

admitted we had never had the experience and we would be pleased to take a ride some time just for the novelty of the thing. Now this man Ellison is one of the finest men we have met for some time, he is a big fellow, and is as full of good nature as his engine is full of power. He said that he realized our position and admitted that we had not had very good service for several weeks but he said that if the editor would come out next day and take a ride he would be welcome to ride with him on his engine and then we might understand now it seems to buck snow. Now we wish to say right here that we do not like to be taken for a tenderfoot, neither do we like to take a bluff, so the invitation was no sooner extended than it was accepted and we went out and took the ride. Now the way these big engines go into one of those snow banks isn't slow in the slightest degree and we certainly did go a few. Perhaps it was a little faster than ordinarily on account of our being on, but we didn't mind it a particle, and the very first bank we struck we went through it as clean as a whistle. By this time we had become pretty well acquainted with Mr. Ellison and Fireman Larkin and we enjoyed their courtesies very much. Both royal good fellows and the treatment they accorded us will long be remembered. Mr. Ellison is off the Minnesota division and is out here for the purpose of bucking snow. Fireman Larkin is from Wyoming and is here for the same purpose. Mr. Birdsell the train master was along and the engineer told us that Mr. Birdsell would like to put us in the snow-plow and give us a real good ride, but we did not get the invitation so we kept off the plow. But we want to say right here that if our readers ever get a chance to ride an engine into one of those snow banks, they will do themselves an injustice by failing to do so, especially if they are invited to ride with a man like Engineer Ellison or Fireman Larkin. Don't pass it up for it will do you good.