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Payable Invariably in Advance.

AMERICA'S FIRST LOCOMOTIVE.

History of the "Stourbridge Lion"-The Experimental Trip-A Description.

[Pittsburg Dispatch.] The first locomotive in America was brought from England by the Delaware & Hudson Canal company, placed upon the track and given its trip at Honesdale, the site of which was then a laurel exchange business. and hemlock thicket, broken only for the construction of half a dozen humble houses. It seems strange that the first locomotive on the continent should have been tried in this obscure spot, and upon a railroad which, though now doing a tremendous carrying trade employs none at all, but such was the

The locomotive, which was called the "Stourbridge Lion," was built in England in the city whose name it bore, under the supervision of Horatio Allen, an American, and a civil engineer who had been engaged upon the company's mountain railroad. It was intended for use upon the so-called 'levels' of the road between the planes, whose stationary engines supplied the power necessary to draw up or lower coal-car trains. Allen returned to America in 1828, and the "Lion" became a veritable lion of New York in the succeeding autumn, being given a partial trial there (the wheels were revolved while the body of the strange mechanism was supported upon blocks), greatly to the admiration of the metropolitans of the

Brought to Honesdale by canal in the summer of 1829, it was duly placed upon the track and duly given its initiatory trial Aug. 8, before a great crowd of people who had come from the surrounding country, some of them many miles, to witness the novel spectacle. It was thought to be too heavy for the trestle-work, of which the railroad largely consisted, and many predicted a disaster, but Allen, who was to act as engineer, was willing to assume the risk, and bravely started out alone. The trestle creaked rather ominously, the people lifted up their voices in cheers, and the clumsy little pioneer of locomotives sped along the strap-rail track with considerable swiftness and

as smoothly as could be expected. It was run only two or three miles, but the experiment demonstrated the practicability of the use of locomotives and convinced the most far-seeing at last that they were to form the trans-portation of the future. The "Stourbridge Lion" in proportion to power was large and cumbrous compared with those of the present day, and not of strikingly handsome appearance. It had no cab, but was supplied with a small tender. The wheels of the latter, and of the locomotive itself, were four in number. The spokes and felloes were wood; the tires and hubs of iron. The cylinders were upright, and the power was con- 27 Merchant St., Honoluin. H.I. veyed to the wheels by a walking-beam on each side. The smoke-stack was straight, and there was nothing about its construction, or that of the entire machine, which was ornamental. This locomotive was little used upon the railroad, horse and gravity power being employed, and the latter finally taking the place of the former entirely. Some portions of the locomotive are still pre-

served at Carbondale. Heratio Allen, who enjoys the dis-tinction of having been the engineer of the first locomotive in America, is still living, a hale old man of 84 years or thereabouts, and has a comfortable home in South Orange, N. J. When he made the trial trip of the "Lion" at Honesdale there were but twenty-three aniles of railroad constructed in the United States, and now there are about 100,000 miles in operation. He left the scene of his now distinguished labors and assisted at West Point, N. Y., in the planning of the first locomomotive built in the United States and the second one placed upon a track. This was "The Best Friend" of Charleston, placed upon the South Carolina railroad, connecting Charleston and Augusta, Ga., on Nov. 2, 1880.

Spoiling an Experiment.

[Chicago Tribune.] Several persons were making experiments at Pembrey, Carmarthenshire, with dynamite, in a tarn among the hills. A charge of dynamite, with a five-minutes' fuse attached to it, was thrown in the water-the power of the explosive to be judged by the volume of water forced up by the explosion.

A sportsman, accompanied by his dog, appeared at the moment, and as the charge was thrown into the lake the animal sprang into the water and seized the cartridge, which it quekly brought ashore. The sportsman shouted to the dog to drop it, but the animal ran in the direction of its master, and the experimentalists immediately made off, the dog being kept at a distance by its master and others by a continuous shower of stones. At the end of five minutes the charge exploded and the poor animal was blown to pieces, its master and the other narrowly escaping with their lives.

Business Cards.

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MR. JOSEPH SMITH WILL RUN FOR Representative for his district, North Ko-hala, Hawaii.

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HAVE YOUR HORSES CLIPPED BY MA-chinery with the new American Lightning operation as the corner of Punchbowl and Queen streets. Any one doubting the superiority of ma-chine over hand clipping should call in and inspect the above machine at work and be convinced. Terms as reasonable as any. C. B. MILES,

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"W. F. COULT: R. Esq., National Druggist—Dear Sir: Having submitted the Nicholson malt extract to examination, as requested, I take pleasure in reporting that I find it to be all that the prorietors claim for it. The results, as shown in the following summary, are necessarily only approxi-mate, but are sufficiently accurate for all practical "The specimens submitted consisted of effervescing fluid, dark, brown by direct and of a deep ruby color by transmitted light, resembling in general appearance and behavior a very supe rior article of porter, Its taste was, however much milder and more pleasant than porter, be ing somewhat sweeter than beer, the swe masked and covered by a very pleasant bitter, derived evidently from hops. The specific gravity of a sample fresh f.om the bottle is 1.022 plus Amount of extractive matter in 50 cubic centimetres of the fluid is 3.96 grammes, or about 8 per cent. Amount of alcohol, per cent. is 2.84 plus. The extractive matter is apparently identical with the "extractum maitis" of Trommer, or of the the "extractum mailis" of Trommer, or of the German Pharmacopæia. It consists almost entirely of mail sügar, dextrine, being free from fatty acids, etc. The fluid contains a very large amount of diastase, as shown by the fact that it easily liquefies an equal bulk of gelatinous starch. This fact, its low percentage of alcohol, its effer-vescence, its delightful taste and odor, all combine to recommend Nicholson's mail extract as being a most neurishing haverage and the best article. a most nourishing beverage, and the best article of the sort that has ever come under my exami-

nation. Respectfully, "FRANK L. JAMES, Ph. D., M. D." G. W. Macfarlane & Co., Agents.

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