THE REDEMPTION OF SANTIAGO DE CUBA

AN OBJECT LESSON IN AMERI-CAN RULE.

Major George M. Barbour, the United States Sanitary Commissioner for Santiago, Tells the Story in Interesting Detail-What Manner of Maa Leonard Wood Is.

From the Baffalo News.

Santiago de Cuba is the oldest community of white people on the American continent and it is a fine place to build a city. Columbus visited this spot second vovage and much admired the scenery and predicted its subsequent value. In the year 1511 the Spanish founded a settlement here; very nearly four centuries ago. It is an ideally Spanish city, more Spanish than Spain -artistically uncomfortable and picturesquely dirty, for in all its long existence it was never cleaned under Spanish law or rules.

and presto' a wonderful change came the city. In one stable that had been over the hoary community of flowers and filth, a regular transformation scene of a kind beyond the comprehen-sion of the most dreamy builders of "Castles in Spain." For the victorious American general in his first hour of possession ordered the city to be cleaned very clean and kept clean! And the order has been obeyed to this day. And now, under one brief year of wholesome, sensible, intelligent and honest American rule Santiago is probably as clean and healthy as any city in the world, and it has been for many decades rated by travelers as the third dirtiest and most unwholesome city of presumed civilized nations. And this present cleanliness has been accomplished in a city of 70,000 or more people -Spanish people, too-having no sewer system nor any drainage outlets; havthe whim of church priests and the luxurious official leeches-and a very few favored wealthy residents—than for the needs of the real public; with fully one-third of the 140 miles of her streets utterly impassable from the years of washes by floods and never repaired, where for ages all families had swept or thrown their daily pound (or many) of household dirt-even filthinto the narrow, slimy, heated, odorous, rankly malodorous streets, where every angle, corner, deep doorway passage, and the streets everywhere, were at all hours constantly indecently befouled by men and women.

END OF OLD REGIME.

On July 19, 1898, about the noon hour, the American army entered this city, and within twenty-four hours, General Leonard Wood, colonel of the famous "Rough Riders," which he so effectively led in battle, was appointed military governor of the city and suburbs. The task before him was really very perplexing and formidable; much more so than generally confronts a victorious milftary commander when administer-

ing to a captured city.
It was on the day following, July 20, that I, having arrived in the harbor the evening previous, reported to General Wood, and I found him a desperately busy man, but very calm in his method, seated at an old desk in a dingy, badly lighted room in the "Palwith his several staff officers gathered around a couple of tables near his desk. Saddies, sabres, rifles, flags and all kinds of military equipments

explained the power in possession, Following his very cordial welcome was asked to outline my proposition to organize a sanitary force and for cleaning the city, and I did so.

"All right: cut it short. You'll do Report to me at 6 o'clock tomorrow morning and be ready to pitch in. added, "you had better take a glane; around the streets."

Such was the appointment and sim ple brief order given me to undertake the cleaning and purifying of this city: and so it happened that to me fell the pleasing honor-thanks to Wood-of being the first American civ ic appointee in Cuba by American authority and to be intrusted with the duty of organizing the first civil department established under the flag of the United States, which yet waves with its deeply significant assurance of peace and protection for all. Also it transpires I am now considerably the longest in time on duty of all Americans in Cuba with not a day of illness or absence on vacation or furlough up to date-nearly eighteen

FIRST WORK.

I spent that afternoon strolling about the narrow, overcrowded streets studying the confronting task. Rarely may a more interesting and strange state of things be observed than existed in Santiago that day. And the prospective task was a bit disheartening.

The city has a normal population and capacity for about 70,000 people. Fully 130,000 souls were then crowded in its limits, including three distinct and not overfriendly elements-Spanish, Cubars and the victorious Americans, who were the real steadying peace-preservers, for the sentiments of the Spanish and Cubans were intensely antagonistic to each other. Civilians were few. Everybody apparently was in full, or partial uniform

and a native who were no machete and a camp haversack was certainly The population was about as follows

"Red Cross" employes 25,000

Of the natives, especially the recon centradoes, the proportion of children and women, especially widows, was overwhelmingly great. And all were so hungry and helpless! It was a pitiful, a shameful evidence of the monwas at last at hand under the American flag. The "Red Cross" steamers and the great fleet of immense transports of the army were hourly pouring into the beautiful harbor. The competent quartermaster department, now nder good systematic purpose, was seizing the wharfs and nearby great warehouses, thousands of natives were

and clothing and every conceivable necessity on shore. HASTILY SUMMONED OFFICERS. General Wood was hastily selecting a large staff of army officers and details

given work and sure pay, in rushing

the American soldier is always capable and available for any intelligent service), seizing vacant stores in all parts of the city, rushing into them bountiful supplies sent by our liberal govern-ment and in two brief days from the hour of occupation, the doors were thrown open, flags were raised and food was fairly thrown into the countless outstretched hands of the doubting, starving, wildly frantic multitudes that fought for a space at the doors of those blessed relief stores. And these scenes were continued far into the nights and it was many days before the hungered unfortunates were at last fed to a calm and reasoning condition. That terrible wolf, hunger, vanished.

But of the sanitary state of things.
The filth was everywhere and astoundingly abundant. The innumerable edors, the stench of dead dogs, mules, horses and humans was most sickening, in fact, some narrow.streets were and inspected the beautiful bay on his absolutely imparsible, the stench was

so great. In the now pretty plaza fronting the official palace was a vast pile of reeking filth; also another, even worse, in front of the Anglo-American club,each of which, in due time, filled a dozen army wagon boxes and hundreds of similar piles lay in the streets, vacant lots, house yards, stables and the very numerous hillside gulleys (or gulches). But the Yankees came on an event-ful occasion in July of the year 1893 and mules lay dead in the streets about occupied as a barracks by the Spanish artillery I found about twenty mule abandoned by their cowardly keepers unfed unwatered-starving. Several were dead. The number of dead dogs was mystifying until it was explained that for weeks previous the hilarious Spanish soldiers quartered in town enjoyed practicing their sharpshooting skill by potting at the dogs.

> Everywhere were seen small groups carrying dead people to the cemetery. These could scarcely be described as "funerals," for the dead were mostly tention enclosed in a rude box and carried bal-

HORRIBLE STATE OF AFFAIRS.

anced on the head of one or may be two men. Fully 100 dead people were then lying abandoned in the tenements (and in some very respectable dwellings), in all parts of the city, and the ply works which was built more to suit people were dying at the rate of from children separated from their parents. or, maybe, were strangers of the rural reconcentradoes-friendless and unknown.

And in great flocks in the streets or circling in vast numbers just over the roofs of the city were those sinister indicators of filth and disease-th: buz zards! and yet they were the then only sanitary aids and friends to the people of this city.

But this frightful death rate was very quickly reduced to reasonable ly, are thus disposed of. It is certainly numbers by the energetic efforts of very bad for the streets and for the General Wood in supplying food and in opening numerous places where doc- its dangers as a source for disease and tors, medicine and care could be pro-Also in aiding in reuniting the separated families and compelling all to seek houses (the matter of rent or owners' title cut no figure those days). and so very rapidly out of the chaotic insane confusion were evolved order homes, food, labor for men, laundry work for men, clothing for the naked and soon peace and a recling of security and content prevailed in Santiagofor the first time in years. Perhaps more real and assured than in all its

Political prisoners were released from their cells, the almost daily slaughter ing of men by soldiers in front of that bull-pen wall of cruel memories was now ended and the true interpretation of the "pursuit of peace, happiness and prosperity of mankind" that the American flag typifles and maintains was realized by the long-oppressed people.

CLEANING THE CITY.

The task of cleaning the city began on the 22d. At 6 a. m. I found in the Plaza de Armes a crowd of 1,000 mer and more, eagerly awaiting me, and their excitement was great to be give a broom and shovel and be "counted in" for that blessed one dollar and one ration of food per day! And they knew, with not a doubt, it was a surreward, for it was an American, not a Spanish promise. All were employed. I afterwards found among these lawyers, merchants, professors, doctors many others of intelligence and high social standing, who needed food and would not beg for it. Men were sufficient, but tools for the work was the next very serious perplexing prob

Hurry was the order and the need of the hour. The hardware stores were sought and some interesting facts were

Street push brooms, squilgees, scrapers and such street cleaning imple ments so familiar in all American cities were unknown here. And the light garden rake, the simple thin blade hoe and the common barnyard pitchfork were also not to be had, for nobody ever used such things here. Of wheelburrows I succeeded in gathering about a dozen in the entire city. Not a shovel could be obtained in any store, and the scarcity was explained that some weeks previous the Spanish officers had seized everything of the shovel kind (and never paid for them, of course, the polite Spanish way of doing things!) for use in digging the great network of trenches to keep out the Yankee invaders, and when done the shovels were cast away where they quit their work.

GHASTLY SCENES. Army wagons and details of me were promptly sent out along those trenches and it happened that about 400 shovels were gathered in. Also that the bodies of two Spanish soldiers were found hidden in the deep underbrust wherein they had probably crawled badly wounded and soon died, and had ot been found by the burial parties. And of wagons! All of the very few of the United States army service were imperatively needed to haul the daily supply of food to the American camps, also to the large army of Spanish pris oners and to the multitude of famished reconcentrados, in fact, to everybody! It was fully a week when General Wood at last succeeded in capturing fine four-mule army wagon ready for use, and then the removal of piles of fith earnestly began. Also, it be added, Mr. Manuel Gomez, a resident here, who had lived years in the United States (and his handsome wife was a Philadelphia girl), came to our dire needs with a proposition of help, and soon he succeeded in gatherng about two dozen of the clumsy, abominable and almost prehistoric carts, found everywhere in use here. These could just about haul a barrel-ful for a load. They "helped out" for the tremendous pressing demand of the

DEATH EVERYWHERE.

Meanwhile, I had been clearing away they were thus burned on the spot. pitting wagons, pump and tank wag-

case of many of the most recking, odor-ous piles of filth.

Petroleum, of which quite a stock was found in the city, was poured into the gutters all about the city, and, in were drenched with it and set on firea very effective and purifying method Dwellings and outbuildings wherein dead humans were found were entered, and the bodies, often most loathsome, were drenched with chloride, rolled into an old blanket or bag bundled out and piled on the cart, and, when a load of four or five of such had been collected, were then hauled to a field, where a pyre of old railway ralls had been arranged, and when thirty or so bodies were carted up on that framework, firewood was plied on, petroleum was liberally applied, and all wercremated.

Doses of poison were attractively prepared for the great droves of dogs (which were really very dangerous and bold), and their overwhelming numbers were quickly decreased, and with them and the dead mules and olth piles also went their constant shadows-the loathsome buzzards. Dogs are very few in Santiago now and buzzards are no more seen in the streets. And so the good work went on. Soon the foul stench of the countless sickening odors passed away, the air became wholesome and breathable. The frightful death-rate quickly ceased; the regular annual scourge of vellow fever lemanding its thousands of victims, failed to appear; the good citizens returned from their hiding places; women began to appear on the streets (somewhat timidly at first); the pretty Plaza des Armes was neatly cleaned: the American regimental band gave evening music to the people, and peace, order, cleanliness and health at last surely prevailed, and does to this

But when the streets were finally cleaned to a fairly respectable condition another task was found confronting and urgently requiring prompt at-

SPANISH CLEANLINESS.

The Spanish idea of such private decencies is certainly strange. From the condition of these matters as found here their ideas of cleanliness, decency, modesty and health was far lower and more disgusting, from the general standpoint of civilized people, than ever found among any tribe of Indians in America. I know the American Indian well and am prepared to debate any question of their habits.

Having no sewers, nothing whatever to such purpose, all families and bustness places had to throw all their water slops and refuse into the streets. From a long established custom this was, and is, done at night. At present fully 180,000 gallons daily, or nightvery bad for the streets and for the gullies wherein is finally settles. But In causing bad odors are now constantly and effectually disposed of by the street sprinklers, using chemically charged water and by the special disinfecting earts which constantly go about drenching the street gutters with preparations of chlorides and carbot-

ics and no vile odor is noticeable. In clearing the yards and vaults (or dering the tenants to do so), it first was bitterly resented by many, and, in fact, was agreeable to but very few. The order was generally regarded as an intrusion on the personal rights-their sacred homes!

"INTERFERENCE."

Said a prominent merchant to m one time: "You Americans are very queer: I do not understand you. You are proud of your liberty and right to me, walk into my place and tell me I must clean my yard and sidewalk and how and when I must do it! Why the Spaniards never would dare do such a thing. But it is a good order and I will obey it." And he did. Said another, a Cuban captain, whose modest house and the long narrow interior patio in the rear, were all found reeking with a vast accumulation of the filth of many years, and where the many vile odors were almost unbearable, when he was visited and ordereu to clean the place: "What!" said immensely angry and amazed 'What, you come into my house and order me what I shal! do in my house tell you this is all mine. Here my father owned and lived. Here his fath er owned and lived. Here I was born. Here my wife and her brother and my sister al! live. We are very well we are never sick. I like this smell If the neighbors all around like it not they can go away. Here I stay. Go out of my house! Go quickly! American liberty! Bah!"

ENFORCING ORDERS.

But he finally cleaned his house (and cleaned it mighty clean, too), and his wife and the able brother and sister helped energetically, but it required a very lively episode of fists and whips to beat it into his head--literally-that the order was for the good of the peo ple! and must be promptly obeyed; and there were many other very similar cases-maybe 80-where the whip and force had to be used to win the argument. There were no police courts here in those eventful days to sustain and enforce such civic orders, no "\$5 and osts," no precedents, and no law of such purpose known of by them. And it transpired that for some nonths I was somewhat of a combination of the duties of the inspector, the law, the order and the enforcer. It is

all very different now and the houses of all are clean. The law and its good purpose, and its true benefits to all, is now visible and is understood, and I believe the efforts exerted in those days is sincerely appreciated and valued by all citizens of Santiago and by all native visitors, too. It is a revelation o them of American ideas and methods for the good of the people, and of how and for whom public money should be

Santiago is now a very healthy, clean and quaintly attractive city. None more so anywhere. No city has a more perfect and complete sanitary organization.

BETTER CONDITIONS.

It is divided into sanitary districts. each under native foremen and the employes are very nearly all natives (who, I find, are as efficient as any laborers), are neatly uniformed, fairly well drilled, and quite satisfied—are, in fact, proud of their duties. And the supply of equipments, implements and teams is absolutely complete, none could be better, of everything up to date, the latest and best for all needs and purposes. Of the hundreds of employes of the sanitary department none has died or even been ill, and of the many mules-all large American antmals-not one has yet died. Several the horribly odorous dead dogs and large, deep wagens, many district mules, hauling those that could be, and street carts, ten great iron revolving on those found too much rotted wood garbage carts from the United States, was piled, kerosene poured over all, and a dead enimal wagon, sprinkling carts diar clerks and assistants (for And this method was also used in the one for privy cleaning and freight JONAS LONG'S SONS.

JONAS LONG'S SONS

JONAS LONG'S SONS

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FANCIES-English cheviots, homespuns, camel's hair suiting, granite cloths and fancy plaids; sold by The Leader at 75c to 1.25.

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chloride of lime, carbolic acid, formaldehyde, chloro-naphto! and numerous

This Sanitary department of Santiago was the very first civi! organiza tion created in Cuba the instant the Americans were in possession and con-The law courts and the much valued common free schools (these being the first of schools free to all ever created in Cuba) were the next matters General Wood promptly attended to. Then came the water works, street paving, remodeling the dilapidated old and preference-a soldier, he is fully public buildings, road and bridge building in the country hereabouts, the building of wharves, purifying of the harbor and all the countless other requirements of an intelligent, industrious, honest, sensible and truly civilized people. But all these are elementary qualities which the Spanish seeming y never exercised and but little possessed—an assertion very abundantly

My services in creating and operating this department, if of any merit, have been constantly under the official supervision of and only made possible of creditable results by the most liberal unquestioning support of General Leonard Wood, to whom credit is well due that he fully realized the needs and labor of such a department.

WOOD'S GREAT WORK.

Much has been printed and illustrated descriptive of Major General Leonard Wood, all highly complimentary and every bit was well deserved, but such mentions have been almost entirely about his service in organizing and commanding the First regiment United States Volunteer cavalry-the very famous, popular and only "Rough Riders," and all about how early th next morning when landed on Cuban soil he led them into and began and won the first combat with the hidden Spanish foes. Of his military skill and ability, his personal bravery and steadiness in the hour of battle danger, all these qualities have been recognized and heartily appreciated by the fondiy critical American public; but that war was very brief and his doubtless highe qualities as a military chief had but little opportunity to develop. He is however, yet young, only thirty-eight years of age. But of his capabilities as a civic chief he has now demon-

strated his very high genius. His selection by President McKinley to be the military governor over these people has proven to be one of the happlest and most satisfactory measures taken in shaping and skillfully harmonizing these Cuban affairs. The real state of all the native problems, the conditions and the needs, the radical evolution of all their past costumes and the perplexities involved, the skepticism of and their inherent racial distrust and dislike of Americans (the open hatred even of some) as found really existing among these people; al such matters can be but vaguely or not at all understood by the American people at home, nor very clearly ever by our government officials in Washington. The simple methods, the tact and the constant calm judgment he has displayed in his management of affairs here has certainly proven remarkably successful and satisfactory to all concerned and he surely has wor the confidence, the respect and good opinion of all Santiago people, natives

CUTTING RED TAPE Real good military men of the ideal

"give and take" fighting kind, but rarely make good civic rulers or ad-visers. Too much regard for rules, regulations, red tape and "respectfully

> But General Wood is not much hamtion, and a thorough professional education in the medical field, then having some years of activity in civil life and its affairs in direct contact with the logical people, then about 12 years of service in the United States army, nearly all in the West (one of the best fields in years past to develop the real qualities of a manly man), an athlete possessed of great physical vigor ar high mental activity and-by instinct gifted with a combination of qualities rarely possessed by men and all of the kind precisely needed for the various duties demanded from a governor of these people and their affairs in these crucial times.

The long era of the bleedhound, the buzzard and the plundering Spaniard is forever ended in Cuba and under the simple, earnest, common sense and honest lead and guidance of General Wood a new creation of human industries, of practical ideas, of real honor. of personal liberty and happiness, of education and brains is being estab-Slowly, peacefully (let us hope), quietly but sure. Being the central factor in accomplishing this great work upon which so much depends for the welfare and progress of countles: humanity in all the ages to come, General Wood is highly entitled to the constant respect and good will of all Cubans and Americans. As an ideal representative and a practical exponent of real republican American doc trines he meets all demands. His first lesson of peace and good will to these people was to teach them that "cleanliness is next to Godliness."

ON A RUNAWAY ENGINE.

An Interesting Fragment of Early Railroad History. the Boston Transcript.

It was a proud day for Reuben

Finch when he was selected as engineer of the big, eight-wheeled freighter Massachusetts. Back in the '40's, when railroading was young and innovations were regarded with an interest not jaded with the many inventions and contrivances of modern science, news that the Western railroad, which now forms a part of the Boston and Albany system, had put on a mammoth freight engine, larger than any yet tried, excited a widespread curiesity, not limited to the circle of railroad men, which was then much smaller than it is now. Among the engineers and firemen, however, the curiosity had something of excitement minuted with it, born of the desire to be put in charge of the great engine And so Finch was an envied man the day his appointment was made known Not less fortunate than Finch, in the estimation of the brotherhood, was James Marcey, who was selected to run with him as fireman on the Massachusetts. It was something to be placed in charge of a mighty monster, the road look like children's toys. Early in December the Massachu etts was brought up from the shops at Lowell, and was sent up and down

he road, while Finch adjusted every little part till she was in good working The test of the engine was trim. awaited with great interest, as fabul-

other approved preparations for sani-tary needs are carried in stock and pered in his mind with such intensely from every road in the country could despair as they saw that the big en-lavishly (but not wastefully) applied military dilly-dallying dead weights. day. So, to get enough cars a tribute was levied on each passing freight train. It delayed the traffic a few days of course, but goods sent by freight in the '40's were not perishable.

track from Worcester to Springfield, cars had been collected-enough, it most thorough test, for thorty-five cars made a tre nendous loud, as loads were then. In the afternoon Finch and Marcey oiled up the parts anew and made everything ready for the triumphal trip to Springfield.

A couple of tests on the whistle, a clanging of the bell, and Finch, orening the throttle, felt the great engine roll out on to the main track with seemingly as little effort as though there were not a string of freight cars behind her nearly a quarter of a mile long. There were two or three men in the cab with Finch and Marcey, among them Wilson Eddy, known the country over in later years as the veteran master mechanic of the Boston and Albany railroad. Majestically the Massachusetts sweng along and there was nothing to mar the smoothness of the machinery's motion. was a brisk winter day and the rails were covered with frost, but the great wheels did not slip. Karlroad accidents were a new thing then, and it was as yet an undiscovered fact that an engine could run away, with its engineer powerless to control it. There were but two brakes on the train, but this caused no uneasiness, particularly as there was that great engine to be depended upon.

In those days the railroad had not yet been extended across the Connectleut river at Springfield, but the abutments for a bridge were being built. Before the handsome Boston and Albany station was built at Springfield there was a steep grade which swept down into the city from the east. Beginning about a mile back from the city the track dropped quickly down past the station and came to an end at the river bank, 399 yards below. This was the jumping-off place, for the tracks had not yet been built out on the river bank not far away. It was here that the engines were faced about for the return trips.

As the Massachusetts, coming in triumphantly from its 50-mile run, approached the brink of the hill a mile back from the river Finch began to slow down, and as he did so he began to realize that the heavy train had considerable impetus. He was afraid to risk going down the grade with so few brakes and decided to stop and block the wheels, seeing that the track was very slippery. So he shut off the steam and applied the brakes. To his surprise they seemed to have no effect on the heavy train "Watch out Finch," said Marcey, "or you'll have us on the grade. It's pretty slippery today."

Finch made no reply, but nervously reversed the throttle, sending the wheels spinning backward over greasy rails in spite of the weight of the engine, but not staying in the least the movement of the train. The dip in the grade came nearer and nearer, and at last Firch cried:

"My God, boys! I don't believe I can stop her!" ous tales were told of the number of Then suddenly the engine leaped for-cars she could haul. The test was to ward as it felt the steeper grade, and

ears enough around to make it interesting. In those days the freight trafswept over the brink and pushed forfie was very limited. Each road kept resisted. The occupants of the cab its own cars on its own iron, as the could do nothing but cling to the endown toward the depot the full horror of the situation burst upon her occupants, for there seemed to be no way to escape plunging straight into the

abutments of the new bridge. There was a scramble for the side and on December 18, 1840, thirty-five of the cab. Eddy made the first Jump and he rolled off the tracks just at the was thought, to give the engine a station, unhurt. Moore, the conductor, and Nichols, a fireman, who was riding in the cab, jumped next and were not seriously injured, while back of them the train hands were jumping to the right and left for their lives. Finch bravely stuck to the Massachusetts, doing all he could to stop the headlong rush and planning to jump at the last moment at the river bank, and Marcey stayed with him,

A few seconds more and the whole train would be piled up in the river, but just then a curious thing occurred. As the Massachusetts reached the point where the spur track led off to the roundhouse Finch feit a sudden jerk sidewise that told him the engine had taken the switch, and realizing that it must plunge into the houses instead of the river, he jumped without an instant's hesitation and without seeing what his landing place was going to be. He luckily struck a clear spot just in front of the roundhouse and went rolling yards away from the track, while the mighty engine with its long train of cars went rushing at full speed through the double doors. Marcey had delayed his jump too long and was buried in the debris into which the roundhouse, engine and cars were resolved.

Abel Willard, the master mechanic of he road, had heard the engine coming down the grade, and supposing that it was some engine wanting to come in there had thrown the switch. force with which the Massachusetts, pushed by the heavy train, struck the roundhouse was tremendous. The old engine Hampden, which was standing on the track inside, was driven through the brick wall on the further side and brought up standing, after climbing a woodpile which stood on the very brink of the river. But for this the Masssachusetts would have got into the river after all, despite the trifling ob-

stacle of a brick roundhouse. The cars piling into the house after the engine filled it to the roof with wreckage, and the frightful confusion gave a new idea of the possibilities of railroading. The debut of the Massachusetts had caused the loss of four lives as well as the demolition of the train and the roundhouse. Marcey was buried deep in the wreckage, Willard and a helper were crushed while endeavoring to get the double doors open and a brakeman was killed in jumping, but Finch came off nearly un-

An Editor Finds a Sure Cure for Rheumatism.

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A. R. De Fluent, editor of the Journal, Doylestown, Ohio, suffered for a number of years from rheumatism in "My right arm at times was entirely useless. I tried Chamberlain's Pain Balm, and was surprised to receive realmost immediately. The Pair Balm has been a constant companion of mine over since and it never fails." For sale by all druggists. Matthews be a severe one, but there was one the speed increased each second in spite Bros', wholesale and retail agts.