

People and Events

The Late Judge Woods.

Judge William Woods whose death was recorded a few days since, was born on May 13, 1837, at Farmington, Marshall County, Tenn. He left the youngest of three children, the other two being girls. At the age of four months William Allen Woods' father died. When he was 10 years of age he took his share of the work on the farm and continued for four years. He was then sent to Wabash College, from which place he graduated in 1859. After leaving college he taught school at Marion, Ind., which was broken up by the outbreak of the war. He began the practice of law in 1873. Judge Woods



THE LATE JUDGE WOODS.

success at the bar was rapid. In 1873 he was elected to the office of Circuit Judge of the Thirty-fourth Circuit of Indiana and was re-elected in 1878. In 1880 Judge Woods was elected to the State Supreme Court bench. In 1882 President Arthur appointed Judge Woods as United States District Judge, succeeding Judge Walter Q. Gresham. On March 17, 1882, President Harrison appointed Judge Woods Judge of the United States seventh judicial circuit, which he held until his death. Besides a widow, two children survive him, Floyd A. and Alice, both of Indianapolis. He gained celebrity by issuing the injunction against the railway strikers in 1894 and sentenced Eugene V. Debs and other officers of the American Railway union to jail.

Manchester's Municipal Trams.

In 1895, one year after Glasgow had begun the successful operation of its tramways, the City of Manchester began to debate the wisdom of similar action. The matter was carefully considered for two years, and it was finally decided to municipalize the tramway service of the city and install the overhead electric system in place of horse traction at the expiration of the operating company's lease of the tracks in 1901. The company endeavored to withstand this project before parliament, but its effort was unsuccessful, and a few days ago the first reconstructed line, comprising about eighteen miles of single track, were opened by the city with appropriate ceremonies. Electrification of the other lines is proceeding.

Gen. Gomez' Visit.

General Maximo Gomez, the greatest soldier of Cuba, came to the United States with words of gratitude to the American people. He expresses the opinion that if the Cubans had understood some things better there would



GEN. MAXIMO GOMEZ.

not have been so much delay in the action of the Cuban convention, and adds: "Our people simply want an opportunity to develop their possessions and live in peace, freed from the galling yoke which has held them heretofore."

Undoubtedly Maximo Gomez is one of the remarkable men of the age. His career as a revolutionist in Cuba was one of strange adventure, of many sacrifices endured with indomitable fortitude, of desperate courage in guerrilla warfare and of moderate opinions as expressed since the freedom of the island was secured through the help of the United States.

A Prompt Lesson.

The city of Philadelphia has just offered for sale \$9,000,000 of 3 per cent bonds and has failed to find a purchaser. Only one bid of \$5,000 was received. Some bond experts think that the franchise scandal has impaired the city's credit, as it well might. Others say that the rate of interest offered is too low. But however, that may be, if Mr. Wanamaker's original offer had been accepted the city would have had to borrow only \$6,500,000 instead of \$9,000,000 and might reasonably have expected better terms. And if this new offer should be accepted and the stolen franchises be put up at auction, an amount might be secured that would prevent the necessity of issuing any bonds at all.

The Weekly Panorama.

Reward of Heroism.

By a display of much courage and ingenuity Edward Mullvehill, a baggagemaster, saved the life of Mme. Schumann-Helk in New York the other day and at the same time prevented her from falling into the hands of the police who wished to detain her as a witness to a runaway. When the danger was over and she was safe on board the steamer on which she sailed for Germany the famous prima donna rewarded the hero by throwing her arms around his neck and giving him a kiss. The question is at once raised whether the ordinary hero would consider himself properly and sufficiently rewarded for saving the life of an elderly song bird by a single kiss from her ruby lips. If the value of a prima donna's kisses is to be computed on the same financial scale as her high notes the most unmercenary of heroes might be excused if he preferred to take the equivalent of the kiss in cash. Such an equivalent in the case of so famous and highly paid a singer as Mme. Schumann-Helk might well amount to a sum sufficient to allow the humble baggagemaster to retire from business and live thereafter on the interest of his money. At any rate it is to be hoped that Manager Grau will not prove ungrateful. He should at least send to Mr. Mullvehill a check for a sum equal to what Mme. Schumann-Helk would earn in a single evening.

Injustice to a Child.

The ignorance or stupidity of the constable and police justice who brought a 13-year-old girl from Matteson, Ill., to put her in the county jail in Chicago, almost passes belief. The child is too young to go to jail for any crime, a fact which both these country officials should have known. Moreover, her offense appears to have been nothing more than the taking of some eggs from a hen's nest found in the grass along the railroad near her home. A neighbor caused the child's arrest, and there appears to have been nobody to defend her. The justice of the peace, whose duty it is to know the law in such cases and to prevent injustice instead of inflicting it, has displayed a degree of ignorance that is highly discreditable. The mittimus by which he meant to send the child to the county jail charges the prisoner with "larceny and insulting a lady." The spelling is merely a surface indication of the deeper ignorance of the duties of the position he holds. This child appears to need a little parental care and attention rather than imprisonment. She was promptly released and sent home by Judge Tuley of Chicago without trial.

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An American Countess.

Though the Countess of Strafford has been little heard of since the sudden death of her husband a year or so ago, she is still as popular and as much sought after as ever, and is expected to re-enter society as soon as the period of mourning for Queen Victoria is over. The Countess, as is well known, is an American woman, whose first husband was the late millionaire Colgate of New York. She married the Earl of Strafford in New York in 1898, and had there been a male heir resulting from the union the countess would now be entitled to occupy Wortham Castle and the house in St. James square, London, both of which were put in order with her money. The Earl was killed by a railway train, and,



COUNTESS OF STRAFFORD, leaving no heir, the estate all went to his brother, the Rev. Francis E. C. Byn. The countess visited her mother, Mrs. Samuel Smith, at the Laurel House, Lakewood, N. J., last summer. The Countess has one daughter by her first husband.

Horses and the Grip.

More than fifty thousand horses in New York city are disabled by a disease which the veterinary surgeons say is the grip. The symptoms are the same as those shown by human beings with that disease, including the suddenness of the attack and the subsequent weakness and collapse. The percentage of deaths among the horses also appears to be about the same as that among people when the grip first appeared in its virulent form. The greatest loss to the owners of horses is caused by the inability of the animals to work during the week or two in which the disease runs its course.

Current Topics

Problem of Labor on the Farm.

Economists and students of industrial conditions who "view with alarm" the constant invention and multiplication of labor-saving machinery in this country will find food for thought in the present efforts that are being made to coax the idlers and hoboes from the cities to the western wheat fields.

It is the same old Macedonian cry for help from the farmers of Kansas and Dakotas. The harvest is ripe and the reapers are few. Vast fields of golden grain are already overripened and the farmers are threatened with heavy losses through inability to secure the necessary help to harvest the crop. Employment agencies and railroad companies are making the most tempting offers to the unemployed. In some instances wages as high as \$3 per day and free transportation are offered. But the idlers prefer the overcrowded city with a meager and uncertain livelihood to good wages and plenty to eat on the harvest fields of the Dakotas.

Samuel Gompers Hurt.

Samuel Gompers, president of the American Federation of Labor, is lying ill at his home in Washington, D. C., suffering from concussion of the brain and a possible fracture of the skull. While his condition is critical, his



SAMUEL GOMPERS.

physician says he probably will recover. He was injured as he alighted from a car on which he had been taking his two children for an outing.

Gifts to Yale and Harvard.

Commencement week is the time when the colleges "take stock" like business firms and reckon up the financial receipts of the year. The presidents of Yale and Harvard have made announcement showing that the year has been one of remarkable prosperity for both institutions. In the last twelve months each has received gifts aggregating about \$2,000,000. No further proof is needed to show that the remarkable new era of educational donations and of university expansion continues unabated. The most striking announcement is that of J. Pierpont Morgan's offer to erect a group of buildings for the Harvard Medical School at a cost of about \$1,000,000. The buildings are to be a memorial to Mr. Morgan's father. The new architectural building and an endowment of \$300,000 for that department have been given by Mr. and Mrs. Nelson Robinson of New York. In addition to these important gifts President Eliot was able to announce that more than \$750,000 in cash had been given to Harvard University in the last year.

Horse with Straw Hat.



How are you, Mr. Horse? I see You wear a new straw hat, And it is quite becoming to You, too, I'll tell you that; I watch you plodding down the street, And as I stand and gaze I think of those old ladies who Wore shakers and looked much like you— Back in the glad, old days. Ah, good old horse, I'm glad to see That some one cares for you, That some one cares for you, As I and others do, Kind hands still smooth your mane, that they For whom you strain and sweat Know that you have the sense to feel The pain of woe, the joy of weal— And, knowing, don't forget— —Chicago Record-Herald.

Highways Versus Railways.

An average speed of forty-five miles per hour, exclusive of stops, was made by the winner of the first run of 282½ miles in three days' automobile race from Paris to Berlin, which is to be finished today. Does this mean that the railway is to yield to the highway? In an exceedingly suggestive article in the June North American Review Mr. H. G. Wells foretells the reconstruction of modern cities in this country through the automobile moving over new systems of broad, smooth roads, carrying freight as well as passengers, eclipsing railroads in enterprise, comfort, adaptability, and speed, and lengthening the limit of the one hour's ride, and so the radius of the "urban district," to 100 miles.

FOUNDER OF DAWSON CITY.

Joseph Ladue, the founder of Dawson City in the Klondike, died last week at his home in Schuyler Falls, N. Y. He had not been well since his return from Alaska and spent last winter at Colorado Springs in a vain search for health. He fell a victim of consumption, contracted in the severe northern climate. He leaves a widow and one son.

The adventurous career of the prospector was begun on a farm near the northern end of Lake Champlain, where he was born. In his early manhood Mr. Ladue went to the far northwest and finally located on the Upper Yukon, having been attracted by the fine woodland in the neighborhood. Here he bought 160 acres of land, built a sawmill and established an embryo trading post.

It was upon his land that gold was first discovered in the Yukon region, and Ladue's trading post became the prosperous city of Dawson, the northern city of gold. His estates in the Klondike region, with the property that he has sold are said to be worth several millions of dollars.

Mr. Ladue returned to his home near Plattsburg in July, 1897, and told strange stories of the gold-mad colony in the North. Love for Miss Anna Mason of Schuyler Falls, N. Y., led the gold king back to civilization. She had been engaged to Mr. Ladue for many years, and the marriage had been postponed from time to time, awaiting the day when the lumber business on the Yukon would justify the union. Fortune was the ally of romance and Miss Mason became Mrs. Ladue a few weeks after her fiance's return in 1897.

Before Mr. Ladue strayed into the Yukon Valley, in 1882, he had spent



THE LATE JOSEPH LADUE, FOUNDER OF DAWSON CITY.

several years in the Black Hills during the gold excitement in that region, and in Arizona and New Mexico. Upon his return from the Klondike in 1897 he brought with him gold nuggets worth \$3,000. He carried them about with him and made no secret of it. As he was passing through Chicago on his return West a pickpocket stole the nuggets and they have never been found. Mr. Ladue was 46 years old. He was a typical miner in speech and dress. Uneducated, but naturally of keen intellect, he was a leader in each mining camp that he visited.

Designs for Naval Medals.



Congress ordered that two medals be struck to commemorate the achievements of the United States navy in the campaign in the West Indies during the Spanish-American war; of these one is to be known as the battle medal, and the other as the meritorious service medal. Acting upon the unanimous recommendation of the Naval Board of Awards, Secre-

tary of the Navy Long has just approved of the above two designs for the battle medal. In its report to Secretary Long the board on awards took particular pains to point out that the battle medal is not conferred for services rendered on any one engagement. It is, as congress ordered, intended for all the men who participated in the West Indian campaign, and so it will

go to those who were at Santiago, or at Ponce, or at San Juan, or at Matanzas, or at Cardenas, or off Cienfuegos, or to the fortunate few who were in all of these battles.

The board stated that it placed Sampson's head upon the medal because he was commander-in-chief of the West Indian squadron, as the head of Dewey was placed on the Manila medal. But the medal will not be known as the Santiago medal in particular, for the reason that it will bear upon the reverse the name of the decisive battle in which the recipient participated. The additional battles will be represented by separate bars attached to the suspending ribbon, the latter red, white, and blue, one bar for each battle. Thus in the case of an officer like Wainwright, who figured in many engagements, the bars will be almost as conspicuous as the medal. The Sampson portrait is in profile taken from a likeness made just before the outbreak of the Spanish war. On the face of the medal the inscription reads: "United States Naval Campaign in the West Indies, 1898—William Thomas Sampson, Commander-in-Chief."

The suspending bar above bears the American eagle over a design in oak leaves. The reverse of the medal marks the government's recognition of the splendid services of "The Man Behind the Gun." Surrounding the picture on the rim of the medal is a handsome laurel wreath. The inscription would read like this: "Santiago (or Cienfuegos or San Juan, etc.) July 3 (or the appropriate date), 1898, John Smith, seaman, U. S. S. Texas."

Russia and the Bounty.

Unless Russia actually pays her sugar refiners to export their product our law does not subject her sugar to discriminating duties. But she does not pay them. She simply refunds them the amount they have already paid in domestic taxes. She doesn't even do that completely. She gives them certificates of export which may be used in paying their taxes a year later, but which are worth 8 per cent less than cash on the spot. If Russia did not collect any tax on sugar at all nobody would contend that she paid a bounty on exports. If she had a system by which sugar designed for export was shipped directly abroad without paying a tax, while the tax was collected on that retained, it would be a bounty. But because she collects her domestic taxes from all sugar alike, and then gives them back to exporters, not in cash, but in the shape of certificates receivable for next year's taxes, Mr. Gage insists that she pays a bounty. If the remission of a tax is a bounty we may as well prepare for a tariff war with every country on earth, for there is not one of them that does not give its exports that chance to compete on even terms in foreign markets.

Correcting False Impressions.

Three false impressions as to the Russian problem in Manchuria are dispelled by Professor G. Frederick Wright of Oberlin college in an article in the Review of Reviews for July. Professor Wright was in Peking at the time of the outbreak last May, and on his escape from the city was forwarded by the Russian Admiral Alexieff on the Chinese Eastern railroad through Manchuria.

At that time the Russian officials had no apprehension of danger in Manchuria. They were assured by the Chinese government that there would be no uprising in the districts or provinces traveled by the railroad. Professor Wright went in a construction train as far as the railroad was completed, or to a point thirty miles beyond Mukden. From there he went 200 miles along the unfinished line of the railroad in Chinese carts. The

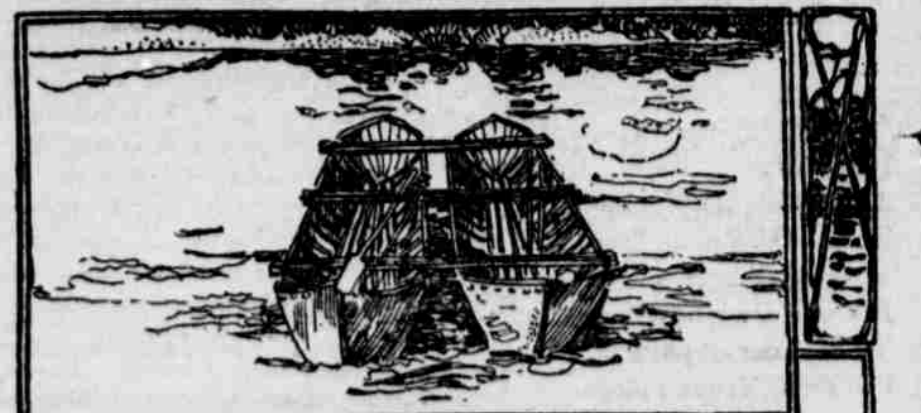
total Russian force along this whole line was one Cossack regiment, associated with a Chinese regiment on guard duty. Hundreds of thousands of Chinese were willing workers under Russian superintendents. There were nowhere signs of trouble, and there was absolutely no preparation for it by the Russians.

All along the route the Russian engineers had their families with them, and were confiding implicitly in the Chinese workmen and soldiers. At Leo-sha-ku the railway property was guarded by Chinese soldiers. At

Harbin, on the Sungari river, Russian headquarters in Manchuria, there were no apprehensions of trouble, and Professor Wright and party started down the river June 27 for Kaborovsk, 700 miles distant, on the Amoor. Half way down the steamer was ordered back by telegraph, as the revolution had come without a moment's warning.

From this it is very evident that those who at first claimed that Russia connived to start the war in Manchuria were either mistaken or lied deliberately.

Boat For German Cavalry.



THE LANCE BOAT AFOAT

These new lance boats have but recently been adopted for the German army. When packed two boats weigh about sixty pounds and can be carried by a single horse. All that is needed for the lance boats is a water-proof cover, from twelve to sixteen lances, and a few cross-sticks. The lances forming the framework can be tied together by the troopers in five minutes. In another two the cover is fastened on and the boat is ready for launching. Oars are made, a lance and a blade composed of canvas fastened to stout pieces of stick. Sometimes, to secure further stability, lances are laid across two boats, binding them together. One horse can easily carry two boats when packed up. On the old system it would require



THE LANCE BOAT PACKED

2,000 men and 3,500 horses merely to look after the transport of the boats if every squadron were supplied with two boats. With the new boats, however, only 500 horses are needed.