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WOODEN RAILROADS
THE FIRST CRUDE METHODS USED IN GREAT BRITAIN.

Wheels Were Merely Stout Planks or Maybe Blocks of Stone—The Flange Was Invented Toward the End of the Seventeenth Century.

It is not known with any certainty when the first pair of parallel tracks for wheeled traffic was laid down in Great Britain or whether it was of wood or of stone. Perhaps the former is the more probable, the material being found everywhere and its long shape being much more suggestive of fitness for such a purpose than stone. But so long as each neighborhood produced everything it wanted such things were not needed. At last the destruction of timber near London made the use of coal indispensable. This could only be conveyed by sea, and one of the few places where it could be got with the limited appliances and skill of those days was the valley of the Tyne, just above and below Newcastle. About 300 years ago a considerable trade in coal for shipment began there, which soon led to difficulties as to getting it from the mines into the boats. The distances were small, but the art of roadmaking had died out and in bad weather pack horses could not carry enough to render their use profitable. Some unknown benefactor to his species at last laid down two parallel lines of timber for carts to run on. Probably they were merely stout planks at first, but the sinking at the joints would soon suggest that other planks should be placed under them, the structure then becoming fairly efficient. When flanges, either on the wheels or the rails, were first invented or by whom is not known, but it was apparently toward the end of the seventeenth century.

Those wooden railroads seem to have survived throughout the greater part of the following century, and even into the nineteenth in some cases. The Middleton colliery railroad at Leeds, for instance, was of wood until it was relaid for the use of Blenkinsop's rack rail engines. These were started in 1812 and were unquestionably the first commercially successful locomotives. Many other wooden railroads had existed in the same neighborhood for fifty or sixty years previously, and no doubt in other colliery districts as well. One was laid down near Sheffield, for instance, so early as about 1712 from the Duke of Norfolk's colliery at The Manor into the town, nearly one and one-half miles down hill. It lasted till 1775, when it was destroyed in a riot. Next year it was reconstructed with the first cast iron flanged rails by James Outram, their inventor. A wooden railroad long existed at Bath. It was laid down in 1731 by Ralph Allen, who, having gained a fortune by postoffice contracts, acquired and developed extensive quarries of the celebrated Bath oolite stone on Combe down. These being at a great height and away from any regular mode of transit, it became necessary to devise a means of bringing down such a heavy material. The wooden railroad occupied the site of what is now called Prior Park road and was laid partly upon low walls and partly on the ground, "like the wagon ways belonging to the collieries in the north of England."

The colliery lines about Newcastle used in the eighteenth century rails of beech wood, carefully planed on the top and pegged down to crosspieces, which were even then termed "sleepers." Longitudinal timbers in addition were sometimes used, the extra height being of use in enabling the cross sleepers to be well covered up and protected from the action of the horses' feet. There were usually two lines of rails, the descending one being called the main way, the other the byway.

The cars held a Newcastle chaldron, or fifty-three hundredweight, 5,486 pounds. They were built of fir planks, strengthened with iron straps, and had oak or ash soles. They sloped forward, having slightly larger wheels at that end, which was found to ease the draft. These wheels were of cast iron, the rear pair being made solid of pieces of beech wood dovetailed and clamped together. It was supposed that brakes held better on wood than on iron. Some of these wooden lines ended in a short timber viaduct, where the land sloped much to the river, leading to a shipping quay, from which the coal could either be discharged at once down a chute into the "keel" or barge which carried it to the ships or stored if no keels were at hand. The wagons opened below to effect this.

In going down hill with a loaded wagon the horse followed behind, so that he might not be knocked down if it got beyond control, which is said to have happened rather frequently. The drivers generally owned the horses, often of a miserable description, and were paid by the trip or "gait."—Railroad Gazette.

Nests on the Water.
It is almost unthinkable that a bird should build a nest on the water. Yet that is exactly what the grebes always do. With reeds, grass and plant stems the grebe makes a regular floating island, somewhat hollowed out on top, usually near the open water of a marshy or reedy lake. We have several kinds of grebes, but their nests are much alike, sometimes moored to the reeds, but usually floating freely on the water.—St. Nicholas.

The Finish.
"What is a finishing school?"
"It is a place where girls who have any lingering respect for their parents go to have it removed."—Life

WASTEFUL AMERICA.

We Are, So It is Charged, a Most Prodigal People.

Americans are the opposites of the Japanese in that they are probably the most wasteful and extravagant people under the sun. James J. Hill once voiced a declaration to the effect that the greater part of America's progress had been gained by using up the stored capital of preceding ages—something for which we are indebted to nature, not to our own energies. Soil, mines, oil and gas reservoirs, forests, fisheries—all have been drained and drained, with little or no thought that exhaustion of either was calculable. We eat three times as much as is demanded by nature and more than is good for us, and we throw away annually enough to feed the whole population of Japan. Into our rivers in the form of polluting sewage go fertilizers to the value of millions, which other peoples save and which we would be doubly benefited by saving. We could economize greatly if we cared to in the quantity of iron and other metals we use; but, possessed with the infatuation that they will never "run out," we are as prodigal with them as with everything else, whereas the limit of the supply is claimed to be easily calculable.

But it is in the waste of the forests that American improvidence finds its worst illustration. The nation has been willing to see its forests so devastated that the present annual "cut" and fire waste cannot be continued for twenty-five years longer without destroying every patch of timber in America.—St. Paul Pioneer-Press.

SPORT IN AMERICA.

The Change That Has Come Since the War Between the States.

Before the civil war we Americans had few outdoor pastimes. There was some fox hunting in the south, some shooting in the north. There was considerable fishing, very little angling. Tennis and golf were unknown to us. Croquet was decorously played. Driving and riding were restricted to the few who could afford the time and expense. One or two cricket elevenes struggled for existence. There were no bicycles, no motors, of course, only an absurd velocipede or two. Extreme youth "flew kites," played marbles and whistled tops. Among their elders, however, there was a mingling, artificial attitude toward all outdoor sport which found its fullest expression in a quadrille, at croquet or a sentimental sailing expedition under the calmest of skies.

However, even then we had yachtsmen—naturally corollary of our superb commercial navy—and we had good horses and were breeding better ones, and we by inheritance were a nation of men who handled a rifle properly.

War came and left us with its immense accumulation of good and evil, and it seemed then that out of sheer weariness of sadness and trouble the germ of the old play spirit, so long dormant, awoke among us to save us from ourselves.—Collier's Weekly.

Browning's French Grammar.

It is not generally known that Robert Browning was the author of a French grammar. It appears that even the late Dr. Garnett, whose knowledge of literature was encyclopedic, had not heard of this early venture of the poet's. His surprise was therefore great when a reference to the work in question by Browning himself was pointed out to him. It occurs on page 203 of the first volume of Browning's letters to his wife. "Thus in more than one of the reviews and magazines that laughed my 'Paracelsus' to scorn ten years ago—in the same column often of these reviews—would follow a most laudatory notice of an elementary French book, on a new plan, which I 'did' for my old French master and he published it—that was really a useful work."

It will pay you to see F. W. Berger, the Portland contractor, now of this city, for anything in the building line. Plans and specifications furnished.

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I have leased from the Klamath Canal Company and J. D. Conger all feed on the ranches owned by these people, and all stock trespassing on these premises will be impounded. 15-10-tf. Bird Loosley.

For sale—The north half of the north-east quarter, the southeast quarter of the northeast quarter and the northeast quarter of the southeast quarter of section nineteen, south of range eleven, east of Willamette meridian. Inquire at this office.

TREASURER'S NOTICE.

Notice is hereby given that there are funds in the county treasury for the redemption of all outstanding Klamath county warrants protested on and prior to July 11, 1903. Interest on same will cease from this date.

Dated at Klamath Falls, Oregon, this 11th day of October, 1903.

L. Alva Lewis, county treasurer.

SOCIETIES OF KLAMATH FALLS

A. O. U. W.—Linkville Lodge No. 110 meets in the A. O. U. W. hall every Tuesday evening. Visiting Brothers always welcome. Roy Hamaker, M. W. J. W. Siemens, Recorder.

Evangeline Lodge No. 88 Degree of Honor Lodge meets in the A. O. U. W. hall every second and fourth Thursdays in the month. Nancy N. White, C. of H. Jesse Marple, Recorder.

W. O. W. Ewauna Camp, No. 799, W. O. W., meets every Tuesday evening at 7:30 o'clock at Sandersen's hall. All neighbors cordially invited.

C. K. Brandenburg, Clerk.
A. F. & A. M.—Klamath Lodge No. 77. Meets Saturday evening on or before the full moon of each month in the Masonic Hall. Alex. Martin Jr., W. M. W. E. Bowdoin, Secretary.

O. E. S.—Aloha Chapter No. 61, meets in the Masonic hall every second and fourth Tuesday evenings in each month. Laura A. Willits, W. M. Jennie E. Reames, Secretary.

I. O. O. F.—Klamath Lodge No. 137 meets every Saturday evening in the A. O. U. W. hall. Jasper Bennett, N. G. Geo. L. Humphrey, Secretary.

Ewauna Encampment No. 46, I. O. O. F. Encampment meets second and fourth Saturdays in the month in the A. O. U. W. hall. Jasper Bennett, C. P. Geo. L. Humphrey, Scribe.

Prosperity Rebekah Lodge No. 104 I. O. O. F. meets in the A. O. U. W. hall every first and third Thursdays in the month. Jennie Hurn, N. G. Lorinda M. Sauber, Secretary.

K. of P.—Klamath Lodge No. 99 meets in the A. O. U. W. hall every Monday evening. Bert Bamber, C. C. John Hamilton, K. of R. and S.

M. W. of A.—Lodge meets in the A. O. U. W. hall every first and third Wednesday in the month. W. B. McLaughlin, Consul W. A. Phelps, Clerk.

Foresters of America—Ewauna Camp, No. 61, meets in the A. O. U. W. hall every second and fourth Fridays in the month. C. D. Willson, C. R. E. E. Jamison, Rec. Sec.

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