

# THE CLARION.

MECHANICSTOWN, MARCH 4, 1871.

## One Hundred Years Ago.

The Patriots of the Valleys of Tom's creek and Owings' creek in Council.

## The Dawn of the Revolutionary Era.

### WHO WILL LEAD THE VAN?

When it was apparent from the obnoxious measures adopted by the British Government, to keep in subjection the patriotic spirit of the American Colonies, and to conquer the irremediable impulse burning for Liberty and Independence, meetings were held in various portions of Massachusetts Bay, Virginia and Maryland, to give expression to the views of the inhabitants; for there were those who still cherished a hope that the misunderstanding existing between the Mother Country, and her children in the Free Land of the West, would be amicably adjusted. Annapolis and St. Mary's county had spoken, and Gov. Eden wished to hear from other sections of the hereditary dominions of Lord Baltimore and his descendants. The first meeting held in Frederick county, as published in the *Frederick Gazette*, at Annapolis, was convened at the old School House, not far from Troxell's mill, on Tom's creek, on Sunday, the 28th day of Aug. 1770; and according to the old recollection of grandmother Hoover, that meeting was numerous attended by the old inhabitants who were deeply impressed at the situation. The waters of that historic stream ran placid, serene and clear. The murmuring of the meandering rivulets were silent in a shaded bower. The fanny tribe were sporting in its crystal waters. The primeval forest wore its gayest attire. The birds were warbling songs of sweetest music. Nature was lovely and the landscape of St. Joseph's Valley charmed to its broad acres the votaries of liberty and law; justice and mercy.

There were present on that occasion the gray haired sire and youth with young and fiery blood. Wm. Blair, an old resident of Scottish descent, James Shields, Sen., William Shields, Charles Robinson, Patrick Haney, Robert Brown, Henry Hoekersmith, Wm. Elder, son of Guy, Samuel Westfall, Moses Kennedy, Alexander Stewart, Wm. Curran, jr., Charles Carroll, William Koonitz, Christian Hoover, John Smith, Daniel McLean, John Faires, John Long, Arthur Row, John Crabs, Moses Ambrose, George Kelly, Walter Dulany, Thomas J. Bowie, James Park, Robert Agnew, John Carrick, Frederick Troxell, Rudolf Nead, Octavius S. Taney, George Ovelman, Dominick Bradley, Thomas Hughes, Philip Weller, Jacob Valentine, William Brawner, Thomas Martin, Daniel Morrison, William Munroe and Henry Brooke and others.

It was agreed by a "show of hands," that Wm. Blair, Esq. be called to the Chair, and John Faires appointed Secretary.

The meeting was then addressed by Walter Dulany and Wm. Elder, son of Guy, when the latter concluded by offering the following Resolution:

"Resolved, by the inhabitants of Tom's creek, Frederick county, in the province of Maryland, loyal to their King and country, that we re-affirm the great Magna Charta of our Civil and Religious Rights, as granted by Charles of England to Lord Baltimore and the inhabitants of this Colony; as re-affirmed on the first landing of the Pilgrim Fathers of Maryland; that there shall be perfect freedom of conscience, and every person be allowed to enjoy his religious and political privileges and immunities unmolested."

It was read and re-read and adopted by a "show of hands."

Resolved, That the proceedings of this meeting be published in the *Annapolis Gazette* and Bradford's paper at Philadelphia.

There being no further business before the meeting, it adjourned sine die.

WM. BLAIR, Ch'mn.

JOHN FAIRES, Sec'y.

The proceedings of this meeting were brief and expressive. They were not only published at Annapolis and Philadelphia, but all through the war of the Revolution this Resolution stood as a pillar in the Temple of Liberty to guide the patriots of the Northern section of Frederick county. And it was this great Catholic spirit of toleration which nerved every patriot's heart; that gave to the companies commanded by Capt. Wm. Blair, Wm. Shields, James Ogle, Benjamin Ogle, Jacob Ambrose, Michael Troutman, Peter Mantz, Dr. Philip Thomas, and their comrades in arms, their martial prestige, which made the men of Frederick county so conspicuous for valor and heroic devotion to their country's cause, in the days that tried men's souls.

Capt. Wm. Blair's company was in a Regiment commanded by Col. John Eager Howard, of Baltimore. As soon as the news was heard from Lexington, and the massacre on Breed Hill, they resolved to go to the front. To this company was assigned the vanguard in that heroic struggle.

John Hanson Thomas stated in a public speech in Frederick county in 1812, that if anything could reconcile him to the support of Henry Williams as a candidate for Presidential Elec-

tor in behalf of De Witt Clinton, it was the fact that Capt. Williams, on the death of Capt. Wm. Blair, who fell gloriously fighting in his country's cause, commanded the "game cock" company from this county in the war of the Revolution, and came out with unfading lustre. No man in this county enjoyed in a higher degree the confidence of his fellow-citizens than Henry Williams, and no one was more deeply lamented when dead. And no man, as soon as the war was over, was more willing to bury the hatchet of discord; and say, let there be no more Whigs, no more Tories, but American citizens all—"we are all Federalists, we are all Republicans."

Who is there now living in the Emmittsburg District, in whose veins flows the blood of a Revolutionary ancestry, that does not feel proud of the deeds that their fathers have done, when Liberty and the cherished rights of freemen were at stake? In this great war for self-government on the American Continent, a long-contested struggle, which will survive through all coming time, it is gratifying to know that the people residing in the Red Land section of the county done their whole duty. They met first in council for consultation and conciliation; they were for calm discussion, for concession, compromise, union and harmony, but when these failed, and war was the inevitable result, they rallied at the first tap of the drum; and as old Wm. Silvy declared on many an occasion, they fought with spirit and determination to maintain the cause of right and free government, when both were in peril.

At that same period when the village of John Hampden, of England, was "pregnant with celestial fire," on the banks of Beaver Dam, in this county, there resided a man, midway between Tom's and Owings' creek, a sterling patriot in whose heart there beat the true pulsations of liberty, united with the principles of justice, truth and honor.

Daniel Webster once declared in a speech delivered on the steps of Barnum's Hotel, Baltimore, in 1830 or 1840, that there were no "Sundays in Revolutionary times." This declaration was strictly true, for the meeting convened at the school house, near Troxell's old mill, on Tom's creek, in August, 1770, was held on Sunday. Wm. Elder, son of Guy, was said to be a natural born orator, and a man of commanding appearance. He exercised great influence with his countrymen at that critical epoch. He was a good writer and a good speaker, and a gentleman of comprehensive and cultivated mind. He was descended from an Englishman whose ancestry emigrated from Buckinghamshire.

The resolution of "Wm. Elder, son of Guy," was worthy of his ancestry and of the country from which he came. He was in truth a village Hampden, whose "breast was open pregnant with celestial fire." His resolution, couched in few words, touched the popular heart. It made a deep impression. It was an epitome of the Declaration of the Pilgrim Fathers on their first landing on the banks of St. Mary's. It was in accord and in sympathy with the great truths embodied in the Declaration of Independence. It was, indeed, worthy of "Wm. Elder, son of Guy." That resolution Dr. Franklin pronounced the most comprehensive in the fewest words that he had read among the Colonial Resolves adopted a "hundred years ago." It was not only printed in the papers of Philadelphia and Boston, but it was also published in the public journals of London, as embodying the sentiments of native-born Americans, the descendants and brothers of Englishmen.

The monument, erected by the State of Maryland to George Washington, which raises its lofty column in North Charles street, Baltimore, perpetuates the great deeds of the Father of his country, who was "first in war, first in peace, and first in the hearts of his countrymen;" a man who, according to Daniel Webster's massive speech at the Centennial Celebration of Washington's Birthday at Washington city, on the 22d of February, 1832, was a model of excellence in all the relations of life—great as a surveyor, great as a warrior, great as a Christian, great as a statesman, great as a patriot, great as the foremost man in America.

But where! oh where! is the humble slab or cenotaph to transmit to posterity the names of John Hanson, Jr., or "Wm. Elder, son of Guy?" Washington's bones repose beneath the genial soil of Mount Vernon—but where rest the bones of Frederick county's honored dead?

When war was resolved on between the Colonies and the Mother Country, we see the men who were prominent at the meeting held near Troxell's mill on the 28th of August, 1770, ready to fly to arms to contend on the battle field for the great principles which they adopted on that occasion.

"Once this soft turf, this rivulet's sands, Were trampled by a hurrying crowd, And armed hosts and armed hands Encountered in the battle cloud."

The following are the names of the officers of the first "Game Cock Company" who went to the front:

William Blair, Captain;  
George Hoekersmith, 1st Lieutenant;  
Henry Williams, 2d Lieutenant;  
Jacob Hoekersmith, Ensign;  
William Curran, Jr., Sergeant;  
George Kelly, ditto;  
John Smith, ditto;  
Christian Crabbe, ditto;

John Crabs, Corporal;  
George Matthews, ditto;  
Arthur Row, ditto;  
James Park, ditto;  
Daniel McLean, Drummer, and 54 privates, were at once enrolled for the campaign.

The Second Company raised in 1775.  
William Shields, Captain;  
John Faires, 1st Lieutenant;  
Michael Hoekersmith, 2d Lieut.;  
John Shields, Ensign;  
Charles Robinson, Sergeant;  
James Shields, Sen., ditto;  
Patrick Haney, ditto;  
Robert Brown, ditto;  
Moses Kennedy, Corporal;  
John Hawk, ditto;  
John Long, ditto;  
Thomas Baird, ditto;  
And 52 privates.

The Third Company raised in 1775.  
Jacob Ambrose, Captain;  
Peter Shover, 1st Lieutenant;  
Henry Bittzell, 2d Lieut.;  
Philip Weller, Ensign;  
Martin Bartz, Sergeant;  
Frederick Shultz, ditto;  
John Gump, ditto;  
Casper Young, ditto;  
John Protzman, Corporal;  
George Kuhn, ditto;  
Dominick Bradley, ditto;  
Lawrence Creager, ditto;  
John Shaw, Drummer;  
Philip Weller, Fifer, and 50 privates.

The Fourth Company raised in 1775.  
Benjamin Ogle, Captain;  
Henry Matthews, 1st Lieutenant;  
George Nead, 2d Lieut.;  
James Ogle, Ensign;  
John Syphers, Sergeant;  
Lawrence Protzman, ditto;  
Peter Leonard, ditto;  
Conrad Matthews, ditto;  
Jacob Valentine, Corporal;  
Adam Knauff, ditto;  
Daniel Protzman, ditto;  
Wm. Elder, son of Guy, ditto;  
John Roche, Drummer;  
Daniel Linebaugh, Fifer;  
And 52 privates.

These companies formed portions of the battalions which were raised in Frederick county, and they were conspicuous for their ardent devotion in that trying ordeal—the war of 76. They were on the plains of Lexington, at Saratoga, at Brandywine, at Trenton, Valley Forge, Germantown, Camden, Eutaw, Guilford Courthouse, and at Yorktown in 1781. Many of the bones of the privates and officers lie scattered in American soil from Massachusetts Bay to the prairies of Savannah, in Georgia. The old books tell us that men of learning were habitually employed in other days in endeavoring to trace out the great deeds of the ancients.

Any modern printer or author who will now get up and preserve the patriotic acts of men who as richly deserve the encomiums of the present and future generations of America, as the Greeks and Romans who flourished in the Appian Way, or on the plains of Marathon, will perform a service worthy the benediction of mankind.

## The Progress of Ages.

The philosopher who first detected the power of steam was an Egyptian mathematician and mechanist hero of Alexandria, about two hundred years before Christ; his first engine was propelled by the steam rushing through the spokes. In 1543, at Barcelona, a Spanish captain, named Blasco de Garay, proposed to navigate a ship without sails or oars, he succeeded, it was then dropped, but kept a secret. During the 16th century an engineer of Louis XIII, who became clerk of the works to the time of James I, paid some attention to the subject, and an Italian mechanist, Giovanni Bianca, proposed to turn mills by steam.

At the beginning of the 17th century Edward Sommerset, Marquis of Worcester, at the downfall of Charles I, was imprisoned, and while watching the hissing steam rushing from a teakettle, the rising and falling of the lid, he invented the modern engine.

Sir Samuel Morland, an Englishman, afterwards improved it; Dennis Papin, a Frenchman, added the improvement of condensing escape steam; Captain Savery invented guage pipes; to this Dr. Desaguliers, D. D., of London, added the safety valve; Newcomer, an iron founder, of Dartmouth, took out a patent and put them into general use; James Watt added the throttle valve, governor, &c.; Fulton cut the waters of the Hudson.

The First Locomotive.—The *Albion* (Pa.) *Chronicle* says: The locomotive that ever did service in the United States is now lying outside of a foundry at Carbondale, Luzerne county. It ought to be preserved somewhere as an interesting relic of the early days of railroading. The following description of its trial, taken from Dr. Hollister's History of the Lackawanna Valley, will be read with interest:

The first locomotive engine introduced and worked in America, was run upon the Delaware and Hudson railroad, in the year 1825, and Hone's Dale (named from the late Philip Hone) offered its friendly glen for the purpose of conducting the experiment. This locomotive, called the "Stourbridge Lion," was built in England, of the best workmanship and material, and most approved pattern of this date. The road passed out of Honesdale by a sharp northwesterly curve, with a moderate grade, and was carried over the Laxawaven by a long hemlock trestling, considered too frail by many to support the great weight of the mysterious looking engine all ready for the hazardous journey.

As the crowd gathered from far and near, expecting that bridge, locomotive and all, would plunge into the

stream the moment passage was attempted, no one dared to run the locomotive across the chasm but Major Horatio Allen, who, amid exultation and praise, passed over the bridge and a portion of the road in safety. The engine, however, was abandoned, as the slender trestling forming much of the body of the road, sufficiently strong for ordinary cars, was found too feeble for the "weight and wear." Major Allen, in the account of this first trip of a locomotive on this continent, says: As I placed my hand on the throttle, I was undecided whether I would move slowly or with a fair degree of speed; but, believing that the road would prove safe, and preferring, if we did go down, to go down handsomely and without any evidence of timidity, I started with considerable velocity, passed the curve over the creek safely, and was soon out of hearing of the vast assemblage. At the end of two or three miles, I reversed the valve and returned without accident, having thus made the first railroad trip by locomotive ever made on the western hemisphere."

RAILROADS.—The Baltimore and Ohio railroad, with its branches, furnishes the only railway facilities enjoyed by West Virginia, with a small exception. It is to the enterprise and invincible determination of this company, and not to aid from the State of Virginia, that the partial development of the resources of the northern counties of the new State is due.

The construction of this road was commenced on the fourth of July, 1828; it was opened to Ellicott's Mills, twelve miles from Baltimore, May 22, 1830; its opening to Washington was celebrated in August, 1834. Westward its construction was pushed for many weary years, through and over mountains, across yawning abysses and over wide rivers, moving now with celerity on the surface of level grades, and then with a progress labored and slow, boring through the solid rock, until at last the waters of the Ohio and of the Chesapeake were united, the Alleghenies were surmounted, and shrill peans to the triumph of steam intercontinental transportation were screamed by a thousand throats from the seaboard to the mountain summits, and from the vine-clad banks of the Ohio to the cane fields on the alluvial plains of Louisiana.

It was one of the first railroad enterprises undertaken in the United States, as it is one of the most extensive. The length of the main stem, from Baltimore to Wheeling, is 379 miles; that of the Washington branch 31 miles. Other branches increase its total length to 520 miles. Of sidings and second main track there are built nearly 300 miles more. The original cost of the work is thirty-one millions of dollars.

Its heaviest permanent grade on the eastern declivity of the Alleghenies is 116 feet per mile for 17 miles; its greatest altitude, 2,620 feet. It has 12 repair stations, 33 repair shops, 98 water stations, 30 telegraph stations and 2 lines of wires, 14 tunnels, 12,694 feet of tunnelling, 186 bridges on the main stem, 15,088 feet of bridging, about 4,000 officers and employees. Its annual income, in good times, has been five millions of dollars.

The road-bed is probably superior to any line of considerable length in America. It is rock-ballasted, and laid with heavy rail strongly secured. The first rail used weighed fifty-five pounds per lineal yard, for which rail of seventy-five and eighty-five pounds was substituted, and recently it has been increased to one hundred pounds.

The scenery of West Virginia along the line of this road has been the astonishment and admiration of travelers from all quarters of the globe.

From Harper's Ferry, where the road has broken a rough passage through the frowning mountains of the Blue Ridge, to the crossing of the Potomac again before Cumberland, a distance of ninety-eight miles, the road passes through the eastern section of western Virginia, a mingled scene of rough ravines, river rapids, widening plains, and mountain barriers, which push forth encroachingly upon the river, compelling a detour not made by the stream without a noisy yet unavailing murmur.

After a run through Maryland of little more than twenty miles, a corner of Hampshire county, in West Virginia, is struck at New Creek and Piedmont, the terminus of the first division of the road and site of extensive machine shops. From this point a rise of about nineteen hundred feet is accomplished in seventeen miles, the steepest railroad grade in the country. Passing the glade lands of the summit, which are in Maryland, the traveller is again introduced into West Virginia just as he commences the western descent of the Alleghenies, and views a beautiful panorama of mountain peaks piled upon receding mountains. Some of the most sublime of railroad scenery is in view; the passage of the Cheat river, the winding along the almost perpendicular sides of the mountain, with the chocolate-colored stream far down at its base, and a similar range on the opposite bank, presenting to a distant observer a scene aptly represented by a walk furrowed around the spire of a towering steeple. Cheat river is crossed by a viaduct based upon abutments and a pier of solid freestone. A mile further westward, Kyer's run, 76 feet deep, is crossed by an embankment of solid masonry; then Buckeye Hollow

is bridged by works 108 feet in depth; and last, but not least, the famous Tray Run is crossed, at the height of 150 feet, by a viaduct 600 feet long, a huge net-work of iron upon a massive base of masonry. At the west end of the viaduct, from a broad ledge overhanging the precipice, an impressive view of the great chasm of the Cheat river is obtained, with the stream itself three hundred feet below, winding northward and disappearing among the mountains.

Soon another barrier is reached. Projecting spurs have been circumvented, deep ravines overleaped, aspiring knobs bisected, and the height thus perseveringly overcome; but here confronts the road a peak yet 220 feet higher still, and nearly a mile in breadth, of solid earth and rock. The work of tunnelling progressed three years; a year and a half more was consumed in arching it with brick and stone, and it was finished—the Kingwood tunnel, 4,100 feet in length, costing one million dollars—a monument of engineering skill and a triumph of patient labor.

Grafton, nineteen miles further on, is the point of intersection for the Parkersburg branch, which is 105 miles long, while Wheeling is 100 miles distant by the main stem. Near Fairmont, just below the junction of the Tygart's Valley and West Fork rivers, forming the Monongahela, is an iron bridge 650 feet in length, which has been destroyed during the rebellion and since rebuilt.

The mountain scenery of West Virginia can better be appreciated by actual vision than described by the pen of the traveller.

## Divine Mechanism.

It is related of George Stephenson, the famous English Collier and Railroad Engineer, that whilst walking in the woods or through the grounds, he would arrest his friends' attention by allusion to some simple object,—such as a leaf, a blade of grass, a bit of bark, a nest of birds, or an ant carrying its eggs across the path,—and delectant in glowing terms upon the creative power of the Divine Mechanician whose contrivances were so exhaustless and so wonderful. This was a theme upon which he was accustomed to dwell in reverential admiration, when in the society of his more intimate friends.

One night, when walking under the stars, and gazing up into the field of stars, each the probable centre of a system, forming the Milky Way, a friend said to him, "What an insignificant creature is man in sight of so immense a creation as that!" "Yes," was his reply, "but how wonderful a creature also is man, to be able to think and reason and even in some measure to comprehend works so infinite!"

Old Christian Weller, one of the best and earliest mechanics of this village, who impressed his mechanical genius upon the town, who did not care much for abstruse mechanics, but only for the experimental and practical, as is usually the case with those whose knowledge has been self-acquired by hard industry, often used to say that he was taught many a useful lesson by the constant toil of the industrious ant. In the spring time of the year he used to repair to the mountain, in the neighborhood of Chimney Rock, and there sitting on an old log he used to observe the industrious ants toiling at their work with incessant labor. The idea and the example gave Mr. Weller courage. It was soon bolted into his mind, and when he returned to his shop on the following morning, it seemed that he could turn out a better horse shoe or make a better edge tool, an axe, an adze or drawing knife, and temper it with more power and durability. As a blacksmith Mr. C. Weller was known to stand at the head of the mechanical art, and this town takes its name in a great measure from his genius and skill as one of the forged sons of Vulcan.

We mention these circumstances to show that there is much, very much indeed, in the animal and vegetable economy, if properly studied, to guide our mechanics, farmers and miners in beginning the pathway of life. The ant, studied from a practical point of view, may be said to be a natural Geologist and Mineralogist. It is like the screw in mechanics which holds on to all it gets, and at every turn gains a little more.

SWEEPING THE OCEAN-BOTTOM.—Science is busily at work exploring air, earth, and sea. During the past summer and autumn, an expedition has made many remarkable discoveries in dredging the bed of the sea from the Bay of Biscay to the Faroe Islands, from a depth of a few fathoms near the shore, to nearly three miles out at sea. It ascertained that there is a stratum of warm water from 150 fathoms upward, a stratum of ice-cold water from 300 fathoms downward, and a stratum of intermediate between the two. It was formerly supposed that no animal could exist lower than 300 fathoms, but various forms of animal life have been brought up from the profoundest depth of the ocean, many species having been found altogether new to science. Some of the animals brought up from a depth of 1270 fathoms, or nearly a mile and a half, had perfect eyes, while the color of their shells indicated the influence of light.

## The Local Newspaper.

During the last twenty years, says HENRY T. DARLINGTON, of the *Bucks County (Pa.) Intelligencer*, the local or county newspaper has grown to be one of the most characteristic and most important of American institutions. No other one is so extensively and universally diffused through every part of the continent, and in no other is there so much that is homogenous in its development. Whether it appears in the form of a four-column daily, or a nine-column weekly, its principal features and objects are almost the same. Its sphere, as a distinctively local journal, is the expression and encouragement of the interests that may belong to the particular community in which it circulates; and as those interests may chance to be limited or expanded in their nature, the tone and purposes of the local newspaper are quite sure to bear toward them a reciprocal relation. We may assume that the first object of the publisher of a local paper, as it is that of every sensible business man, is to provide a maintenance for himself and family, not by any means despising the incidental profits that may result from his efforts. But the true functions of the journalist do not end here, for his paper must always occupy, to some extent, the position of a public mouthpiece, from which he cannot, without churlishness towards the community, and more or less injury to his own welfare, entirely exclude the popular voice. On the other hand, the newspaper which permits itself to be the mere "organ" through which individuals or cliques may advance their personal or political interests, is undeserving of popular confidence, and is not often peculiarly successful. Independence and self-respect may characterize the infant weekly of the backwoods or the prairie, as fitly as the same qualities are sustained in the blanket sheet of the metropolis. An adherence to them in every situation will be found among the surest means of obtaining a permanent foothold. The skillful and successful editor will understand the art of adapting his thoughts and their expression to the general tone of the community in which he is placed, without incurring any sacrifice of personal independence or dignity. When he marks out a course which he believes to be reasonable and right, and pursues it with honesty and energy, he not only accomplishes a great step in establishing his personal reputation, but is almost sure to be met with a substantial response from the constituency which he addresses.

The merits of a country newspaper, as of nearly everything else in the world, may be measured by its success. In addressing ourselves to the citizens of Mechanicstown, and all that section of Frederick county north of Fishing creek to the Pennsylvania line—the upper districts of the Red Land and Mountain region, we intend to go on in the work of improvement and development. We humbly conceive that this vast area has not had full justice done to it as a grain growing, fruit growing and mineral and lumber region. To act as an engineer in the pathway of science and enterprise, to develop the hidden resources of a section of country full of historical lore and abounding with practical questions of infinite value to the antiquarian, the man of business, the merchant, mechanic and farmer, are points which cannot be overlooked. The *CLARION* will direct its energies to give vitality to and draw out a fund of local knowledge of the wants, purposes and utilitarian designs and ends of the people residing within these limits, and make it a household treasure of recorded facts. Emmittsburg, Creagerstown, Lewistown, Sabillasville, Wolfsville, Rocky Ridge, Graceman, Utica, Woodsboro, Pipe creek, Germantown, Smithfield, and the adjacent vicinities will come within the scope of our design.

Success in the newspaper world cannot be won without earnest, faithful work. In no other occupation is unceasing industry more necessary, and in none will idleness or neglect work more certain disaster. Having put our hands to the plow, we shall press on and unfold our aims and objects as we progress; and steer our little craft by the principles of justice, enterprise and common sense.

We ask our friends to aid us in the undertaking to which we are now committed, and in which our all is embarked. Support us and we will support you and advance your material interests.

TOUCHING.—A little newsboy attempting to jump from a city car, the other day, fell under the car, and was fearfully mangled. As soon as he could speak, he called piteously for his mother, and a messenger was sent at once to bring her to him. When arrived, she hung over the dying boy in an agony of grief.

"Mother," he whispered, with a painful effort, "I sold four newspapers—and—the money is in my pocket."

With the hand of death upon his brow, the last thought of the suffering child was for the poor, hard-working mother, whose burdens he was striving to lighten when he lost his life.

He who receives a good turn should never forget it; he who does one should never remember it.