THE DISPATCHER.

"It's about 11 years now since I handled trains by ear, and I would not go back to it for 1000 a day. You have really no idea of how it wears on a man. Since coming it has kept me thinking that it works every one's nerves worse or less.

"When I was appointed night dispatcher on this road, I thought I was the biggest coon in Missouri. I took to smoking 15 new cigars and wearing 10 hats. I had a well developed case of swelled head and showed it all over me. A few months experience with fast-time operators, tricky brakemen and arrogant engineers, however, took the conceit out of me, and I began to realize just how big a job it was to handle a heavy train sire and give satisfaction. The fact is, the men who run phone all hands has yet to be born. There are times when some train must be delayed, and it's often a case of Hobson's choice. The trainmen who wear the shoulder-straps hate the middle of purgatory and back again, and those who are advancing long about the run they make.

"One night the fuse was fairly hot with trains when I came on duty. I wandered over to Moberly I should not get the passenger trains through without delay. There seemed to be a train up every side track over the whole length of the road and some between stations. I worked like a beaver. It was in the old days of what are known as 'flagg' stations, where one train could do a separate order, which must be sent to each conserned singly. You will appreciate how in the rush of business a single order might be immensely misconstrued and make trains stalloon while conflicting orders, which would certainly bring them together unless corrected. Nowadays the most progressive roads issue orders so worded that two trains or more receive them at the same time, and thus the risk of error is lessened. That system was hardly known in my time, and we worked to the perilous single order plan.

"A double header left the foot of the mountain about midnight, holding an order giving it the right to diamond. About 25 minutes ahead of it was a fast freight. The latter had an engine numbered 427, and the double train had engines 426 and 427. You must remember I was working every minute trying to keep the freights out of the way of the night passenger trains.

"Along toward morning a train was ready to go down the mountain, and I gave the order to 'run wild' and wait for engine 427 at Summit. In some way or other the double train following slipped my memory completely. It was not long after I must have got mixed on the two numbers, 427 and 427. At any rate, when the operator at Summit reported the two trains having, I came near me with the confidence and pain of a galvanic shock that I had given wrong orders. I said:

"The horrible feeling that seized me often makes me shudder when I think of it now. My hand fell from the key limp and nervless. Something seemed to cast a blur before my eyes so I could not read the orders before me. The blood pounded in my head, and my temples beat like the hammers. But only for a second. Like a flash I seized the key and asked the operator to stop the down train. It was too late. It had gone. Then I tried to reach the double train, but it, too, had passed the last telegraph office, and I knew no earthly power could prevent those trains from striking hard, for the grade is nearly 80 feet to the mile up there.

"I sent for the chief dispatcher himself, briefly and told him the situation. He was as old hand at the business, and an affair of this kind fretted his nerves almost to the point of insanity. He added nearly 100 per cent to my agony of mind. He would not show and lack the brain about over and seem to devour the fatal orders with his eyes, then jump up with a gesture of despair and say: 'By gosh, that's too bad!' Time he would pace up and down the floor, repeating to himself: 'That's too bad, too bad. They'll strike as sure as the world,' returning always to pore over the train sheet and wring hard. I could have screamed with the awful strain of nervous suspense. I confidently believe that striking but lack of courage and the curious fascination kept me from ranking out and jumping into the river, 78 feet below.

"I felt absolutely certain that some of those men would be killed. But both trains knew single the dispatching possibly an each other's headlights in time to jump, but I was sure the men on the second engine of the double header would go into the wreck all over and die as sure as fate. It has become fashionable nowadays to disbelieve in a physical breather. I don't know anything about that, but I do know that if mental torture is the test of those who die by this life, after our accounts are audited, I should prefer to have my chances with the old fashioned style of punishment.

"Suddenly both trains opened with a snap. The chief looked at me with a perfectly indescribable expression and went to the switchboard without a word. We both knew without telling what it meant. The trains had striken, and the piled up wreckage had broken the wires down. We toiled for the break and soon located it half way up the mountain. I gave up the last particle of hope at this and only waited in a kind of dull wonder to learn the extent of the casualty.

"The 10 as structions that stopped after the wire fallen until we got the official report of the accident seem to me now as misty as a dream. I worked away at the wire mechanically, guided only by the force of habit, and using the circuits as they were made up by the chief. He kept fussing at the switchboard in a perfect misery of nervousness.

"At length the Summit operator called, and my heart lost almost visibly as I answered him for I knew from the tone whose sending that he had received his report. I think he must have understood my feelings, for the first words he signaled almost frazed me with jubilation. 'No one hurt! Not a man hurt! Not even report to find out.' 'There's no one hurt!' I gave up right then and there and said: 'Oh, Hi, you! Have to take the rest of the night off. I can't,' and got up and went home.

"It seems the engineer had seen the headlights and jumped, and he was on the back platform of the double header, after giving a sharp whistle for the brakes, followed in the following order: 'Jump and keep on stickling after the crash the pitmen and mind the engine passed them. The wreckage was found in fine, and all hands are alive and well, nothing more than a few bruises, but that failed my train disappointing.'"—New York Advertiser.

Hot Tried Them.

Little Dot—Mamma said he's a regular old hot stove, and she ought to know, as she has tried him as well as one.

Little Dick—I don't see how he stings could make a hot stove hurt, but I should think they'd make a dandy man speak—Good News.

Don't Overlaid.

Be careful about the quantity of food given to the pullets. Don't overfeed. If you was worth $10 a bushel, it would be a blessing to the poultryman by arresting them to the fact that something else is better. Stop the waste of eggs and permanent injury to the pullets. Egg are high, and this should be the poultryman's watchword. Pullets are not needed and should be culled.

NOTICE.

THERE WILL BE A MEETING OF THE stockholders of the Salt Lake Amusement Association, in place of the company, called upon room building, on Wednesday, February 6th, 1895, at 2 o'clock p. m., for the purpose of voting for a board of trustees and any other business that may come before the meeting. Called by order of

A. M. CULLY, President.
FRANK HASLETT, Vice President.
F. M. CULLY, Treasurer.
R. F. YOUNG, Director.
JAS. HOGGAN, Director.
J. H. ROGERS, Secretary.

NOTICE.

THE ANNUAL MEETING OF THE stockholders of the Nevada Flow & Ore Company, for the ensuing year, will be held at the office of the company, Tuesday, February 5th, 1895, at 2 o'clock p. m.

Salt Lake City, January 19, 1895.

EDGAR DUNBIER, Sec'y.

NOTICE.

THE ANNUAL MEETING OF THE stockholders of the Cody Fuel Company, will be held at their office, 111 Main Street, on Tuesday, February 5, 1895, at 2 o'clock p. m., for the purpose of electing other directors for the ensuing year, and such other business as may come before the meeting.

G. H. PRATT, Sec'y.

ASSESSMENT NOTICE.

Salt Lake Amusement Company.

Office, No. 111 Main St., Salt Lake City, Utah.

NOTICE IS HEREBY GIVEN THAT at a meeting of the board of directors, held on the 5th day of November, 1894, assessment No. 1 was duly levied upon the capital stock of the company, payable to the undersigned, at the office of the company, room 20, Dalton Block, Salt Lake City, Utah, on or before the 15th day of December, 1894, in the following amounts, respectively, with the costs of advertising and expense of sale.

ARTHUR PARSONS,
Room 20, Dalton Block, or office of F. M. Lyman, Salt Lake City, Utah. November 17th, 1894.

LEGAL NOTICE.

In the Probate Court, in and for Salt Lake County, Territory of Utah.

In the matter of the estate of George Stafford, deceased.

NOTICE IS HEREBY GIVEN THAT the undersigned, Executrix of the last will and testament of George Stafford, deceased, has received from the Probate Court of Salt Lake County, Territory of Utah, an order authorizing her to sell all the real estate of said deceased, and that Saturday, the 2nd day of January, A. D. 1895, at 11 o'clock a. m., at the court house door of said County, in the Court House, Salt Lake City, Utah, is the time and place appointed for the hearing of said application, when and where all persons interested may appear and show cause why said application should not be granted, and the undersigned will sell the real estate of said deceased at public auction to the highest bidder for cash, in lawful money of the United States, on the following described real estate, situate in Salt Lake County, Utah Territory, to wit:

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Dated January 19, A. D. 1895.

C. E. STANTON,
Clerk of Probate Court.

By A. G. RITER, Deputy.

Dated Salt Lake City, Utah, January 19, 1895.

TRUSTEE'S SALE NOTICE.

WHEREAS, SAMUEL R. GRAHAM, AS trustee, by a certain deed of trust of the County of Salt Lake, Territory of Utah, on the 20th day of December, 1890, and recorded in the office of the County Recorder of said County, in Book 25 of mortgages, p. 4, conveyed to the undersigned, Frank Hasletts, Trustee, the real estate hereinafter described, in trust for the payment of certain promissory notes therein mentioned, and default has been made in the payment of said notes, and the holder of said notes has duly made and filed with the said Trustee his request in writing that said trust be executed by said Trustee; and

WHEREAS, said default still exists and said trust has not been executed by said Trustee, and said Trustee, at the request of said holder of said notes, has duly given notice of the time and place of the sale of said real estate, by publication in the Salt Lake Herald, for more than three consecutive weeks, and by posting such notice of said sale in three public places in Salt Lake City, Utah, for more than three consecutive weeks, and by recording such notice of said sale in the office of said County Recorder, and by mailing such notice of said sale to the last known residence of the trustee herein, and to the last known residence of the holder of said notes, and by publication in the Deseret Evening News, a daily newspaper of general circulation in said County, for more than three consecutive weeks, and by posting such notice of said sale on the door of the Court House of said County, in Salt Lake City, Utah, for more than three consecutive weeks, and by publication of said notice of said sale in the Salt Lake Herald, a daily newspaper of said County, for more than three consecutive weeks, and by posting such notice of said sale in three public places in said County, for more than three consecutive weeks, and by mailing such notice of said sale to the last known residence of the trustee herein, and to the last known residence of the holder of said notes, and by publication in the Deseret Evening News, a daily newspaper of