

AN ALBINO DEER.

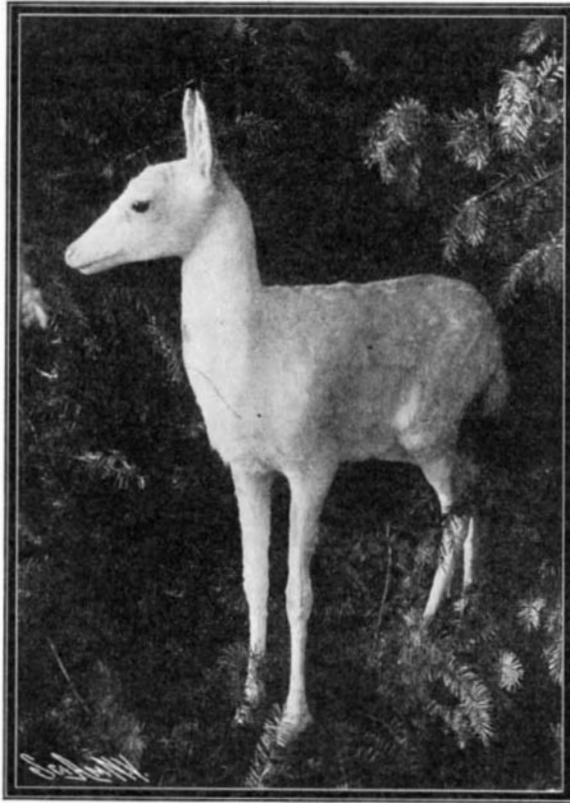
An albino deer, with a coat as white as the drifting snows, eyes a delicate pink, and with a tread as soft and discreet as an elk fawn, was killed in the Canyon Mountains of southern Oregon recently. It was one of the very few albino deer ever seen in the mountains of the West. Old hunters tell of seeing them, usually separate from the main herds, and at various times during the early days; but they were too shy and discreet to be approached near enough for a shot.

The deer shown in the accompanying illustration, and which was killed in the Canyon Mountains, was with four other deer at the time it was found, and had not this been true, the hunters would not have taken it for a deer. Its white coat made it far more conspicuous than the remainder of the herd, and it is perhaps for this reason only albino deer are shunned by their mates.

The albino deer bears exactly the same relation to the deer family that the albino of the African race does to human kind. Aside from its white coat and pink eyes, it is like all other deer; possibly its fur is softer and more silky.

The specimen found in the pine forests of the Canyon Mountains will be made a part of the exhibit of albino mammals at the Smithsonian Institution.

City, by Mr. William Dale. He observed it projecting from a mass of gravel when clearing the land of trees, and after great difficulty had it taken to his farm, about a mile distant. The stone, a huge hat-shaped object, was found in the deep forest, and was excavated only after a vast amount of labor, as its estimated weight is between ten and fifteen thousand



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METEORITES AND THEIR COLLECTORS.

BY PROF. CHARLES F. HOLDER.

The collecting meteorites is one of the most interesting fads or professions in the country. The men who are engaged in it are, in the main, expert mineralogists, who have made it a study all their lives and are devoted to it; men who can tell the location and circumstance of every fall known to science. That the business is a profitable one is well known, and large sums are often realized by the fortunate discoverers. Nearly all the meteorites are sold to the great museums of the country, while those which are too large to move are represented by sections, sawed off only after great difficulty and labor.

There is something fascinating about these wanderers from the sky. One may say that he has seen his specimen as a part of Biela's comet, or possibly Tempel's, millions of miles away, revolving about the sun in a sort of endless chain, and as the earth dashed through the mass of cometary matter, his specimen came plunging upon it, igniting under the enormous friction, exploding perhaps, or glancing to fall in many pieces, one of which he has secured. In the far East meteorites are still looked upon as messengers from the sky, and a volume could be written giving the theories of earnest scientists who have attempted to satisfactorily explain them and their origin.

Hardly a clear night but the observer will be repaid by a glimpse of one or more of these splendid wanderers from the unknown. Few of these meteorites reach the earth; the larger portion ignite upon entering the atmosphere, and fall as dust, which may be secured on high mountains, or in localities away from the dust of the earth. Large specimens which fail to burn, reach the earth and become buried in the soil, lying until accidentally found.

Several large meteorites have been seen to strike in Southern California during the last few years, but careful search has failed to locate them. One rancher, who lived thirty miles from the ocean, was positive that a meteor struck on his ranch "just beyond his house," but others saw it pass over the ocean fifty miles beyond. A famous meteorite was traced from Idaho far out on the Atlantic, its roar and the loud rumbling which accompanied it alarming all the inhabitants along the route.

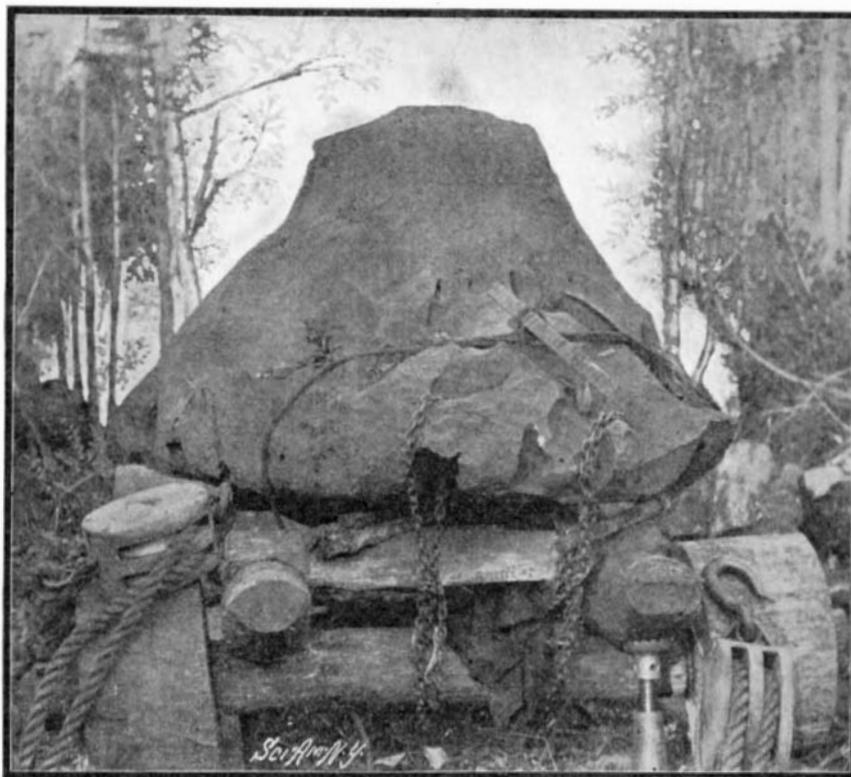
To one who has not attempted to follow a meteorite, it might seem an easy matter to trace it. The papers generally announce the fall, and after weeks of pursuit the hunter determines the locality according to the report of the last man who witnessed the fall. He invariably states that it is on his own farm, and doubtless believes it, when in reality the spot is ten or more miles distant.

Many of the notable falls of history have been discovered accidentally, as those in Arizona near the Cañon Diablo and the great Mexican stone found by a Mexican in the first instance. One of the latest finds is shown in the accompanying photograph by Mr. R. of Oregon City, to whom I am indebted for the regarding it. The meteorite has undoubtedly lying in the earth a long time, and was found in Clackamas County, Oregon, near Oregon

pounds. It was jacked up inch by inch, and finally placed upon a rude cart, as shown, and hauled with blocks and tackle down to the farm, where it has been visited by thousands.

According to Mr. Prier, it has been examined by Prof. Paul Baumel, of Portland, Oregon, an expert, who pronounces it the largest meteorite ever found in this section of the country; but as to when it fell, there is no data.

During the month of November a large meteorite flashed across the San Gabriel Valley, leaving an enormous train, and it is supposed to have dropped into the range known as the Santa Monica Mountains in Los Angeles County; but no one has been able to locate it. The writer observed a meteorite enter our atmosphere, perhaps one hundred miles up, almost directly over the city of Pasadena, Cal. It at first fell almost directly down with an enormous and brilliant train, then broke or exploded, and seemed to glance and disappeared in the west almost parallel to the earth, still with a flaming train, doubtless



A HUGE METEORITE RECENTLY FOUND IN OREGON.

disappearing in the Pacific thirty miles distant. When this meteorite broke, it created so brilliant a light that one could have told the time by it. The piece possibly flew at first in the form of a horseshoe, as a large fiery V remained plainly visible for at least ten minutes.

The theory that the heat of the sun is kept up by

meteorites falling into the sun mass, was held for many years; and anyone who witnessed the recent sun-spots can realize how this theory might appeal to some. In early October, 1903, the writer was on the Gulf of Mexico between New Orleans and Tortugas, and the sun dropped into a deep-red cloud at the horizon, and at once became plainly visible. It was blood-red and covered with latitudinal bands of varying tints. What was supposed to be a cloud was first noticed on the left-hand lower face, but it was disappearing or dropping with it. It resembled a great vivid black hole broken into the sun by some object that had fallen into it, or been swallowed up, being probably distorted, appearing to be an eighth the size of the sun, a distinct and formidable object. Sunspots suggested themselves to the writer's mind, though never having heard of a spot so large as this, so black and pronounced, and it was considered a singular cloud after all, yet it sank out of sight with the sun. When the papers were received from the pilot at the mouth of the Mississippi, they chronicled the wonderful sunspots that were being seen, and the writer realized that an exceptional opportunity had offered to witness this phenomenon under most favorable circumstances, with the spot enlarged in all probability by the cloud mass into which the sun sank.

RECONSTRUCTION OF THE LACKAWANNA TRACKS THROUGH NEWARK.

By the successful transfer, on Sunday, December 20, of a massive double-deck drawbridge from its old to its new pivot pier, the engineers of the Lackawanna Railroad brought to a successful completion one of the most important links in the change of grade and general reconstruction of the line which is being carried out from Harrison through Newark to East Orange, a distance of three miles. Hitherto these tracks have remained in the same location on which the line was originally laid down. The tracks ran through the city at street grade, and after crossing the Passaic the road climbed the hill to the west of the river on the heavy grade of 138 feet per mile, or considerably over two per cent. The growing density of the street traffic of Newark, with the attendant danger to vehicles and pedestrians of the many grade crossings, to say nothing of the great cost and inconvenience of operation entailed by the heavy grade referred to, were some of the causes which led the railroad company to decide upon the present improvements, which, by the way, will have cost three and a half million dollars by the time they are completed. These improvements include the elevation or depression of the tracks so as to give unobstructed traffic through city streets; the reduction of the maximum grade from 138 feet to 60 feet per mile; the provision of an additional third track for passenger traffic; and the construction of a new passenger station and a new local freight yard, containing a freight shed nearly 500 feet in length.

Of the whole three miles covered by the new work, one-half—or to be exact 1.6 miles—extending from Harrison to High Street, Newark, consists of the elevation of the tracks above street grade. At High Street the road strikes the hillside and here the tracks are depressed and carried below street grade, the work extending for a distance of 1.4 miles. The Montclair branch of the road is also depressed for a distance of 6-10 of a mile. The new tracks commence to rise at Harrison on a maximum grade of 1 per cent to an average elevation above street grade through Harrison of 15 feet, and through Newark of 22 feet. The average depression of the tracks beyond High Street, Newark, is 22 feet below street grade. From Harrison to Broad Street, Newark, the line contains two passenger tracks, and from Broad Street to East Orange, just over the city line, there has been added during the reconstruction a third passenger track. Adjoining the passenger tracks there is a freight track, which follows the same grade as the passenger tracks as far as Harrison Avenue and then falls on a one per cent grade to the level of the lower deck of the draw span across the Passaic River. The old location of this bridge was 35 feet to the north of its present position and 10.5 feet below its present grade. The new double-deck drawspan was built several years ago, and although only the lower deck had been used during the intervening time, it was constructed with an upper deck, to be put in service when work of reconstruction should have reached its present stage. Under the old arrangement, the passenger trains utilized the lower deck. By lowering the bridge 10½ feet at the same time that it was shifted to its new pier, the upper deck was brought to exactly the same grade as the new elevated passenger tracks and at the same time the lower deck was brought into