

solid rock the deep thunder of associations with the Infinite and Eternal.

And now the wind suddenly rose and whirled the spray in tropic showers over rocks, houses and trees, so that when the first beams of day shot athwart the canyon, every spicule of the twisted junipers and every blade of grass and every jut of rock glittered with its tiara of pearls. And so, while the mighty Shoshone put on a garniture of morning rainbows, we bade it adieu and climbed the zigzag road to the level of the plain and to the every-day experiences of life.

W. D. LYMAN.

RAILROAD ENTERPRISES.

During the past month a number of new railroads have been projected and much progress made on lines already under construction. Work is advancing as rapidly on the Cascades branch of the Northern Pacific as the scarcity of reliable labor will admit. The Washington & Idaho R. R. Co. has been incorporated to construct a line from Farmington to Cœur d'Alene lake, and thence to some point on the Northern Pacific. The people of Walla Walla have so far progressed in their enterprise of securing connection with the Northern Pacific at Ainsworth as to incorporate the Walla Walla & Ainsworth R. R. Co. Another company has been incorporated in the Palouse country, being the Washington Railroad and Transportation Co. The proposed lines are to run from Colfax to Genesee valley, Idaho, and from Colfax to some point on the Spokane & Palouse Co's road, now being constructed southward from the Northern Pacific.

Seattle is rejoicing in well founded anticipations of the opening of a new railroad enterprise. The Seattle, Lake Shore & Eastern R. R. Co. was organized a number of months ago, and has been quietly at work perfecting plans and securing terminal facilities. Property has been purchased on Smith's cove, just north of Seattle, for \$75,000.00, six miles of track have been located, and iron for forty miles has been purchased. It is expected that this first forty-mile section will be completed this season. The route of the road will be along the shores of lakes Union and Washington, tapping a heavily timbered region, thence through the fertile Samamish valley and Squak valley to the Andrews coal mine, which will be the terminus of work this season. The proposed route thence continues eastward to the Snoqualmie, passing the celebrated falls of that stream and the immense ranch of the Seattle Hop Growers' Association, and crosses the mountains by the Snoqualmie pass. Thence it penetrates the Kittitas, Yakima and Big Bend countries. The construction of this road into the inexhaustible timber and coal region, with its ultimate extension across the mountains, will be of incalculable benefit to Seattle.

Railroad matters in Montana have shown new developments, prominent among which is the change of gauge of the Utah & Northern from Butte to Garrison, and

the beginning of direct railroad service between Helena and Butte. The first passenger train left Helena for Butte on Friday, July 23d, under the charge of James Mansfield, conductor; Matt. Jahr, engineer; Oliver Stingley, fireman; Ed. Hagerty, brakeman, and Frank Johnson, baggage-master. Engineers of the Montana Central are engaged in looking for a practical route across the mountains from Rimini to Butte, with a view of connecting Helena and Butte by their line, and making the latter the western terminus of the great Manitoba system when completed. A somewhat chimerical enterprise has been set on foot by the incorporation at Syracuse, Kansas, of the Montana, Syracuse & Texas Railway Co., for the purpose of constructing a road fifteen hundred miles long, leading southerly from Miles City, on the Northern Pacific, through Montana, Wyoming, Nebraska, Kansas and Texas, to Galveston.

Work is progressing on the extension of the Oregon Pacific from Corvallis to Albany, and the bridge across the Willamette. In Idaho, engineers of the Oregon Short Line are prospecting the country southeast of Lewiston.

WHILE excavations were being recently made for a gas holder at Chester, England, a pig of Roman lead, in an excellent state of preservation, was discovered at a depth of twenty-three feet. It bears on its upper surface the following inscription: IMP VESP AVG V T IMP III, while on the side is inscribed DE. CEANGL. Its weight is one hundred and ninety-two pounds. The inscription shows that it was a tribute to the Roman power, from the tribe in North Wales, commonly known as the Ceangi, and was cast during the fifth consulate of the Emperor Vespasian, and the third consulate of Titus, A. D., 74, and consequently it may be assumed that the pig of lead has been lying where it was found some eighteen hundred years. The ground wherein it was discovered is gravel and marl, which evidently formed part of the old river bed. Close to it was found a human skull, and another was found about fifteen feet away. The skulls and bones of horses and bullocks were also met with in or about the same place.

A CORRESPONDENT of the *Therapeutic Gazette* announces through its columns the virtues of castor oil in the removal of warts. Constantly applied for from two to four or six weeks each day—that is, once a day—it has not failed in my hands, says the writer, in any case of any size or long standing. The time it takes may try the patience of the user, but if faithfully used they will get their reward in the removal of the wart without leaving any scar.

DR. VANMONCISCAR, a quack doctor who stopped in Topeka about two years ago, and who went away from here beating the newspapers and many private individuals out of their money, is now located at Portland, Oregon, where he is presumably up to his old tricks.—*Topeka, Kan., Saturday Evening Lance, July 17th.*