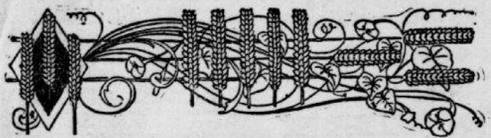


A WOMAN'S WISH.

Would I were lying in a field of clover, Of clover cool and soft, and soft and sweet...



A DANGEROUS RIDE

BY WILL LISENBEE.

I HAD come from the East to seek my fortune in Colorado. After spending nearly two years in prospecting in different parts of the State, I resolved to go to Los Vegas, New Mexico...

A FAMOUS "LOST MINE"

OLD PROSPECTORS FOND OF DISCUSSING THE WHITE CEMENT.

Discovered by Old Man White, Who Disappeared With the Secret of Its Location—Failure of a Scheme to Learn Its Whereabouts—Proof of Its Richness.

The most popularly discussed lost mine among the miners in the Rocky Mountain camps, especially those in northern New Mexico, is the White Cement. A few old miners who knew White personally still remain in the Rocky Mountains...

White was a New Englander, 60 years old, who was in California in 1842. As a gold seeker he was known and talked about in every mining camp on the coast, and stories were told of his phenomenal luck. He, no doubt, made several small fortunes, but was always poor and prospected about with a team and a half-breed Indian boy, getting supplies where he could.

One day in July, 1853, White came into Horse Head gulch from northern New Mexico, driving his mule and looking utterly used up. He got something to eat. Some one bantered him about his vain searches for a mine.

"Well, just look at that," said old White, handing out several pieces of what looked like hard, white clay, glittering with specks of metal, but which suddenly became mud, and putting his specimens in his bag, went out to find an assayer.

Before White it was known in camp that White's specimens showed 1000 ounces of gold to the ton. Everybody went wild. Nobody slept that night, but sat around the fires and talked "Cement."

In the morning a party headed by Senator Sharon's brother Henry called on White, who was sleeping in one of the shacks. He was told that he must pilot the men to his find. He could have the pick of the claims, but he refused, and on his refusal was told that his life would be worthless if he "stood off" the camp.

A crazier mining camp was never known. Men in horse gulch, who were like a lead creel, and not a drop of following White over 200 miles from camp were offered \$1000 and \$1200 each for their camp outfits, consisting of picks, shovels, kettles, pans, greasy old blankets, a bushel of beans and two jackasses. But in two days there was no outfit to be bought in the whole gulch mining camp.

The trail led across the Rockies. It was a very difficult journey, even for the old miners, who seemed never to know what physical fatigue meant. It led along rocky trails, up and down canyons, and across mountain crests.

The first day was a race, and two-thirds of the men broke down. The Indian leaped ahead like a wolf, and White followed, his long gray hair flying in the wind. By the end of the second day the party was in the heart of the mountains, in a desert where no human being had ever been before.

When at last, looking up, he discovered the little group of people looking at him, he gathered up the pebbles, and with sheepish gesture, tossed them into the dirt pile. Then he walked away as if he had done something to be ashamed of—New York Mail and Express.

A Question of Duty. What is a man's duty toward a dog lost in the mazes of city streets? A dog walked slowly past the other morning, lifting an appealing eye in pathetic groping after a friendly glance.

The old man led his aching, thirsty and worn-out followers into a blind canyon, nearly on the boundary between New Mexico and Colorado. There everyone was glad to take a rest by the side of a brook.

"Boys, will be there tomorrow," it said about 35 miles over that way. "I've got a little off my trail, but now I've got my bearings. You'll be right over the top of a mine when you get over where I'm pointing."

A ringing yell went up from the men, tired and almost famished though they were. The camp fire was made, supper was cooked and eaten, the stock was fed, and every one but old White lay down in blankets to sleep and dream of wealth.

SCHEMERS IN THE WAX FIGURES.

Skilled Workmen Kept Busy—Dime Museums and Their Products.

Although wax-works have been a synonym for uncounted and unnumbered times since the days of Mrs. Arley, the men who make them nowadays are somewhat trained in art, and in the intervals of their work sometimes turn out statuettes or decorative pieces of decided merit.

He first makes a rough miniature sketch in modelling wax, then a full figure in clay, from which a plaster mould is taken and, some men do the mould. The hot wax is poured inside the mould to the thickness of a quarter of an inch or so, backed up with the remelted wax from old disused figures.

The body is of hollow paper mache, and the limbs, if they are to be movable, of wood; if not, of paper, or if they are to show when the figure is dressed, of wax.

Designers make a sharp distinction between the figures used for displays in other museums, and those used for other purposes, museums, for instance. "When you look for advertising," said one, "the more beautiful and the less like nature you get it, the better it is, but for a museum they like it better the less beautiful and the more like nature it is."

The dealers are kept at work making new designs as fast as the old ones can be imitated. One house sent out new models a third of a year, or a fourth that number would suffice, as 800 or 1000 copies were sometimes made from the same mould, and sent out to cities in different parts of the country.

It is not always dime museums, however, that try to get something for nothing. Advertisers often order special figures or groups, agreeing to rent them for a certain length of time, but leaving the after-care for the maker to pay for by renting them again.

The care of the soldier takes the form of a robust training which neglects no part of his anatomy and no organ of his body. The nervous system and the heart are looked after quite as much as the muscles and the bones.

One has but to observe the "before-and-after" effect of a six months' physical training in our army, graphically shown in photographs kept at Washington, to realize the physical advantages to a soldier systematic exercise.

The military authorities make these exercises as entertaining as possible. They furnish music whenever it can be obtained in the shape of athletic meets, and the officers take so great an interest in the more than a hundred prizes for those who surpass records.

Fire-Proof Paper. Fire-proof paper, for printing and writing purposes is now manufactured in Berlin by a new patented process. Ninety-nine parts of asbestos fibre of the best quality are washed and solution of permanganate of calcium and then treated with sulphuric acid as a bleaching agent.

Memories of a Very Remarkable Post. "Dan" Dawson died less than a decade ago, at the early age of 38; he was a modern Admirable Crichton, a poet of great achievement and of still greater promise; yet except by those who knew him personally, how little is he known!

He was one of most remarkably composite natures. In the business world he was known as a successful iron-founder and contractor; he was one of the finest all-round athletes in the country; an erudite student of literature in general, with a wonderfully extended acquaintance with the poets.

THE DEADLY THREE-LEAFED VINE. A certain little city in Illinois has suffered so much from the poison ivy that its city officials has empowered one of its officials to hire a force of men whose special duty it shall be to rid the community of the pest.

It seems strange that any community should suffer to such an extent from a cause that may be so easily avoided, and the cause, the poisonous vine's resemblance to the Virginia creeper that makes the trouble, and yet a mere glance at it ought to show the difference, for the creeper has clusters of five leaves while the ivy has clusters of three.

The best way to get rid of ivy, which grows and runs rapidly, and is very tenacious of life—is to pull it up by the roots and burn it in a field. There are some people that are not poisoned by it, and the work should be done by them; and even they should handle the plant as little as possible, and avoid inhaling the smoke when they burn it.

They should wear special clothing for the work, and wash the hands several times a day in a solution of sugar of lead in a weak grade of alcohol, say 50 to 75 percent proof. This solution may also be used with good effect by those that have been poisoned by the vine—Philadelphia Record.

Playrite—In my new comedy we will have a practical pump and a practical sawmill and a practical pile-driver. Ask—Why don't you try to get a few practical jokes?—Baltimore American.

DEVELOPING RECRUITS.

WE TAKE A GREAT DEAL OF PAINS WITH NEW SOLDIERS.

The Matter of Physical Training Developed into a Business Which the Army Surgeons Conduct—The Effects of Exercise Carefully Noted.

The nation takes a great deal of pains with the new soldier. It does not coddle him or make him a child of luxury, but it improves him physically, mentally and morally by a system of training which develops the worthy characteristics of a man and makes him a better fighting unit.

Man and his everyday load. Composite Burden Every Citizen Bears Without Noticing It.

"Man carries a pretty good weight in these modern times, when you come to think of it," said a gentleman whose mind has an analytical turn, "and, really, it makes a fellow a trifle tired when he begins to enumerate the number of things he is forced to carry around with him."

There is one more thing to be added to the list of things which he carries around with him, and that is the weight of his own body. He carries it around with him, and it is a heavy load.

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RAILROAD REMINISCENCES.

First Locomotive Built That Would Go Around Curves.

"The first railroad run by steam," explained an old railroad man, "was not in this country, as many suppose, but in England, between London and Manchester. This was in 1825. The Baltimore and Ohio Railroad was running the same year, but steam was not put in as a motive until 1831, the car being drawn by horses.

The road then only ran from Baltimore to Elliott Mills. There was a locomotive, however, built long before it was introduced in England, being the invention of Cuyner, in 1769, in France. A Scotchman named Symington invented a practical locomotive in Scotland in 1770.

Oliver Evans, of Philadelphia, obtained the first patent granted for a locomotive in this country. He called it a steam wagon, but it was to all intents and purposes a locomotive, and, according to the Patent Office reports, secured it in 1787.

The high pressure locomotive dates back to 1802, and an improvement on it in 1803. The high pressure was applied to a locomotive in England in 1817. The Baltimore and Ohio Railroad started off with a locomotive built to a great extent after the plan of the locomotive used by the London and Manchester road, but it would not work well in taking the curves. Peter Cooper, who afterward became famous as a millionaire merchant, candidate on the Presidential greenback ticket and a philanthropist, overcame the difficulty and devised a locomotive for the Baltimore and Ohio which would take the curves of its road.

The London and Manchester road was perfectly straight. The Baltimore and Ohio is also entitled to the credit of the first passenger car—that is, a covered car, the cars in use then in England being open.

"The South Carolina Railroad was the first to adopt a locomotive as a traction power on a long road, a distance of 150 miles, and the first to make a continuous trip of over one hundred miles. There was a train run by a locomotive between Albany and Schenectady in 1831, but it was rather a primitive affair, ordinary carriage and wagon bodies being placed on car wheels. There were, besides, in this country, several other short lines, which did all the traffic they could secure."—Washington Star.

The man who is thrown on his own resources should be careful to land on his feet.

Holland has 10,000 windmills, each of which drains on an average of 100 acres of land.

State Government of Louisiana.

Governor—W. W. Hard, Lieutenant Governor—Albert Estro pinal.

Secretary of State—John Michel, Superintendent of Education—John V. Caboun.

Auditor—W. S. Frazer, Treasurer—Ludoux R. Smith, U. S. SENATORS, Don Caffery and S. D. McEnery.

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Double Daily Trains Fast Time Close Connections Through Pullman Palace Sleeping Cars Between New Orleans and Memphis, Kansas City, St. Louis and Chicago without change, making direct connections with first-class lines to all points. The great steel bridge spanning the Ohio river at Cairo (passenger) now runs along regularly over it, thus avoiding the delays and annoyances incident to transits by ferry boat.

(By J. H. Hanson, Gen. P. A., Chicago) J. W. A. Scott, Div. Pass. Agt., Memphis.