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BURNS, HARNEY COUNTY, OREGON, DECEMBER 30 1896,

NO 5.

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he said as he ordered me and the fireman to come down. 'You know how it is when a man is on the "hog train." We are out for the stuff.'

"Conductor Nichols came up from the rear of the train to see why we stopped. He was ordered to throw up his hands, and obeyed. I don't know whether the leader is a neengineer or not, but he is certainly a railroad man and understands running an engine. While his pals kept us covered, he cut the baggage-cars and engine loose, and was soon tearing down the track. The conductor went back to Independence to report the robbery, and the fireman and I followed the car and engine. When we reached the car in Blue cut, the robbers were gone, and we trudged on past Glendale, where we found the engine. It is my opinion that the robbers left the engine before reached Glendale and then 'turned it loose.' It stopped at the top of an incline, because there was no water left in the boiler."—Oregonian.

An Effective Retort.

Few things are more useful to a public speaker than readiness in turning an interruption to his own advantage. Even the preacher can profit by it, as is shown in a story told by the late Rev. John B. McFerran in the Western Christian Advocate.

In closing a speech at a missionary anniversary at Jacksonport, Arkansas, 1856, he stated that once he was shrinkingly timid when called upon to take a collection, but that he had learned to take the shirk by the throat and say, "Pay me that thou owest!"

Just then a man sung out, "Yes, I heard it said that they would put on your tombstone, 'And the beggar died.'"

This created a great laugh; but the doctor stood silent. A tear stole down his cheek, and in a subdued tone he broke the pause:

"Do you know what I told them? I said, 'If you'll add the rest of the verse, 'and was carried by the angels to Abraham's bosom,' I would not care."

The effect was electric; money rained into the treasury, and shouts made the roof tremble.

Blue Cut Robbery.

Kansas City, Mo., Dec. 24—It was 3:15 this morning before the Chicago & Alton train, robbed at Blue cut, near Independence, last night, was got together after having been cut into by robbers, and the trip to St. Louis resumed. Marshal Keshlar, who started in pursuit of the robbers with deputies last night has not yet returned.

Messenger Frier could give no estimate of the loss. He described two of the robbers as quite tall and smoothly shaven, about 25 years of age. The third man, the one that attempted to blow open the safe, was about 35 years old and had a small mustache.

The robbers left immediately after concluding it would be useless to break into the through safe. Frier remained in the car alone for two hours after they left. Had the robbers succeeded in opening the through safe, they would more than likely have made a rich haul.

At noon word was received from Cracker Neck, a small place near Blue cut, that a man believed to be one of the robbers had been held there. A special train bearing officers was started from Independence to make the arrest.

Engineer Witten, who had charge of the train, was also engineer of the train that was held up at the same place two months ago. He says he recognizes the men as those who committed the previous robbery, and tells the following story of last night's hold up:

"I saw a red light cross the track and stopped the train, because it was my duty to do so. I looked out of the cab and into the barrels of two revolvers and a shotgun. The leader was a short, medium-built man, whom I quickly recog-

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