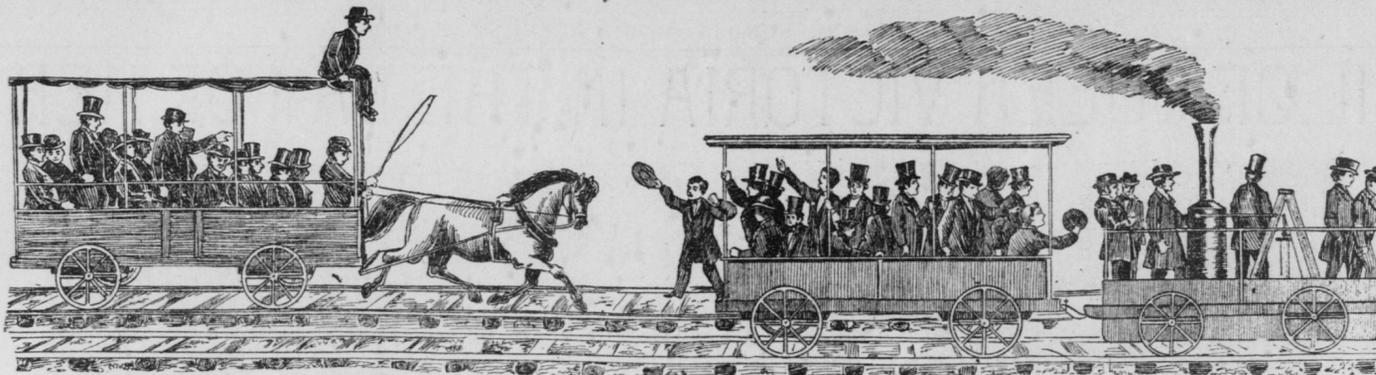


# COOPER'S LOCOMOTIVE WAS NOT THE FIRST TO RUN IN AMERICA

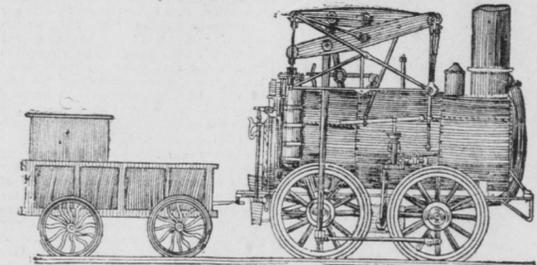
This is a tale of the first locomotive that ever successfully ran its length on American soil. It has nothing to do with the old California days, but shall take one back to other climes, amid other scenes—back to where the headwaters of the Monongahela purr over the pebbly bottom, amid the foothills of the Cumberland.

The father of John J. McCue, a well-known hotel man in this city, placed on the track the first steam locomotive. The elder McCue was a much honored engineer, and during his life enjoyed preferment from the Delaware and Hudson Canal and Railroad Company, to whom the first locomotive belonged. It was from his father that Mr. McCue first learned of the obscure machine because of the blantly echoed praises showered upon Old Ironsides. De Witt Clinton and John Bull have served to like the glory that really belonged to the Stourbridge Lion, which was successfully operated August 3, 1829, three years before Old Ironsides, the much extolled Baldwin locomotive, two years before John Bull and two years and six days before the De Witt Clinton.

There is another source of information



SPEED TRIAL BETWEEN PETER COOPER'S LOCOMOTIVE, "TOM THUMB," AND A HORSECAR.



FIRST LOCOMOTIVE RUN IN AMERICA, "THE STOURBRIDGE LION."

also. This latter is a "History of the First Locomotive in America," written by one William H. Brown and published by the Appletons in 1874. It is now out of print, and one of the relics Mr. McCue has gathered about him at his pleasant little home on Eighteenth street. From this book much valuable supplementary information is gleaned, and taken with the story told by Mr. McCue leaves no doubt that the Lion was the pioneer American locomotive.

Mr. McCue's father was in the employ of the Delaware and Hudson Canal and Railroad Company. But let his son tell the story:

"My father was born New Year's day, 1807, and died April 19, 1880," he prefaced as he leaned over the Baldwin counter to help bestow credit where credit is due. "He was always a very bright boy and at 13 was a stake-driver for the surveyor's gang that laid out the Erie canal. At 15 he was a sub-contractor and at 19, in 1836, he was the contractor for the Delaware and Hudson canal. It was he who ran the first boat over this canal. He died at Denison, Iowa, April 19, 1880, while on his third visit to California. He is now buried at Pottsdam, N. Y.

"It was quite a while before his death, indeed I think it was some time in 1857, that he received a letter from John J. McCue asking about the first locomotive ever operated in America. My father was surprised as he had always thought that every one knew the Lion to have been the very first. My father was in the employ of the company in 1829—this letter came

made its trip drawing a large quantity of stone August 3, 1829, over a three-mile stretch of track at Honesdale, Pa. At that time I was working, as I had been for some time before, for the Delaware and Hudson Canal Company. In the early part of 1829 Horatio Allen, the company's engineer, was sent to England to buy three engines. The first one, the Lion, arrived May 7, 1829, via ship John Jay, and was landed at West Point. The Eagle, the second, arrived via ship Charles Hicks. So soon as the notification reached us I was directed by President John Burtin of the canal company to go to New York and bring up the engine. I left July 4, 1829, and returned July 21. By July 25 I had the Lion on track, and August 3 Horatio Allen got up steam and ran it, while attached to a number of loaded cars, a distance of five miles and back. This was undoubtedly prior to all other trial trips of anything of the kind in America.

Here Mr. McCue after much searching in

some drawers produced a piece of faded paper with the following description written by his father as a guide for the description which was embodied in the letter. The description is:

"These engines were built in England at a town called Stourbridge. They stood on four wheels, all drivers, of five feet diameter, with cast-iron hubs, oakwood spokes and pulleys with heavy steel rims. The boiler was a round cylinder. The smoke-

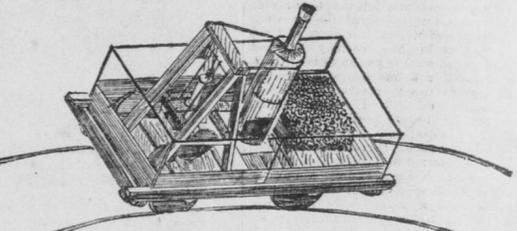
boxes had a lion's head on one and an eagle's on the other and both of them worked with connecting rods from the wheels to grasshopper or walking beams, one each side of the boiler. Those worked the same as on steamboats on the Hudson.

"After all, however," continued Mr. McCue, "the English locomotives were deemed unsafe and discarded. The third one, I was told, arrived August 1."

So far as the Peter Cooper locomotive is concerned it was not even experimented with until the summer of 1829 and its first successful run was not made until August 28, 1830, or one year and twenty days after the trip by the Stourbridge Lion was made. This, however, was the first American locomotive, and was named the "Tom Thumb."

supported by one Dr. Anderson, a co-laborer of Watts, and it was urged that stagecoaches placed on rails and propelled by endless chains, with stationary engines as the motive power, "might be made to go at least six miles an hour."

This was all being done at a time when little else was occupying the minds of the mechanical scientists, and deriving his inspiration from the discussion, Richard Trevithick in 1802 built a steam carriage much like the traction engine of to-day. The trial at London was satisfactory, but on the country roads was a failure, and it was later abandoned. A later invention by the same man, adapted for the tramways, succeeded in hauling ten tons of stone on rails at the rate of five miles an hour, but was also abandoned as being practically a failure. Many others followed,

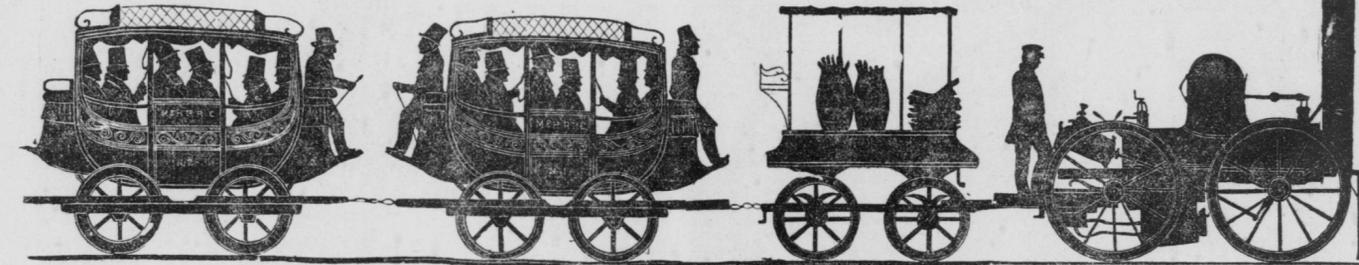


BIRDSEYE VIEW OF PETER COOPER'S LOCOMOTIVE.

to the Delaware and Hudson canal, thence by canal-boats to Honesdale, Pa.

At Honesdale there were and are yet a great many coal mines. At that time a gravity tramway was used for the purpose of carrying the coal down the hill to the canal landing. By a rope, the cars were hauled up again. It was to improve upon this clumsy method that English engines were purchased. As stated, the Lion, the first one to arrive, left New York July 16, and arrived at Honesdale July 21. At this latter place it was allowed to stand upon the track ten days, but all preparations having been made, August 3 was set as the date for the initial trial.

This date is fixed as the correct one by the fact that Alva Adams, a distant relative of John Adams, once President, had his arm badly shattered by the premature discharge of a cannon used in the celebration. Dr. E. T. Losey, who, till recently, was a resident of Honesdale, ascertained that he amputated the arm the day following, but did not make the charge until four days later. On reference to his books it was found that the charge was entered under date of August 8. C. F. Young, general superintendent of the Delaware and Hudson Canal Company in the '70's, doubted that statement, and further investigation showed that Dr. Losey was wrong, for from an old file of the Dundaff Republican, in possession of Dalton Yarrington of Carbondale, it was found that the exact date was August 8, 1829, that the iron monster first felt the quiver of life through steambox and throats on the American continent. LEONARD FOWLER.



THE FIRST TRAIN OF PASSENGER-CARS EVER RUN IN THE STATE OF NEW YORK.

(The Locomotive is the "De Witt Clinton.")

twenty-eight years later—and put the engine on its track, Horatio Allen being the operating and my father the constructing engineer. In answer to this request he had me write at his dictation. I was young and the incident made a deep impression on my young mind. So far as I can remember the letter ran something like this:

My Dear Jack: Your request received. The Stourbridge Lion was undoubtedly the first.

The first locomotive of any kind was built by Armand Cugnot, but it upset in the streets of Paris one day and being considered dangerous was locked up. It is yet preserved at the Conservatoire des Artes de les Metiers, at Paris. But the idea out of which has grown the present railroad was first introduced by Charles Thomas of Denton, England, February 11, 1800, before the Literary and Philosophical Society of Newcastle, England. He was

including James Bramton, who built a pusher which was so arranged that two braces in the rear were made to alternately press the ground, thus furnishing the motive-power as a man pushes a boat with a pole. It was of four horsepower, and moved at the rate of two and a half miles an hour.

All of these various trials on English soil, however, led up to the final and successful experiments of George Stephen-

son, and all of his study and efforts were embodied in the Rocket, made by him and the successful competitor in the trial of English-made engines on October 6, 1825. It ran thirty miles in one hour and forty-eight minutes, and this was considered marvelous speed.

At this trial was Horatio Allen, associated with John B. Jervis, chief engineer of the Delaware and Hudson Rail-

way and Canal Company. He had been

## TWO RECENT DISCOVERIES IN THE SOCIAL LIFE OF SAVAGES

### A Remarkable Exhibition of Hospitality to Visitors on the Part of Samoans.

One of the queerest customs of the gentle Samoans was the cause of a great deal of embarrassment to a party of San Franciscans a short time ago while the tourists were sojourning in the sunny land made famous by the pen of Robert Louis Stevenson.

When a person of more than ordinary importance is entertained by a Samoan chief it is the invariable custom to perform the sacred ceremony of chewing the kava and offering the liquid to the guest.

Only unmarried women are permitted to chew the kava nut, the Samoan belief being that unless masticated by virgins the nut loses its best properties. At last the brew—if such it may be called—is ready, and the chief takes up a quantity in a cocoanut-shell cup and hands it to the guest of the occasion.

Who beside him if he refuses it, for this is the most serious breach of etiquette that can happen in a Samoan household, and should the cup not be drained to the

The girls who chew the nut are not in any way inconvenienced by it, because they do not swallow the juice, and they often appear to enjoy the predicament of those who try vainly to rise from their lowly seats. All that is necessary to satisfy the dictates of Samoan etiquette is for the principal guest of the occasion to drink the kava, the rest being at liberty to partake of it or not, as they choose. The liquid tastes and looks like nutmeg water, though a flavor of soap is often detected by those who partake of it for the first time.

Captain Luttrell, until recently master of the wandering schooner Vine, chartered by Sarah Bernhardt for a bay cruise during her last trip to the coast, and that on her last voyage was supposed to be lost, was recently in Samoa in company with Captain Thomas G. Cushman, who is the agent in this city for a number of vessels.

must drink when it is offered to us or these people will feel very much hurt. Like us, they will stammer our horses in addition to treating us with scorn, and we may have to walk back to Apia."

Without saying so in so many words Luttrell gave Cushman the idea that all must drink and that the first one to whom the cup was offered must drain it without a moment's hesitation.

Cushman looked up from the savage-looking chief, thought of the long tramp back to Apia, and when the cup was handed him drained it immediately, though his face expressed great repugnance. When the cup was handed to Luttrell he was astonished to see that individual smilingly refuse it and then go into convulsions of laughter.

What Cushman said to Luttrell on the way back to Apia cannot be quoted here, but he is still looking for a chance to get even.

### The Execution of a Cannibal.

It was in the middle of the dry season and the night had been intolerably warm, but by stretching my hammock on the veranda, which faced the Roquette River, I managed to gain a few hours of rest. It could hardly be called sleep. With the sun came rolling up from the waste of salt lagoons cloud upon cloud of noisome vapor heavy with the poison that makes life in Sierra Leone an uncertain problem and has properly obtained for the spot the term "the white man's grave." I ordered my boy to prepare breakfast and then, taking up my book, slipped into a Madeira chair and had read but a few lines when my attention was diverted from it by the regular tap, tap, tap of a distant drum evidently marking a step. The sound came nearer and nearer until suddenly only a dozen rods from my bungalow from without a cove of cocoa palms emerged a black-visaged sergeant of the native troops. By his side walked the drummer and immediately back of them came three men abreast. Two of these were uniformed in the garb of the regulars, and their arms at carry; two platoons similarly attired followed in close ranks, while an English officer brought up the rear.

The man in the middle particularly attracted my attention by his strange garb, and as the company passed within five yards of me I readily distinguished the prisoner, for prisoner he was, as an Imperri, one of a fanatical sect of natives whose persistent practice of cannibalism the colonial police had endeavored for years to suppress. As I had been in the interior for several months and had but lately returned to the coast I hastened to inform myself of the meaning of this ante breakfast procession.

It appeared that the Imperri tribe, whose habitat is less than twenty miles from the seat of the colonial government, Sierra Leone, on the west coast of Africa, where a pretense of civilization has been maintained for more than a century, had very lately been detected in another man-trap, caught red-handed in fact with the remnants of their horrid feast scattered on every side. The prisoner whom I had seen but a few minutes before had been adjudged guilty of participating in the offense, and the death penalty was about to be inflicted by hanging.

The African, with his usual disregard

for the lives of his fellows, when not closely watched by superior officers, is not in the habit of taking prisoners. The trouble of feeding and guarding them is too great. But one meek old gentleman who was caught in the act of grinding a tibia over a slow fire, preparatory to disposing of it, was knocked over by the flat of a sword wielded by a white officer, and on regaining consciousness was bound hand and foot and unceremoniously dragged down to the coast in common with a quantity of loot.

He was promptly convicted in the colonial court of cannibalism, and I had arrived just in time to witness the closing scene. The townspeople were swarming toward the gallows, which had been erected contiguous to the banks of the

### The Practice of Cannibalism Found to Be Still Flourishing Near Civilization.

made up a motley assembly, such as can be seen only in this Zanzibar of the west coast, where thirty different dialects may be heard in the streets within a radius of five miles.

The Imperri was permitted to speak for a few minutes, and this seemed to bring to the surface all his dormant ferocity. He vented his opinion of the

threats, as all Africans stand in great awe of the dead and have implicit faith in supernatural visitations.

Then, as the drum sounded a signal to the hangman's assistant, who was copped in a neighboring clump of trees, I turned away. Returning an hour later I saw the corpse of the Imperri resting on the ground near the scaffold, minus the



A GROUP OF KAVA-CHEWERS.

of honor. When the party is seated in the chief's abode three or four of the prettiest girls in the village are called into the room and seated tailor-fashion in a half-circle facing the one who is being entertained.

All being ready the chief hands each of the girls a quantity of kava nuts, a product of the island much resembling the betel nut, and they fall to chewing them with all the energy of strong jaws and perfect teeth.

This operation is repeated again and again, until a sufficient quantity of the kava has been accumulated.

Then water is brought in and the juice diluted until it suits the fancy of the chief.

last drop the taboo is put upon him from that moment.

The guest must drink with as much decorum as the chief employs in passing the cup. The effect of kava is as queer as the method of preparing it.

The first drink produces no effect beyond, perhaps, a natural nausea, but the second and third are more potent. The liquid is imbibed sitting tailor-fashion on a mat, and after the third cup, the guest, unless of unusual strength, finds it impossible to rise.

The brain is as clear as though the liquid had been pure water, but from the waist down, the body seems to be paralyzed, and the guest must of necessity sit and wait for the effects to wear away unless helped to some other posture.

A trip on horseback into the interior was arranged and when about fifteen miles from Apia the mariners were accosted by a chief, who invited them to alight and enter his house.

They did so and he at once called in three girls and ordered them to chew kava for his guests.

Captain Luttrell, who had "been there before," quietly informed the chief that his companion was a man of great importance and Captain Cushman was at once placed in the seat of honor. He looked askance at the chewing maidens as they worked industriously on the nuts and wanted to leave.

"We can't do it now; it is too late," said Luttrell in a horrified whisper. "We



THE EXECUTION OF A CANNIBAL IN THE WILDS OF AFRICA.

river, and following them, I secured a place close to the old Imperri and arranged my camera for a few shots. The condemned man was not at all ferocious in his appearance. On the contrary, his countenance was strangely gentle and calm, and the long white gown that enveloped his body, hanging from the neck, gave him quite a patriarchal aspect. The better class of the Sierra Leoneese did not attend the ceremony, but hundreds of Krumen, Mennis, Timnis and Foulans, arrayed in semi-civilized dress, laughing, jostling one another and calling derisively to the principal in the tragedy,

authorities, the spectators and his ennobled in general in unstinted language accompanying each phrase by violent gestures. He told his hearers that he was not loth to visit the land of the spirits, but he assured them in a tirade of abuse and invective that he would surely return to earth to haunt them and pursue them with his presence. It is significant of devotees of cannibalism that they never admit the practice, and so in this instance the old man's last words voiced his indignant and energetic protest that he was guiltless. The more timid of the onlookers became silent when they heard

right hand. The heart had also been removed and buried with the amputated member in a spot remote from that selected for the burial of the body. This was in strict accordance with the native belief that if the right hand and heart are separated from the body the deceased is thereby prevented from revisiting his former abode or from doing further mischief. This custom, abhorrent as it appears, is rendered necessary by the native's indifference to death, but as this indifference does not extend to the mutilation of his body its effect is wholesome. GEORGE K. FRENCH.