first time that we had locked alike,

have made their fortunes. They are rock bloke in two and with a shout of two young cattlemen in Custer county, surprise both brothers picked up the in the Southern Black Hills, who have fragments. The round boulder had lived an uneventful life ever since they been split very evenly into halves and entered this world, but by a good stroke of fortune they are now no longer ing specks of gold. The first discovhunting lost cattle or stray horses in cty had been made. There was no the deep ravines of their native hills, more cattle bunting that day. They but are instead looking forward to a prosperous career with a good roll of money in the bank to their credit. Less than two weeks ago these two brothers were not known ten miles from their neighborhood, and all of their acquaintances spoke of them as the Carr gola which has since proven to be so boys, the cattlenen on Lightning rich. Creek. Today they have sprung into sudden preminence and the fame of their rich strike of gold has gone all over the world.

had even prospected with pick and was extensive and then mounted their The two brothers had locked very the little town of Custer, with its sur-Lightning Creek, and had given up was startled with the news of the dishave strayed up the narrow guich to as large as hickery nuts and large the right, turned his horse in that pieces of rock second to be literally direction and proceeded up Narrow Neck gulch, as large as a dinner place was eiged They had not proceeded far with nuggets of gold as large as lima tions of being highly reineralized. He it contained no gold, he threw down several miles around and there was a the stone and rencunted his horse. "What was it, Lee?" Charlie asked.

"Only a piece of iron-stained quartz," was his answer.

Let me see the rock."

up the little boulder which his brother ally believed that it is not a "pocket" Lee had just thrown away, he burled of rich specimens, but a year contribuit with considerable force against the ing ore matter .- Minnearons Tribune.



was forced to go. To this day I see agoin.

Eleven hundred and four was a freight lecomotive, a little bigger, but no better, than other engines of her class. Mosley, who managed her, was like her. He was just a fair, average

that fireman's sad, bony race. He seemed at first to resent my presence on the right-hand side, and I began to resent his resentment. The head brakeman esked him in the language of the caboose, "what was eatin" himi" Noah said nothing, and sighed As I went about oiling the engine I

heard the lireman telling the brakeman how she had behaved when Mosley laid off and an extra man had gone out on the 'Leven-Four.

"If she'l do that then, what'll she

had the same hair, the store small, brown mustache, rearly the same eyes. The furnace heat had given me, for the mement, the same ruddy glow that had been his. In short, we were identical, save that he had been handsome and I was net.

I was uncomfortable. Climiting up to my place again, I said to Noah that the cap was too small for me, and exchanged with him without asking his censent.

I watched Noah. The first time he caught sight of himself in the mirror American continent. Today the situhe put up his hands again, took off the ation is reversed. America is export cap, folded it carefully, put it into his hig to England better locomotives than clothes-box, and tied a big red and any ever turned out of an English white handkerchief about his head. | shop.

By this time my two helpers had hauled me up to the top of the hill. where I held the 'Leven Four wide tren for ten minutes to save her crownsheet; for there was scarcely enough immediate superior being the late water in the lower gauge to wet a postage stamp.

In a little while we were going down the mountain, slowly, the heavy cars telligence and excellent education made creaking on the twisting curving trail, him worthy of the confidence of his and that, and the low i-reathing of the air pump, was all we could hear. Pres- drawn in the early twenthes to the ently the big black engine began to marvellous performances cf certain rise and fail. At first it seemed that locomotives in England. The interest she would climb the rail and then fall back into the groove aga'n. Now sha was heaving great, deep sighs. Noah Darlington road reached this country, noticed it and glanced over at me. The whole huge hulk of machinery would lift and fall, sobbing like a troubled 868.

"What's the matter with her now? I taked. "Did you ever see her do that before?"

"Not exactly that," said Neah. "I've seen her cut a good many capers, but even in the very early days of the cannothing like this."

"Well," he added after a pause, "if she'll tote me in this time I promise never to bother her again," and I saw the fireman cross himself. "They don't have no mercy on a lo

comotive," Neah went on, staring through the narrow window in front of him. "Engine ain't had time to grieve."

Well, now that he had mentioned it, I could see that the great engine was sobuing silently through the night, heaving and falling like a troubled breast, though, as I remaiked before, was never the least bit superstitious As we lay on the siding at Shuwana waiting for No. 10 I took the torch to look her over. I roticed a bright band around the center of the axle of the pery truck. The front end of the forwe d equalizer had dropped so that it rested on the axle when she had her nose down hill, and the axle, revolving, would draw the equalizer forward and formed merely a running surface for lift it up, hfting the engine until It could go no farther. Then with a sudden drop the machinery would fall back in place again.

I called Noah and tried to explain to him that this might be the cause of her sighs, but he only smiled sadly and be crushed or spread, and yet be heavy as bad as the Hundred-ar.'-Seven if she'll never kill anybody."

book at the other end of the run, and might weigh, six or even seven tons, a

The Four Engines Purchased in England for the Deleware and Hudson Company.

Seventy years ago there were iniported from England the first practicable steam locomotives seen on the

Horatio Allen, who died at Montrose, N. J. on Dec. 31, 1889, was in 1824 made resident engineer of the summit level of the Delaware and Hudson canal, his John. Jervis, chief engineer of the company. Mr. Ailen was but twentytwo years old at the time, but his inemployers. Poblic attention had been

was largely increased when the reports from the engines on the Steckton and during 1826 and 1827. Mr. Allen hid. made a careful study of the question on his own responsibility and became convinced of the gracticability of ap plying the new rower to the railroad between Honesdale, at teh head of the canal, and Carbondale in the Lackawanna coal fields. It was realized.

al and rathroad, that the horse power then in use would scon prove entirely inadequate. With this knowledge the directors of the company slezed eager ly upon the hope held out to them by

Mr. Allen In 1827 Mr. Allen determined to g to England, where the subject could be studied. A proportian from the Delaware and Hudson company to make the trip as its representative and purchase locomotives for the road was accepted. The company gave Mr. Allen a free hand, only calling his attention to certain limitations which the roadbed and other requirements of transportation would in pose. For instance, the track consisted of strips of iren two and a half inches wide an l one-half inch thick screwed to rai's of heralock timber 6 by 1? inches in cross section, these being in turn supported by ties ten feet from centre to cent.e. It will be seen that the iron strais the "ceal wagons", the actual rails be ing the hemlock timbers. Naturally, the limitations of such a roadbed were very narrow. It was required that the engines make a certain speed and yet he so light that the rais would not said he knew the 'Leven-Four. She encugh to give the required amount of was mourning for Mesley. "She'll be friction to the wheels in order to draw the loads. It was suggested that if a she keeps this up," he went on; "only six-wheeled engine should be found to

track crossed the west branch of the Lackawaxen on a frail bridge of timber. Grave doubts were expressed as to the stability of the structure under take curves satisfactorily, the machine such a lead, but with much shaking I wrote a page about her in the work including water tank and fuel box, and groaning the bridge held together and the 'Lien" continued its trip for three miles through the forest. Then Mr. Allen reversed the machine and ing in Polk county and part in Benion ran her back without adship to the county. It is about three miles wide On point of starting. It was the first and seven miles long, all farming land, and last time he ever ran a locomotive and stock ranges in the hills. this Mr. Allen left to fill an engagement with the South Carolina Radroad. There is living today in Honesdule the only sruviving witness of this trip, Dr. Otis Avery, who is still practicing his profession of dentistry at the age of 93. The doctor is the stepfather of Mertimer C. Addoms of this city. All trace of the Stephetson engine and of the later Stourbridge engines has been lest. There is one thing cor tain regarding them and that is that they were never placed in service: 11 found their way into some Water street junckshop. The fate of the "Stourbridge Lion" is better known. Her tilal trip marked the end of her career as a locomotive, for the never again crossed the bridge over the Lackawaxen. She west houged in a shed at one gile of the track, and for two generations served as a place of amusement for the small beyr of the village. Gradually the "Lien" began to go to pieces from age and with the assistance of the souvenir vandal, who eventually acquired everything about the machine which was

CASTORIA

for Infants and Children.

Castoria is a harmless substitute for Castor Oil, Pare-goric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles and cures Constipation. It regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea-The Mother's Friend.



The "Lion" was blocked up, as had not bolted fast. Some years ago what been the Stephenson engine, and on was left of the "Lion" was sold to the May 27th and 28th both were put en Smithsonian Institution, where it is exhibition. The second Stourbridge now on exhibition, its missing parts engine seached New York about the restored. middle of August on board the ship

Splendid, and the third one on the John Jay or Sept. 17, 1329.

row.

the throttle and the curious machine train. responded to the first pressure of the steam, running up the track amid the applause of the people who had assembled to witness the start. A few hundred yards from the starting point the

A PROGRESSIVE RAILROAD.

Early in July the Stephenson engine The Rio Grande Western railway, and the 'Lion' were shipped by sloop otherwise known as the "Great Salt to Rondout, at which point they were Lake Route," is and has been, since transferred to canal boots and sent on the opening of the 'Ogden Gateway,' to Honesdale, where they arrived on the popular transcontinental route ta-July 25th. The two locometives at tween the Facille Northwest and the tracted a great deal of attention in the East. To add to its popularity, arvillages and were something more than rangements have been made to make a seven days' wonder. On August 7th ts train service and equipment superithe 'Stourbridge Liop" was helsted to or to any of its competitors. Already the railroad track, the valves tuned up the running time of its s-veral existent and screws and nots tightened, p.e. trains has been cut down so that the paratory to the trial trip on the mor- assengers from Portland reach - "hi-

cago in less than four days, and New Mr. Aller, volunteered in take the York in less than five days, Effective mysterious machine out on its maidon May 1st, a perfect dining car service trip. After stcam was up on the will be established. This will make the merning of Aug 5th Mr. Allen took up trip via Salt Lake City the ideal one. a position at the levers, and remark. To further add to the comfort of its ing that "if there is any danger in patrons, handsome excursion tou ist this ride it is not necessary that the cars are being built for the run belife and himbs of more than one should tween Fortland and Chicago, With the be subjected to danger," pulled the dining car service established and the whistle cord. As the ochoes of that new tourist cars running, there will be blast died away the engine r opened little to be added to make a perfect

> For information as to etc., apply to the nearest the t. the O. R. & N. Co, or Southern Pacific Co. or address

J. D. MANSFIELD. General agent, 142 Third Street, Portland, Oregon.

A RICH VALLEY.

Kings Valley is twenty noles from Independence, and the same distance from Corvallis, part of the va The or other engine. Inmediately after following persons raise hops: Dick Dunn, twenty acres: H. C. Hale, eight acres; Py France, ten neres; Bump, thirty acres; 1 ew Rittner, sixteen acres; other residents of Kings Valley are F. J. Chambers, T. P. Revens, R. Regers, John Chambers, Art. Miller, W. L. Price, Joseph Edwards, John Rittner, H. L. Bush, B. Kady, J. Plunkett, John Edwards, Judge F. A. Chenoweth and Samuel King.

engineer, and that was all. And yet, when another man went out on the 'Leven-Four she would lay down on him eight times out of ten.

And so it fell out that, while she did her work willingly and well with Mosky aboard, she gained a had name. The conductor, coming out with the orders, always glarced up at the cab, and if Mosley were there he would smile -otherwise he would frown. And if Mesley cause out on another engine the conductor would be just as unhappy Mosley and the 'Leven-Four went together, or they didn't go.

One night an extra man went out, with the 'Leven-Four. At the very last oitch leaving the yards she broke the switch bridle, cliabed the rail, turned over of her back, jammel her whistle into the sand and robbed her life away.

Twenty-four hours later, when she stood upon her feet again, they pushed her into the back shops to be over- blue steam hissed from the guagehauled and painted, and in that way Mosley got rnother ten days, waiting før her

ously superstitious. To be sure, there le me ahead. Ah, that is gall to a are exceptions. I was one of them.

The fireman of a pusher notices that | will almost invariably ily up. The work, I hammered her unmercifuly, head engines sip because they have but the harder I hit her the hotter she found a sharp curve, but that would grew. Neah would shoot a reproachnot cause the pusher, lying back on a ful glance at me every time she lost tangent, to slip. But she will slip, her feet, though he knew that she was and you will see the driver open the dring it-that she was only resenting sand-valves the moment he hears the the abuse that I was heaping upon head engine going or sees the dro her. shooting up in a solid stream, or feel the weight of the train suddenly up against his pilot har.

Many good and plausible reasons for this responsive or answering slip might be put forward, but to the mind of the average engineer it is a sympathy strike pure and simple-one engine feeling for another. Why, I have known men who would argue that a locomotive would not only sympathize with a sister engine, but would actually grieve for a dead engineer. Hearing and seeing these things for years, the newly promoted engine driver carries with him, corsciously or unconscieusly, a certain amount of superstition.

One day when I was a hostler the master mechanic sent for me. I went into the office and came out an engineer. To be sure I had expected promotion some day, but not that day, though I knew that somebody would be promoted to take Mosley's place, for Mcsley was dead. The master mechenic had run me around others, but no cne complained.

Old runners had shied at the 'Leven Four when Mosley was alive. Who would want her now? She was counted "unlucky" then-she would be extra hazardous now.

Of course it did not follow necessirily that she would fall to me, but she did, and the first night out I seemed to feel the arm rest still warm where Into the luckless engineer had leaned, watching the glistening rail beneath his pilot.

Noah, the old fireman, had refused at first to go out with me, but there ing the cap that had been worn by the

do to 'err now, what'll she do to this chippy runner?' The brakeman shook house a busy day, but she was as bad his head.

At last after nuch firing, the brake man succeeded in getting the engine (and the (ngineer) hot, and away we went-three engines and fifteen loads for the foothills.

In the valley the 'Leven-Four did fairly well, but the moment we hat the heavy grade-two hundred and seventeen feet to the mile-she began to cut up. The pointer on the steam-gauge tegan to go back and back. I shut on the injector to allow her to "pick up," and when the water was low as I could afford to let it go f trued to put or, the pump again, but it refused to work

We tried the left-hand lift It would start off all right, singing like a locust, and then break and shoot the water into the ditch. In the meantime I got the right-hand injectors going again, but when I tried the water the cocks hot and dry as a croupy cough. I began to ease up to save her crownsheet, and the old runners, who wer: Locomotive enginemen are notori- helping me up the hill, began to whistyoung runner.

At last we had her hot once more and when the head engines slip the pusher now she began to do my share of the

> In my anxiety to get out on time I had forgotten my engine cap, and was now wearing a little chip of a derby, which is awkward and cut of place on an engine

While dodging in and out of the cab, vrestling with the sand lever and the injector, I struck the point of my der by against the cab wirdow and it shot down the mountain, leaving me bareheaded. I signed to Noah; he shook his head-he had no extra cap. went into the clothes box and found a little jaunty brown cap that I had seen Mesley wear, and that nobody but Mesley would think of wearing. As I put it on Noah raised his hand with a look of horror.

Fresently the 'Leven-Four began to die on us. Noah worked frantically, but to no purpose. He would cock his gates, miss the furnace door, and scatter coal all over his deck.

Finally I signaled him up into the cab to work the sand-lever and went at the fire myself. But it was of no use. The coal lay black and dead in the firebox, not a spark came from the stack, and McIvor declared afterward that he would not hear her exhaust, and he was coupled to my p'lot-bar Mcsley had been a dudish driver, and just over the furrace door he had a bevel-edged mirror fastened.

Suddenly I straightened up, glanced into the mirror and saw Mosley as plain as I had ever seen him, wearing the little brown cap that he had worn on his last trip.

Well, it gave me a start, though I am not at all superstitious. In a mi-

ment I remembered that I was wearwas no one to take his place, and he dead driver, and remarked for the

gave the machinist in the roundgoing back the fellowing night.

We were pushing that night, and when we had almost reached the summit of the Rockies she began to slip The two head engines fulled the train away from me, until I could feel them the engines purchases must be capable tugging at my p'lot bar. Suddenly I of moving eighty tens at four miles an saw a great glare in the snowshed. It hour, or sixty tons at the rate of five was the second rection coming for my tail lamps-three powerful locomotives, all wide open.

Having the benefit of the rall that I had been sanding all alor g, they were walking into us with the speed and weight of an ocean liner going up against a floating iceberg.

I dared not whistle them down, for the engines at the front of my train might hear and shut off, and so increase the danges to the 'Leven-Four, about to be crushed as an egg.

I shouted to Neah to come out of the tank, and then the crash come. Nobody was hurt. I got changed to another run and Noah to another engine. By and by she came out again, but she never did any good-ste only made trouble for others, and finally, after re-building her and changing her and charging everything but her number, they put her on a gravel train away up on the side of the mountain, and

that was the last of 'Leven-Four. Nearly every railroad man in the mountains, and many of my readers. iron the providing the wearing surface know alcut the Hunlred-and-Seven. She was mate to the Hundred and-Nine born on Fuiday her sister on Seturday; and the Faldwins of Philadelphia, who built her, declare that the two engines their tanks. But their "sou's' were

yll and Hyde. The Hundred-and-Nine wes virtufaitbless, wanton, vain, whimsical and men than any engine that ever climbed the Rockies. Finally, when she made her last wild leap-all gaudy in new paint-into the Gunnison river, this same Noah was underneath her, and that was the last of the Hundred-and-Seven, and the last of Noah -- Philadelphia Evening Post.

About one month ago my child which is fifteen months old had an attack of diarrhoea accompanied by vonditing. I save it such reincides as are usually to London and there transshipped to given in such cases, but as nothing New York by the Columbia. The gave relief, we sent for a physician and Columbia arrived in port on Jan. 18, it was under his care for a week. At 1829. Or. arrival in New York the this time the child had teen sick for parts of the engine were taken to the about ten days and was having about shops of Abeel & Dunscomb on Water twenty-five operations of the bowels street, there assembled and the comevery twelve hours, and we were 'con- plete machine blocked up, fis wheels vineed that unless it soon of tained re- just clearing the floor. Steam was Hef it would not live. Chamberlain's raised and let into the cylinders, caus-Colic, Cholera and Diarrhoea Itemedy ing the engine to work in all respects was reccommended, and I declied to as it would in actual service, except try it. I soon noticed a change for; that, its wheels clearing the floor, it the better, by its continued use a comi- | had no progressive motion. The extim ed use a comp'ete cure was act date of this performance is not brought about and it is now perfectly | known. Lunn, druggist, Salem, .hr.

Heartburn, coated tongue, bad breath constipation. Hudyan cures. All druggists, 50 cents.

preference being given, however, to one weighing six and a baif tons. the other hand, if the six-wheeler failed to take a curve, a four-wheeler would be required. This would necessitute a reduction in weight to five and a half tons at the outside. Further,

miles an hour. The cost of the locomotive was limited to \$1.860 each.

Armed with letters of introduction to George Steverson and other prominent railroad and engineering men. Mr Allen landed in England. He visite Liverpool and Newcastle and weat over the line of the Stockton and Darlington read. The result of his observation was that he ordered three engines of the Stockton and Darlingten type of Messra, Foster & Bastrick of Stourbridge. Cre of these three engines had the distinction later of be ing the first steam locometive to turn a wheel on a track in America. This machine was a four-wheeler, the wheels being coupled to a waiking leat actuated by the pistors of two vertical cylinders placed well back on the toiler near the firebox. The cylinders provided for a stroke of thirty-tlx inches. The boiler was cylindrical in form and contrined several large flues. The spokes of the four driving wheels were of oak, a wrought for each wheel The waste steam from the cylinders was allowed to escape

through the snickestack or "chimn-y" as that important accessory was then called. Fuel and water were carrie! were identical, piece for piece, from in a smail tender. The engine was the point of their pilets to the tip of not "tied with a cab for the protection of the driver. A pointer at work on as different as were the souls of Jek- the engine discovered a convex surface on the fr nt of the boller, and in fun

painted there in the head of a lien. no ous, honest and true. Her sister was foult extenting the painting to frighten cattle from the track, herce the utterly conscienceless. She killed more rance "Stourbridge Lion," given to this machine.

Shortly after closing the deal with an order with George Stephenson for an engine to be an exact duplicate of the renouned "Rocket," which opened the cyes of everybody by its remarkable performance in October, 1829. A few weeks after awarding the Stephenson contract, Mr. Allen returned to

The Stephenson engine was shipped the true year.

healthy.-C. L. Boggs, Stumptown, | The "Stourbridge Lien" was shipped Gilmer Co., W. Va. For sale by J. H. by Foster & Rastrick in February, 1829, and arrived in New York on the packet John Jay on May 14th. The

TO CLEANSL THE SYSTEM.

Effectually yet gently, when costive or bilious, to permantly overcome habitis doubtful if the Stourbridge engines hal constitution, to awaken the kidwere ever shipped to Honesdals; the neys and liver to a realthy activity, probability is that they eventually without irritating or werkening them, to dispel headaches, colds, or fevers, use Syrup of Figs, made by the Callfornia Fig Syrup Co.



Why Next Year Will Not Be a Leap Year

the year 1900; and if not, why not? quired for the earth to make a revolu- struck between the true and artific tion around the sum is the true solar calendars by the suppressions of year its exact solar time value, but leap years. The suppression of le employ the civil calendar. The length year in 1900 leaves a gap between business affairs of life it would be very account with which to herin and a fraction of a day. For ordinary intercalary day every four years an

Of course this time difference hetween the solar and the civil year must be accounted for, sooner or later, and, when it is convenient so to do, the true and the artificial year must be brought into concordance as nearly as possible. year 2400 will be a leap year. It sh The common civil year is too short by be mentioned that 1900 will be a parts of this iccomptive were taken to the West Point foundry and assem-bled under the direction of Mr. Allen.

Will there be a 29th of February in endars the last of this period of four years in made a leap year, or in other The year 1896 was a leap year, and words a day is added to it, making the next one will be 1904, eight years, 366 days in that year. But not quite a Foster & Rastrick, Mr. Allen placed later. This is on account of the in- day was required to bring the civil and genious device for maintaining, as solar year into concordance. The mean nearly as can be, concordance between civil year, thus fixed, is a little tos the civil or Gregorian calendar and long, and in the course of a period of the solar or astronomical calendar. 400 years the civil calendar thus gains Everybody knows that the time re- 3.1136 days. So another balance is year. It is easy to see why men, in intercalary days in the years 1700, 1860 their ordinary affairs do not give the and 1900, which otherwise would be of the solar year, expressed precisely, two calendars since the adoption of the is 365.242216 days, or a little less than Gregorian calendar of only about one-36514 days. It is obvious that in the ninth of a day, which is the balance on inconvenient to use a time division call- accumulation of differences for future ed a year containing so many days adjustment. But the addition of the purposes the year must be counted us the suppression of that day in the last so many days. The ordinary year is, year of every three out of four centu therefore, counted as 365 days, which ries balances the years so far that the is hearly a fourth of a day shorter than error amounts to only one day in 3,320 years.

The year 2000 will end the cycle of four centuries and will be a leap 3 Then opens the next cycle, and in the years 2100, 2200 and 2300 the intercalary days will be suppressed, while the

this country.

