feb. 4, 1867.

SMALL FARMS FOR IMMIGRANTS.

It is becoming the settled conviction of many of our planters that, for a long time to come, large plantations will not be available as a source of profit. There are two great difficulties in the way—labor and capital. The planter, now that he has wages to pay to his hands, in order to make his operations remunerative will have to resort to fertilizers, in order to make one acre yield what he formerly obtained from four or five of his half-exhausted land, when laborers were plenty and provisions cheap. How can any one now make money on worn-out land, after paying from \$10 to \$15 per month to hired hands, without a liberal expenditure for fertilizers?

And these, like everything else in the country, are expensive at first cost, which cost is largely increased by transportation.

In this way the amount of money necessary to improve a large plantation would be immense, and in our present impoverished state it is beyond the means of most of our planters.

We have information that by the use of proper measures abundance of laborers may be obtained in England and on the continent of Europe. The agent of the Virginia Immigration Society is now in Liverpool, endeavoring to direct emigrants towards the Southern States, and to influence them in making settlements among us. It is found that of the thousands who weekly land on our shores, nearly all of them, expect, sooner or later, to obtain land for themselves. Many of them, it is true, for the present, must be hirelings, but with the hope of eventually becoming owners of real estate.

It will be a great encouragement to immigration that this inducement shall be offered; and they may become the tenants of lands either for a term of years or in fee simple, as they may be able. Our large plantations must be divided into small farms, and sold or leased for a term of years. Settlers, then, as proprietors of the soil, will have a greater interest in the yield than where every foot of land is made available, where the soil is taxed to its utmost capacity, they will understand the various methods of out-planting and fertilizers, and soon the worn-out plantation will become a fertile and thriving little farm. Where one bale of cotton is now made three would be raised—and corn and hogs would be more plentiful and cheaper. Indeed, all the products of our country would be rapidly increased, and thus a new impetus would be given to commerce, multiplying our lines of railroads and steamers, and giving new life and vigor to all channels of trade.

It is quite evident that a great many cleared acres of land in Virginia and North Carolina are now lying idle, without the necessary tillers of the soil. Even if labor was plentiful at a reasonable rate of wages, still, in their present condition, the cultivation of these lands would not be remunerative. But if inducements are held out to the immigrant that he may at once or prospectively become a landed proprietor, not only will our uncultivated lands be speedily disposed of, but a change would soon become apparent in the quality and quantity of their products. Lands would increase in value, and be everywhere in demand.—*Norfolk Day Book.*

WHAT A GENTLEMAN MAY DO WITH HIS HANDS.

There is a vast deal of idleness in the South. A large number of our people are trying to live by their wits; a large number are only nominally engaged in business, lounging and dawdling through each week; a large number are roaming loose, waiting for something to turn up. We doubt if one-half of our population are engaged in real hard work. The absolute necessities of life cost so little in a temperate climate where land is abundant and rich, and the population sparse, that it is not difficult to live on half work. The production of the South, we doubt not, if all the muscle and brain in the South were fully taxed and the labor properly directed, could be just about doubled.

There are young men pretending to practice law or physic, young men instructing a half dozen pupils, young men selling a few yards of ribbon per day, young men who have no business there at college—all of whom ought to be differently occupied. There are young men clerking in hotels and banking companies where there is not full employment for them. There are young ladies by scores—engaged in reading novels, or entertaining beaux. There are all sorts of agencies—ten thousand shifts to live, no matter how, so that it is not by manual labor.

In a word the market of head work is glutted in the South—while the hammer, the plane, the trowel, the hoe, the axe are crying for stalwart arms to grasp them. The idea is that a trade is not just the thing for a young man who considers himself as good as anybody. It is thought a better thing to be a jack-leg lawyer or to murder people with a doctor's diploma, or to weigh butter than to build a house or make a sewing-machine or construct a steam-engine. The agent of somebody's vegetable pills is thought a more eligible match for your daughter than an intelligent man who prints a newspaper or a book. So it is a foolish and often fatal pride makes thousands shrink from the mechanic arts; and those very men who by a life of honest industry have secured a high position in the community and a respectable competence for their families, turn their backs upon their occupations, and trim their sons out for something that will not soil their white hands.

"Farming" in the South is the most prolific source of idleness. In all directions you meet not very handsomely dressed young gentlemen on horse back who inform you that they are "farming." It is a vague, floating term, that means, perhaps, strictly that they live in the country and, may be, overlook a hand-spoice. They have a traditional idea that the farmer must confine himself to head work. They sit on the fence until an early dinner watching a one horse plough—and ardently think that they belong to the great agricultural fraternity. The first thing you know, one of these young fellows gets married—and has to borrow a clean shirt to go to his wedding. We shall not prosper in the South until all these folks go to work, nor until labor with the hands is properly estimated.

THE HEROES OF THE LOCOMOTIVE.

BY PRESIDENT TUTTLE, OF WABASH COLLEGE.

A true manhood cannot be developed without the discipline of responsibility. Let the nurse carry the child, instead of teaching him to walk, and he will become an overgrown child, but never a man. He is a wise parent who lays a proper and genuine responsibility on his child, and incites him to meet it. It is no new remark that persons are transformed by the responsibilities they have to discharge. A delicate and untried girl suddenly ripens into an extraordinary womanhood, through the agency of sickness or death in the family laying on her heavy burdens to be borne. It may be that she is now the comforter of the sick mother, and as a mother to the younger children. Hence the change; a little while ago a timid girl, but now a courageous woman. In 1862 a young man from Columbus, Ohio, was commissioned as a lieutenant in a regiment then at Camp Chase. He was small in person and almost effeminate in appearance; so much so that it affected me to see him go very much as would the sight of a boy of fifteen. He was with his regiment in several severe engagements in Kentucky, was at Cumberland Gap, retreated under Morgan to the Ohio, and was afterward in severe service on the Mississippi. He had become a captain, and the remark was made by those who were with him that he had become a man—not so much in stature as in mind, word, and act. He lost his life at Port Gibson, and his men kissed his many face as fondly as they would a child's. It was responsibility that wrought the change. It was responsibility that made him a hero.

It may be an admission of weakness, and yet I confess to a high admiration of a class of men to whom a vast burden of responsibility in the center of human life is constantly entrusted: I refer to our railroad engineers. The locomotive in itself is a marvel of ingenuity and power—Compact, perfect in form and adaptation, indispensable to the wants of civilization, it is one of the finest instruments. The man who controls these thirty tons of organized iron which we call a locomotive must organize both self-respect and self-confidence. I have sometimes stood beside the track when a train has come flying along, and have observed with boundless admiration the man on whose vigilance, skill, and pluck the safety of that train so largely depended. His left hand on the lever, his right on the reversing lever—if that be its name—his body bent forward eagerly, and his eye keenly scrutinizing the track ahead, lest the tremendous momentum of his train, meeting with some obstacle, should dash itself in an instant into a horrible wreck. How, now, can a man be weighed down with such responsibility and not be a stronger and more self-reliant man?

Some years ago, with a party, it was my fortune to be on the Erie Railroad when the engineers engaged in a general strike. I sided with the engineers, believing them to be wronged. At the Susquehanna station we found a large body of engineers, more than I had ever seen together at one time. They were not noisy, nor braggart, nor tipsy; but I then said, what I now believe; that they were the finest body of operatives I ever saw. Intelligent, bold, strong, each the manager of such a wonderful machine, they found at least one ardent admirer that day.

Some of the most remarkable exhibitions of courage have been made by men of this class. A few years ago my friend, Orsbone, who has driven the locomotive for the mail train on the Morris & Essex Railroad for twenty years at least, with faultless faithfulness, was once delayed by snow on the track for several hours, but received explicit orders from the superintendent—not that splendid officer who has lately resigned his office on that road—"to go ahead," for the road was clear, no other train was on the track. After satisfying himself that he had not misunderstood the order, he left the summit on a steep down grade, and, in rounding a sharp curve, came on a train that was ascending the same grade under full head of steam. In an instant he whistled down the brakes and reversed his engine. The noble thing, under such a tremendous strain, as if fully aware of the danger, obeyed, and threw itself back to avert the catastrophe. Meanwhile the other engineer had done the same thing with his locomotive; but it was possible only to modify the shock. Together rushed those two panting and reluctant giants, their joint weight not less than sixty tons, in flight, standing on end, and in a trice the two splendid machines were a wreck. The cars behind them were also badly crushed. Orsbone did not leap from his engine; but, never moving his hands from the levers, which controlled it, he stood as resolute as a rock at his post until the shock came, and then, quick as thought, adjusted his valves to allow the steam to escape without an explosion. Our war can furnish no clearer proof of the finest courage than that.

At the crossing of the Morris & Essex Railway and the Orange turnpike may be seen a fugitive with one leg. The other he lost in the wreck I have just described. Had he had Orsbone's nerve to face danger, he would have escaped unhurt. Poor fellow! the man who issued the presumptuous blunder that day tried to buy him off from prosecuting the company for the sum of one hundred dollars—an offer which poor "Bob's" wife met with this query: "Mr. —, would you sell one of your legs for a hundred dollars?"

During the war an incident occurred on the Pennsylvania Canal, which was related to me by an eye-witness. My informant was with a regiment of soldiers going from Pittsburgh to Harrisburg in a special train. Between Johnston and the summit they were delayed by a freight-train off the track, or a part of its cars off. They learned at one of the stations, and remained there until they should be informed that the track was clear. It was in the night, and most of the thousand men on the train were asleep, unconscious of their danger. Four heavily-loaded coal-cars belonging to the train ahead had, by accident, become detached, and began the descent of the heavy grade at a speed which soon became terrible. The en-

gineer of the special train heard the roar of the descending cars and surmised what was the matter. In an instant he ordered his engine to be detached from the train, and put on steam to meet the runaway cars if possible, to break their force and save his train. His locomotive was a large freight, and he had moved several rods ahead when the coal-car struck him like a thunderbolt, and crushed his engine back on the train; but his heroic courage had saved many lives. His engine was utterly demolished, and many of his cars were also crushed; but so had he broken the force of the shock that no lives were lost. The man's name was Story, and his grateful beneficiaries presented him some elegant silver-plate, with the deed itself and their names engraved on them. When asked why he did not abandon his train, he replied, "Quick as lightning, I thought I had better die than to have those runaway cars cut clean through my train, destroying hundreds!" It was a heroic answer.

Let me relate one more incident in the same line. That part of the Marietta & Cincinnati Railroad between Athens and the Ohio river was formerly made famous by the number of its long and high trestle-bridges. With few exceptions, these are now filled up, and the road is becoming one of the best. At one time the company were in great straits, and many of their operatives were unpaid. Some of the men were desperate, and, as the fact proved, dangerous. On a certain evening, a train was approaching one of these high trestle-bridges. It was known that the directors of the road were aboard, and some villain had determined to throw the whole train from that bridge. The engineer, letting his train move at the ordinary speed, suddenly discovered that a rail had been displaced on the bridge. He seemed to know instinctively that the momentum was too great to save the whole train; and he signaled the brakes down and reversed his engine; to stop, if possible, the cars before reaching the chasm. Then, opening the throttle-valve, his engine sprang forward so violently as to break the connection with the train, and dashed to the awful leap. The bold man, as this was going on, ran out of his window on the engine and opened his escape-valve. Whist standing there the engine went over with him; and, marvelous to relate, he falling under the huge weight, was preserved from being crushed by the engine-bell at his side. The train, for the rescue of which he had exhibited such incredible pluck, stopped just soon enough to escape the horrible leap after the engine. This bold man's name I have not heard; but he recovered from his wounds, and is still an honored employee of the company.

We glorify our heroes of the battle-field and the sea; we stand all agog with amazed admiration if some foolish man or more foolish woman ascends Mt. Blanc just for the name of the feat; we talk about Alexander and Bucephalus, and Caesar in the boat in the tempest; why may not my humble pen glorify the heroes of the locomotive engine, who exhibit as noble and praiseworthy a daring as any heroes in other fields? And they do this in the constant