

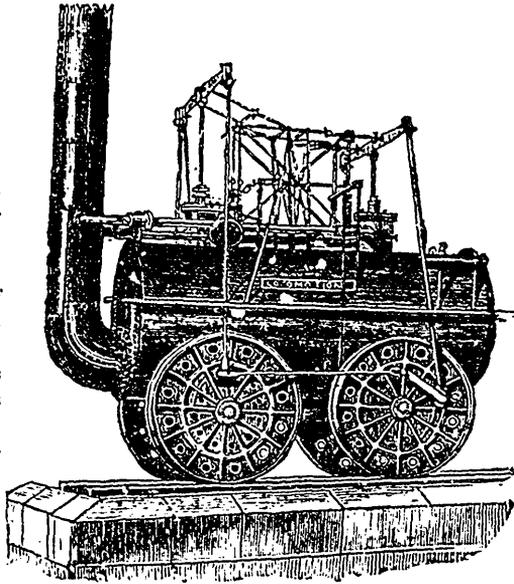
GEORGE STEPHENSON, THE RAILWAY PIONEER.



EVERY person interested in Railways, would be largely benefited by enquiring into the particulars of the career of George Stephenson, father of Railways—inventor of the Locomotive—and one of the greatest engineers the world has known.

Geo. Stephenson was born on June 9, 1781, at Wylaud, Netherthumberland, Eng. He was the second son of a poor man who had six children to support on 12 shillings (less than three dollars) per week.

We call attention to him as one of the foremost specimens of self-made men. "For the first fifty years of his life" says Dr. Smiles (his biographer), "he had everything against him, he owed nothing to luck, to patronage, to the advantages of education. He owed everything to bravery, intense conviction, and prolonged perseverance. He had to teach himself everything from the A, B, C, to the principles of mechanics. He had to conquer every inch of the ground on which he stood." When he was a boy he was employed as a cow-herd at two-pence per day, afterwards he was engaged at six-pence per day, at the colliery where his father worked, and at 16 years of age he was appointed fireman at the same colliery, and on account of his industry, sobriety, and perseverance, was soon appointed to drive the engine, which was the desire of his heart, for when he tended the cows, he was often found diverting himself by erecting mud engines, "fitted with steam



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pipes of hemlock stems, little wheels obtaining imaginary power from neighboring streams, which early and clearly indicated the bent of his mind," and when he arrived at the position he desired, his spare time was always used in the most profitable way, for, while other men were spending their time chiefly at cock-fights, and dog fights, and at the "yellhouse," George was accustomed to employ himself in taking to pieces his en-

gine, and cleaning all its parts, and putting it back together again, thus becoming acquainted with its construction, the result being that he was not long before he acquired considerable local reputation, from his ingenuity in overcoming difficulties arising from the imperfect machinery used in the mines..

At 18 years of age he was unacquainted even with A, B, C, but, a man of his composition could not—would not, remain in such ignorance. By attending night school, and properly using every leisure moment at his command, the patient pupil ere long outstripped his teacher, and where the desire to learn was so strong, rapid transit from darkness to light was certain. Let every man employed on Railways tread in his footsteps, and good to more than self will be the result. Against every disadvantage of circumstance and fortune, he struggled upward, by sheer force of will, and the determination to succeed. He confessed his ignorance, and set about to remove it with all his might, and succeeded till at length he reached the summit of eminence.