

WOMEN LEGISLATORS.

COLORADO HAS THREE OF THEM AND THEY'RE GOOD.

They Form a Very Strong Trio—Better Informed or More Conscientious Members Could Not Be Found in the Legislature of Any State.

(Special Letter.)

Three women are members of the Colorado legislature. Their official actions have demonstrated that women can fill offices of trust and responsibility with credit to themselves and benefit to the people they represent. Dr. Mary T. Barry, who has served the past year as a member of the house from Pueblo county, is conscientious in everything she undertakes, and not easily dissuaded from what she considers right. This conscientious devotion to duty and right, in connection with her logical mind and good judgment, makes her a most valuable member of the legislature. In 1887 she graduated in medicine from the Northwestern university of Chicago. After one year in the preparatory school she attended in the hospital for one year as house physician, after which she practiced medicine for two years in La Crosse. Since 1894 she has been in active practice in Pueblo, where she served as county physician during the years 1896-97. She is a member of the Medical society there, and is also examiner for the Penn Mutual insurance company, and considers the absence occasioned by her attendance in the legislature as a sacrifice of no small moment. She is not specially interested in politics, but rather regards her present position as a sacred trust which she will as sacredly care for and guard. She did not seek the office. It was only through the earnest entreaties of her friends that she consented to let her name stand. Her life is a very active one, and while she has always approved of club work and various organized movements in which Colorado women are engaged, her time has always been too occupied to permit her to enter into it.

Mrs. Harriet G. R. Wright, one of the two women representatives to the Twelfth General Assembly from Arapahoe county, located in Colorado 27 years ago, and has lived in Denver 17 years. Her family consists of a husband and three grown sons. Mrs. Wright is a recognized social and political leader, and enjoys the confidence and friendship of very many people. Her husband, Mr. Henry Wright, was one of the pioneers of the state, having gone to Colorado 32 years ago. Mrs. Wright is a descendant on both sides from early colonial settlers of America. Two ancestors in her mother's family, John and Jacob Reeve, came over in the Mayflower. Her father was a pioneer in Wisconsin, as she has been in Colorado. He was a Presbyterian clergyman, was an abolitionist, and also one of the founders and directors of Beloit college, the first college for men in Wisconsin, and he also founded and was one of the first directors of the Rockford Female college at Rockford, Ill. Later he founded the Wisconsin Female college, the first college for women in Wisconsin, and was its president for many years. Mrs. Wright's interests, therefore, were all along educational lines in her girlhood, and she has never changed in that respect. After her graduation from Rockford college she taught in that city, and afterward among the freedmen of the south. Later she taught in Columbus, Wis., and while there joined her first club, of which the Rev. Myron Reed was president. Mr. Reed preached for several years in a church in Columbus, which was founded by her father. Mrs. Wright has one sister, who is superintendent of the schools in Drummond county, Wisconsin, and another who is superintendent of the schools in Portland City, Wis. Mrs. Wright has a keen, logical mind, which grasps a



DR. MARY T. BARRY.

point with marvelous quickness; a thorough knowledge of parliamentary law, and a wide sympathy for and experience in reform movements. She has done much to spread those theories of public ownership of public utilities which are now held by a large portion of the people of Colorado. Few women understand questions of public policy so well as Mrs. Wright. She is cultivated, able and fearless, and the women voters are fortunate in finding some one who will so ably represent them. Her special interests have been in the line of educational and labor legislation. She believes that there should be a child labor law. In social and club work she holds several important offices. She is described by those who know her as one of the most level-headed and courageous women in the state. She is not so engrossed in public work as to have no thought for those things considered peculiarly feminine. She loves housekeeping, fancy work, babies and children; is always delighted to get a new recipe for a dainty dessert; takes great pleasure

in a new hat or gown, and is always well dressed.

Mrs. Frances F. Lee, the other woman representative from Arapahoe county, is the wife of Mr. W. Lee of No. 1315 South Eighth street, Denver. Mrs. Lee is the mother of five children, of ages ranging from 3 to 11, and has always had them in personal charge, and even now, while in attendance at the state house, helping to frame laws to improve the present labor and municipal conditions, is never too preoccupied to look after the interests of her family. She is popular in her precinct, socially and politically, and, when elected, received two-thirds of all the votes cast. She has always felt the warmest interest in club work, but has been prevented from actively engaging in it, owing to home duties. Mrs. Lee has a well-selected library and through all the labor of personally caring for her home and children, she manages to keep informed concerning all the leading questions of the day. She is amply qualified to act in the responsible position she now occupies. She has introduced five bills. She is a strong advocate of pure air and proper ventilation in school rooms, and con-



MRS. HARRIET G. R. WRIGHT.

siders that much improvement can be made on the present system, to which she attributes the death of many children. In conversation with Mrs. Lee one cannot help being impressed with her almost remarkable methods of reasoning along the lines of sociological, financial and municipal questions, and the great concern she expresses for bettering all conditions that have to do with the raising of the standard of morals and intelligence. She is very optimistic, having all confidence in the future and higher possibilities of mankind generally.

It is not likely that a stronger or better informed and more conscientious trio could be found in any legislature than the three women members of the Colorado legislature.

ELNORA M. BABCOCK.

ELECTRIC HEADLIGHTS.

Some Interesting Facts About Experiments in Their Use.

The electric headlight for locomotives has come well out of the ordeal through which it passed while the opposition to the innovation in certain conservative quarters was active, and, especially since it has been made to carry its own little dynamo, and thus supply itself with current, is extending its good repute among railroad men, says the St. Louis Globe-Democrat. It has been stated, however, that with all its merits, it has the very serious objection of affecting the visibility of the signal lights on the front of the locomotive which carries it. This question has been put to the test by a railroad which has a special interest in its settlement from the fact of its having equipped twenty of its locomotives with the latest form of this headlight. The observing party stationed itself at the side of the track, and the locomotive bearing a powerful electric light, backed away about two miles, and then started up at high speed. The speed ranged in fact through the different tests, from sixty to ninety-five miles an hour. The signal lights—of white, red and green—were tried in their usual position (twenty inches back), and then affixed to brackets extending out sideways twenty inches from the smokebox. From the somewhat imperfect records of the tests which have been published it was shown that the lights came out much plainer when put on the pilot beam instead of having them farther away from the headlight. Another great improvement was developed by attaching to the headlight an extension hood in the shape of a tube stretching out horizontally in front. In using this tube in sizes ranging from four inches to fourteen inches, in different experiments, some most satisfactory results were attained, the color of the signal light being easily distinguished up to a distance of 650 feet. This when they were merely placed in front of the smokebox, instead of at their usual position twenty inches back. But with the sixteen-inch headlight hood, extending four inches, green lights, even with an unusually bright illumination of the headlight, were visible about 1,200 feet away. This further vindication of the locomotive projector is said to have appreciably quickened the orders for it to supply houses, and to have greatly increased the confidence of railroad men generally in the electric light.

A Lucky Deprivation.

A schoolmaster in a village school had been in the habit of purchasing pork from the parents of one of his pupils on the occasion of the killing of the pig. One day a small boy marched up to the master's desk and inquired "if he would like a bit of pork, as they were going to kill a pig." The schoolmaster replied in the affirmative. Several days having elapsed, and hearing nothing of the pork, the master called the boy to him and inquired the reason he had not brought it. "Oh, please, sir," the boy replied, "the pig got better."

NOTED WAR TROPHY.

REINA MERCEDES WHICH TRIED TO DEFEND SANTIAGO.

How She Was Stationed—Spaniards Tried the Same Trick—Hobson Played with the Merrimac, but Were Not So Successful.

(Washington Letter.)

In all the literature of the Spanish war there is nothing of greater interest and value than the work entitled "Battles and Captivity of Santiago de Cuba," by Lieut. Jose Muller y Tejero, second in command of the naval forces of the province of Santiago de Cuba, a translation of which was published some time ago by the office of naval intelligence of the United States navy. To this work we are indebted for particulars of the very important part played by the Reina Mercedes in the defense of Santiago, says the Scientific American.

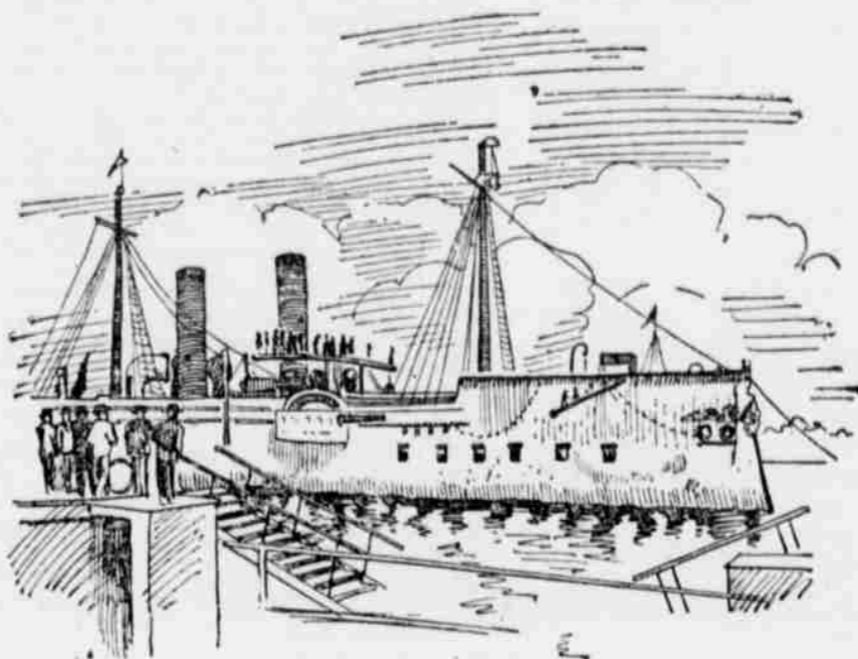
The Reina Mercedes is a protected cruiser of 3,090 tons displacement and a speed of seventeen and one-half knots an hour. She was built at Cartagena in 1887, at a time when the Spanish navy was being reconstructed, largely under the direction and with the professional assistance of Great Britain. Her armament during the operations of the late war consisted of six 6.2-inch Hontoria guns; two 2.7-inch, three 2.2-inch, two 1.5-inch, and six 1.4-inch rapid-fire guns, with two machine guns. She carried the large number of five torpedo tubes, all located above the water line. Her coal supply is 600 tons. At the time of her construction she was comparable in speed and powers of offense and defense with the average cruiser of similar displacement of other navies.

Lieut. Tejero tells us that on account of the very bad condition of her

coming in, as Hobson had attempted with the Merrimac to prevent the Spanish fleet from coming out. In the words of Lieut. Tejero: "As the interior of the harbor did no longer have the safeguard of the fleet, as the Bustamante torpedoes had been taken up so that the fleet could go out and had not yet been replaced, and as, finally, the first line of mines no longer existed, the commander of marine decided (Gen. Toral being also of his opinion) to sink the Mercedes in the narrow part of the channel. Hurdled and sick from the lost fleet were transferred to the steamer Mejico, which had been converted into a hospital and had hoisted the flag of the Red Cross.

"Important papers had been saved, memoranda, portable arms, etc., were taken off the Mercedes, and at 8 o'clock p. m., with her commander, Ensign Nardik, a few engineers and the necessary sailors and pilots, she started toward the entrance with her bow anchor and stern spring on the cable ready. At 11:30 o'clock the enemy opened a continuous fire on the ship. "She was sunk at the intended place, but, unfortunately, she did not come to lie across the channel, because it seems a projectile cut the spring from the cable." During their work with the batteries on shore, and while serving upon the ship herself, the personnel suffered the following casualties: The commander, Emilio Acosta, and five others were killed, eleven others of the crew were seriously wounded, and sixteen were wounded more slightly.

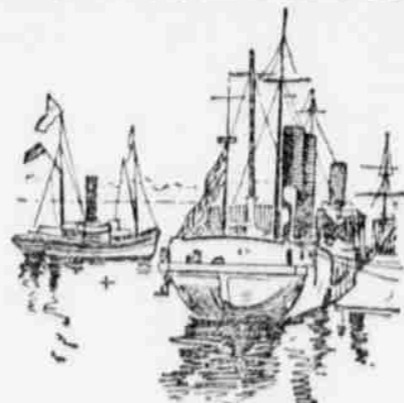
Although the Spaniards looked upon the Mercedes as beyond salvage, she was subsequently raised and will now undergo reconstruction at the Norfolk navy yard. She will be reboilered and thoroughly overhauled, besides receiving a new battery of six sixteen-inch long caliber rapid-fire guns, firing



THE REINA MERCEDES.

boilers at the outbreak of the war it was impossible for the Reina Mercedes to proceed to Havana, as most of the Spanish vessels cruising in that neighborhood did, and it was determined to make what use of her was possible in the defense of Santiago harbor. She was anchored near the Socapa battery, which is located on the hills west of the entrance to Santiago harbor. Her yards and topmasts were sent down and her starboard side (the one she presented to the mouth of the harbor) was protected by covering it with light cables, with the object of keeping the enemy's shells from entering the torpedo magazine. Her boats assisted in laying the lines of torpedoes which guarded the entrance channel. Four of her 6.2-inch Hontoria guns were dismantled, leaving the two forward guns, which are carried on the main deck in sponsons, to protect the mine fields.

Two of the dismantled guns were dragged up the hill to the Socapa battery, and mounted there, and two others were taken across the channel and mounted in the battery at Punta Gorda, further up the entrance. "These



STERN VIEW OF THE REINA MERCEDES.

four guns," says the lieutenant, "were mounted for the purpose of directly attacking the hostile fleet," and it was a shell from one of the Socapa guns that entered the forward rapid-fire battery of the Texas, putting it temporarily out of action.

The crew of the Reina Mercedes, in addition to defending the torpedo lines from the attack of small craft that might attempt to countermine them, mounted at the lower battery of Socapa one 57 millimeter Nordenfeldt gun and four 37 millimeter Hotchkiss revolving guns, all of which were taken from the Mercedes. All of the artillery that had been removed from this ship was served by the Mercedes' men. During the long series of engagements between our ships and the battery the Mercedes was frequently struck and several fatalities occurred among the men. After the final sortie of Admiral Cervera's fleet it was decided to sink the vessel in the harbor channel in the endeavor to prevent our fleet from

smokeless powder and a new battery of smaller rapid-fire guns of standard pattern. In size and armament, speed and coal capacity she will be practically a sister ship to the six new protected cruisers which were authorized by the last congress. She will, therefore, prove a timely and serviceable addition to our fleet as well as a notable trophy of the Spanish-American war.

GO WITHOUT HATS.

Quite a Fad with the Suburban Summer Girls.

The custom of going bareheaded is finding greater favor every day. Last year men rode horseback without hats at Newport, and the penny press was convulsed with awe and amusement at the new fad, says the New York Commercial Advertiser. The hair-dressers advocate the hatless habit for those who have reason to fear premature baldness, and the doctors whose patients complain of headaches and neuralgia and all the other ills that heads are heir to say that fewer hats and more sun and air are a splendid summer prescription. In the suburbs the hatless brigade that comes to meet the evening trains from town presents a curious sight to the unsophisticated spectator. Girls on bicycles, smartly clad, from their broad-toed boots to their correct high collars—to say nothing of their perfectly cut skirts, immaculate cravats and smart shirt waists—come to meet their brothers or sweethearts from town. The brothers and sweethearts wear straw hats, because city conventions have not yet cast aside the prejudice in their favor. But the girls wear no hats at all, and they seem so absolutely unconscious of the fact that the occasional girl whose tresses are hidden by a crown of straw is looked upon with suspicion, not to say distrust. The hatless bicycle riders wear their hair in the conventional way—puffed or parted and banded on either side, and, strange to say, it does not seem to fly about any more than do the locks of the girl who wears a hat and a veil. The "carriage folk," who drive high-stepping ponies, have discarded hats, too. They carry sunshades of gorgeous hue, and their heads look like half-dressers' models, but few hats appear beneath the gay parasols that hover like brilliant butterflies around the station when the afternoon express from town is due at Watercrest or Willowmere.

Russian Famines.

Over a quarter of a million of people have already perished in consequence of the famine in Russia.

Bather Common Nowadays.

We are tired of "situations" that are "critical."—Acheson Globe.

IS IT SOCIALISM?

A SUCCESSFUL CO-OPERATIVE COLONY IN INDIANA.

Tell City Has Been a Flourishing Manufacturing Town for Forty Years—All Its Industries Are Run on the Co-operative Plan.

(Tell City Letter.)

In this city of 3,000 busy souls hidden away between the Indiana knobs and the Ohio river and so situated that it escapes attention and meddling, is being worked out the only successful colonization scheme in the country. It is neither the co-operative theory of Bellamy, the industrial plan of Debs nor the social dream of Owen, but rather a modified and greatly altered, combination of the three. The theoretical has been laid aside and the practical and successful made dominant. Forty-four years have tested its strong and weak points, and weathering them all, it stands to-day, not only as the only successful co-operative industrial colony in the nation, but also as possibly the most prosperous municipality in Indiana, enjoying among other distinctions that of being the Indiana city in which is found the largest percentage of home owners and the fewest drones and leeches on society. Ninety-three per cent of the home occupants own their own homes. More than this, they own twenty-six manufacturing concerns and work in them. They select their own officers and superintendents and set their own scale of wages. The plan thus carried out in the manufacturing plants is prevalent to a greater extent in the management of municipal affairs. The city was founded in 1856 by the Swiss Colonization Society of Cincinnati, an organization of wealthy Swiss citizens of that and other American cities, who sought the betterment of their fellow-countrymen who had come to this

put at the apprentice bench and from that he gradually worked himself to the bench and worked by the side of his father. The apprentices are the master workmen now. As he progressed he acquired an interest in the plant until when he reached the bench beside his father he generally had as great financial interest in the plant as his ancestor. The wonderful success which marked the starting of the first plant urged the Colonization Society on and another co-operative company was formed and advanced money. They also erected a furniture making establishment and in its line of manufacture it is to-day the largest in the state of Indiana. Another, and another, and another, was added, until at present, there is a total of twenty-six of these plants. All have adopted exactly the same plan as drafted and developed by the pioneer company. Not a failure marks the long list. There has not yet been a financial weakening, every one of them has been cleared from all of the original obligations and all other debts have been liquidated. The workmen who have set their own wages have received 10 and many times 20



A. P. FENN, MAYOR OF TELL CITY.

per cent higher wages than paid to the workmen in the plants over the country which come into contact with them. Besides this weekly advanced wage, at the end of the year there have been large earnings to be divided among them and at times these have run as high as several thousand dollars to the man. Last year there were employed in these twenty-six Tell City plants 541 workmen. Their wages and the earnings distributed among them at the last of the year amounted to \$663,000. Besides the men employed in the factories, among whom this money was divided, over 125 men and women were given employment at their homes caring chairs. What their earnings were is not known. Tell City is to-day by long odds the greatest chair manufacturing point in the nation. Of the factories included in the list, six are furniture manufacturers, and most of the others are wood working establishments. The principal products are house furniture, chairs, desks, wood mantels, wagons, hub blocks, spokes, brooms, baskets, shingles, railroad ties, flour and meal, hames, staves, barrels, toys, wooden goods, woolen goods, sash, doors, blinds, brick, rough and dressed lumber, brandy, whiskey, beer and wine. Tell City, in every sense of the word, is an industrial city. The homes are no less human beehives of activity than are the factories. The children, women and old men work incessantly. They are all expert basket weavers, chair caners, or toy makers. There is no way of getting hold of the value of their output, but the statement is a safe one that it is as large as the total manufacturing interests of the average town of 3,000 inhabitants. The children are raised on the town motto—"Let there be no drones." They are from the first inculcated with the doctrine that by their labor and honesty, and by those things alone, they may aspire to become one of the community. Luckily they came from hardy parents and are healthy.

Solomon Temple.

"A Biblical student in this city," says the Washington correspondent of the Chicago Record, "declares that if the descriptions of Solomon's temple are accurately given in the Bible and by secular authorities, the total value of that edifice and its contents must have exceeded \$50,000,000,000. In the first place, the value of the materials in the rough is estimated at \$12,500,000,000, and the labor at \$3,000,000,000. According to the Villalpandis 10,000 men were engaged in dressing cedar lumber, 50,000 were engaged in cutting stone, and 60,000 in bearing burdens, for a period of seven years, who, in addition to their wages, received fifty cents a day for food. According to the same authority, which is corroborated by Josephus, the vessels of gold were valued at 140,000 talents, which, reduced to American money, is equal to \$2,326,481,015. The vessels of silver are calculated at \$3,231,715,000, the vestments of the priests and the robes of the singers at \$10,050,000 and the value of the trumpets of gold was \$1,000,000."

Horcice for the Cigarette Habit.

The following cure for the cigarette habit has been suggested by a correspondent of Plaquemine, La.: Supply yourself with a few sticks of ordinary horcice bought of a druggist and break it up into pieces about the size of a cough drop, and keep them in a small box in the pocket, instead of cigarettes, and whenever you desire to smoke take one of these drops instead. Follow these directions for four or five weeks and you can rest assured you will not have any more desire to smoke.

Costly Cloth Made of Leaf.

The pina cloth of the Philippines is made from the fiber of the pineapple leaf. The cloth is very expensive.



THE CITY HALL.

by popular vote. By popular vote they have always adhered to a plan of graduating wages, on a basis of efficiency in work and excellence. The finest workmen were thus given an advanced figure over the others who were not so proficient. All work was put on a piece work basis, and it is claimed this was one of the first plants in the United States in which this plan was introduced. By a graduated scale every workman was urged to best effort. By every man having an interest in the plant, as well as a desire to earn his weekly wage for the support of himself and his family, all attempts to make the output excel in workmanship and style, and in the furniture markets to-day Tell City furniture is referred to as the standard of excellent in construction. This has much to do with the success of the pioneer and all other co-operative plants, as all worked on the same line. Not only was the father who worked at the bench interested in the plant, but even wife, mother and child had her heart in its success. When the son was old enough he was