hogshead was fixed on the tender for a water tank. In due time the first railway was completed and a day fixed for its formal opening. It was the 27th of September, 1825, over 58 years ago. It was a beautiful warm day.

"I remember it as if it were yesterday, though I was then only a boy of 12 years," said Whitehead. "Everybody was talking about the great event, at that time; the greatest discovery of the age. The Iron Horse was on everybody's tongue. Telephones, telegraphs, and the penny postage were unknown, but women, and men too, for all that, gossiped as lively then as they do now; and indeed, more so, for they had more time.

The first appearance of the "Iron Horse" on the grand race course of human achievement, was witnessed by thousands of awe-stricken spectators. I was among them. All England was represented there. The first reverberations of that thunder from the iron way, much feebler then than now, but which has startled a world into new life and aroused the nations of men into new energy, struck terror into the hearts of many of the great multitude present. Two trains started from Shipton that forenoon laden with coal. One was drawn by the "Locomotion," James Stephenson, engineer, a cousin of Robert Stephenson. The other was drawn by an engine named "Enterprise," Robert Morrow engineer. As they whirled by the spot where I stood, at the rate of ten miles an hour, the spectators were beside themselves with astonishment.

"They call it an "Iron Horse,' ejaculated a lady, "but where are its feet?" That was a poser.

"From Shipton to Stockton, four miles, was down grade, and the engines were able to haul almost any quantity of coal down, but the trouble was to get back again. Three heavy grades were encountered on the return journey and the most the locomotives could do, was to haul back 12 or 14 empty cars, capable of carrying three tons of coal each, and when there was a head wind blowing the train had to stand still until it went down. The track was four feet eight and one-half inches wide, the standard gauge of to-day all over the world. The rails, fish bellied in shape, were four feet long, laid on blocks two feet long. The ends of the rails were half-lap joints, laid in a chair. These were fastened by a nail driven through the holes in the end of the rail, and the chair.

"I rode up and down on the engine until I became quite a favourite with James Stephenson, the engineer, and when in 1827, the fireman was appointed to the charge of a stationary engine at the incline, I was appointed to the important position of fireman of the "Locomotion" (a big thing in those days) with a salary of 50 or 60 cents a day.

"But even at that time we had no idea of carrying passengers by steam. The body of an old stage-coach had been fixed on railway wheels, and passengers were hauled up and down the track by horse-power. Nobody dreamed of traveling by steam. Well, there was quite a number of old passenger coaches standing in the yard. One day when a new engine, the "Wilberforce," arrived, some of the spectators suggested that it would be a good idea to see if the "Wilberforce" could haul the passenger coaches. No sooner said than done. The spectators filled the coaches. The "Wilberforce" hitched on, and the first passenger railway was found to be a success.

"The old "Locomotion" is now standing up on the pedestal of brick at Darlington Station, the wonder of the tens of thousands of people who visit the historic spot.

"After firing awhile and running some, I was promoted to be general inspector of the railway, and later became a contractor and built a good many miles of road in England. In 1849 I came to Canada with my family and settled on a farm. But I did not care much for farming as it was done in Ontario at that day; and two years later I took a contract on the Great Western from Copetown to Harrisburg. After that I took several contracts on this and the Buffalo, Brantford & Goderich Railway. In 1874 I took a contract for grading the Canada Pacific Railway from Emerson to the points near Winnipeg. I afterwards built the branch from Winnipeg to Selkirk. In all I have built in Canada 350 miles of railway. I believe I am the oldest railway man living. There were others a few years ago, but they have all died, and I am the sole representative of the railway employes of 1825. Railways have not reached perfection, and I believe the improvements of the future will be as great over the roads of to-day as the railroading of the present is superior to that of 1825."

NOTE.—We think Mr. Whitehead is mistaken about the name of Stephenson's first locomotive. It was called "The Rocket," and is, as he says to be seen at the Darlington Station to this day.—*Editor Trader.*

BLEMISHES ON THE STANDARD DOLLAR.

Morgan, the English engraver of the die for the standard or "buzzard" dollar, animated perhaps by an ambition similar to that of the youth who fired the Ephesian dome, smuggled into his work in two places the initial letter of his surname. Although microscopic in size, these "Ms" are plainly discernible on the coin even to the naked eye after a careful search. An eagle-eyed Wall street man recently discovered one of the letters and started among his acquaintances the following puzzle: "Find three letter Ms on the standard dollar." Two are readily found—one in the word "unum" and another in "America," but the third is not so easily found. An interview with Chief Drummond of the United States Secret Service, showed that there are four Ms instead of three, and the fourth, hitherto unnoticed even by Wall street men, was pointed out to the reporter. Mr Drummond laughed when his attention was called to the matter and said: "The presence of these extra letters on the standard dollar was first brought to my notice by one of my clerks. They were of course cut in the die by Morgan." The chief of the secret service acknowledged that they had not escaped the attention of the counterfeiter, who had placed them on the false coins.

Similar instances of the mutilation of dies are recalled in the case of English and French engravers' work. Wyon, the artist to the English mint, many years ago, placed on the plate of a postage stamp a "W" on so minute a character that for years the stamp circulated without a doubt of its perfection. The eventual discovery of the blemish created a sensation in England; the objectionable edition to the word was promptly erased, and a stringent law passed against the commission of a like offence. In the reign of Napoleon III, an engraver placed the initial letter of his surname on the plate for a stamp. This also was of such microscopic dimensions that it escaped detection for a long time. The discovery of the fact led to the same result as in the English case.—*Jewelers' Journal.*

WHITE ENAMEL.—There are many receipts for the making of cold white enamel; it is inexplicable, however, from a yellowish sheen by taking simply white color and the usual ingredients. To obviate this, add an atom of black or blue, and the color will at once change to a lively, pure white.