

IN THE PUBLIC EYE

JOHN ARBUCKLE'S NEW FAME



The new way of raising ships—by compressed air—which had its latest successful demonstration recently, has brought the name of the old multi-millionaire coffee merchant, John Arbuckle, into additional prominence. The naval collier Nero, struck on a reef while going out of Narragansett bay. Professional wreckers of long experience tried to haul the big boat off, but in vain. They could not patch her hull and pump the water out, which used to be the only way before Arbuckle entered the field of raising submerged ships. Finally the government sought his aid and agreed to pay his price. The hull was sealed and made air tight, except where a great gash had been torn in her side by the jagged rocks of the reef. Big compressors pumped in the air and forced the water out. By careful calculation a sufficient pressure of air was maintained to keep the water from entering again. She floated, was towed to Newport and soon will be repaired and be as seaworthy as ever.

This is the third or fourth job of this sort that the Arbuckle engineers have done after a wreck has been abandoned as hopelessly lost, the most striking instance of which was the partial salvage of the United States ship Yankee, which was wrecked in the same waters as nearly engulfed the Nero. After the Yankee went ashore the customary naval board of survey met, looked her over with due solemnity and then declared it was useless to attempt to raise the ship. When this opinion was made known publicly the persistent and indefatigable Arbuckle made an offer to the government to do the work. Grudgingly he was allowed to try his hand at it, and within a comparatively short time the "wreck" was once more afloat and bound in tow for Newport. But she was destined for Davy Jones' locker, it would seem. For in the course of this last voyage a gale of unusual violence sprang up and the work of Arbuckle's engineering crew went for nothing. The Yankee had sailed for the Port of Missing Ships.

Curiously enough, John Arbuckle does not claim to know anything much about raising ships from the bottom of the sea. He leaves that to his engineers. He is a business man and makes the contracts. They do the technical, practical part of the work. But when this new scheme for rescuing ships was brought to him for financial backing some time ago he was keen enough to see immediately that it was practicable and to put it to a thorough test without having any misgivings as to the result.

John Arbuckle is about 75 years old now. He is one of the greatest coffee merchants in the world; also he is a power in the sugar trade. His name is familiar to as many millions of people almost as Rockefeller's. Yet the public knows less about his personality than it does about that of some \$10,000-a-year man who diligently seeks to get his name into print.

MAY MARRY A GREEK PRINCE



The gossips in London are absolutely determined to marry off Miss Margaretta Drexel to a prince of Greece.

Soon after Mrs. Anthony Drexel gave her "small dance," which eventually became a ball attended by more than 600 guests, it was reported that pretty Miss Margaretta was engaged to Prince Christopher of Greece, the younger son of the Greek king, and a nephew of Queen Alexandra. This rumor arose from the fact that Mrs. Drexel had planned a "young people's table" at supper.

At this table Miss Anita Stewart, Miss Drexel's cousin, sat next to her fiancé, Prince Miguel of Braganza, who kept everybody laughing with his somewhat antediluvian jokes in broken English, and Miss Drexel herself sat next to Prince Christopher of Greece, to whom she made herself very agreeable, as usual, but whom she found a little difficult to entertain.

It was the prince's first visit to England, and, being very shy, he was rather dazed at the splendor of the Drexel entertainment. He is a very "good looking" youth, who will be 21 soon, but his coming of age will not be celebrated formally at Athens until late in the fall, when the Greek royal family come together after many months of travel.

Mrs. Anthony Drexel, although once described as a very ambitious woman, has no idea of forcing her daughter into any alliance, however great, which the girl does not approve of, and Miss Drexel herself is a young woman of strength of character. In the last three years she has refused more brilliant offers than any girl in London, and she is not likely to be carried away by the engagement of her cousin to a prince of Braganza.

The Drexels, after a stay at Marlebad, will come over to New York in October for a short stay.

"FATHER" TIRED OF HIS JOB



That some Americans have a right to vote for an English member of parliament is not generally known, yet it is a fact. All graduates of the older universities in England have this privilege, and those from over the water who happen to be in England at the time soon will have the chance to exercise their right, for J. G. Talbot, M. P., who has represented Oxford university for 31 years, will seek re-election at the general election, now believed to be not very far off.

On the death of the late prime minister, Sir Henry Campbell Bannerman, Mr. Talbot succeeded to the title of "father" of the house of commons. He has sat continuously in that assembly for a longer period than any of his colleagues, being returned for West Kent in December, 1868, the same month in which the previous holder of the title of "father" also entered. In 1878 when Mr. Gathorne-Hardy, then member of the university, went into the house of lords, he was invited to become candidate for the vacant seat. He, therefore, resigned his seat for West Kent and was elected for the university, a position he has held ever since.

During his 41 years in the house, Mr. Talbot has held no prominent public position. As befits the constituency which he represents, he has concerned himself mainly with questions relating to religious and educational matters. He is an ecclesiastical commissioner and a privy councillor.

DIVORCES A POLO PLAYER



Mrs. Mary Lawrence Keene, wife of Foxhall R. Keene, millionaire turfman, polo player and society leader of New York city, has been granted a divorce.

The decree was made by Judge Watts Parker on July 3, in Lexington, Ky., but the court and the lawyers on both sides kept the matter a profound secret. All of the evidence in the case was taken by deposition by Attorneys Allan and Duncan of that city, representing Foxhall Keene, and by George Shanklin, acting for the wife.

Mrs. Keene was not present in person at any stage of the proceedings. Friends of the Keenes in New York were surprised by the divorce as it was believed that the action had been dropped.

The domestic affairs of the Keenes have been discussed in society for more than seven years. They separated in October, 1904. At that time it was reported their differences arose from the financial reverses suffered by Mr. Keene in the failure of the stock brokerage firm of Talbot J. Taylor & Company, in which he was a partner with Mr. Taylor, his brother-in-law. Persons close to the couple declared that had nothing to do with it and that the cause of their separation was due to a natural difference of temperament resulting in incompatibility. Mrs. Keene left the fine home of her husband at Wheatley Hills, L. L., and went to live with her father, Frederic Lawrence, at Bayside, L. L. Mrs. Keene has spent much of her time since the separation in Europe, while Mr. Keene has divided his attention between New York and Kentucky, where he has a stud farm.

A TRIP ACROSS MEXICO



FALLS OF JUANACATLAN
IN CHARILTEPEC PARK, CITY OF MEXICO

Standing on the steps of the state capitol at Denver, Gov. Shafroth of Colorado smiled and waved his hand to a scout car that was quickly speeding away from the capital bearing the flags of Old Mexico and the United States and followed by a dozen well filled cars.

This was the final farewell to the car and its crew of four men who were going to make a trip from Denver to Mexico City, a distance of almost 2,400 miles, the greater part of which was unexplored.

The trip was being taken to map a route between Denver and the Mexican capital over which an endurance contest will be run next October. George A. Wahlgreen, a leading citizen of Denver, last fall offered a handsome trophy to the car that would cover this distance with the best endurance record.

Four men undertook this trip in a 30-horsepower car, which had already quite a full experience. For the past 30 days this car has been driving through Old Mexico and the men have been having strange experiences in a country where automobiles have never before and the American never before set his foot. This path was laid over miles and miles of sandy desert wastes and rock strewn plains and parched sands. They traveled for days without the sight of a bird, water, a human face or even a human abode. At nights they slept by the side of their car, with revolvers in hand, and were sung to sleep by the wail of the coyotes, which broke the awful stillness of a semi-tropical desert. The party consisted of Billy Knipper, an experienced driver of racing cars; F. Ed. Spooner, newspaper man; W. E. McCarton of Denver and James H. Howard, a guide.

This party left Denver May 1 and arrived in Mexico City June 3 at midday. The trip from Denver to El Paso, the last stop this side of the Mexican border, was full of pleasant driving, soon to be forgotten when the car got into the unexplored country. The trip was made literally along mountain tops. The car started at an altitude of 5,173 feet above sea level and ended in Mexico City, which is 8,000 feet above sea level. At no time was the route below 3,500 feet.

In every town they stopped at they met a lively reception.

The party arrived in El Paso May 12. The pathfinders took on a great coat of tan during the eight days of traveling over the mountains and deserts.

The party spent one day of rest in El Paso and this time was spent in generally overhauling the car and getting additional supplies for a dash into a country in which they did not know when they would meet man again. The crew found here that the trip of the American car into Mexico was being accepted as of much greater moment than they had anticipated. They were informed that down in Mexico, all along the line, preparations were being made to receive the tourists and extend every courtesy. They left El Paso with light hearts, not knowing that it was theirs to return again.

It was here, though, that they had some tried difficulties in getting through the customs on May 13, but finally the car was passed and the members received their passports carrying the additional rights of explorers.

They passed the Mexican burros drawing wood and water and the Mexican drivers were found to be very apathetic. Inquiries of these Mexicans by Interpreter James Howard led to plenty of replies. One said it was "dos cigarrillos" to Guadalupe, meaning that two cigarettes would be smoked during the distance. Others used leagues as measurements, others used kilometers.

It was proven that the guide which they had taken on at El Paso knew little more about the roads, or pretended to know less, than they them-

selves. In following his directions, they took the right fork of a dangerous looking road and went hub deep in adobe mud. Block and tackle, which was part of their equipment, came into play, and the car came out backward. They started around this and the car was bucking the sand nobly, although the men often had to get out to cut sage brush from the way and dig sand from under the wheels before they could make headway. Finally the car went down over the hubs in what proved to be quicksand, and refused to budge.

The block and tackle proved of no avail. They saw that it was a case of camp and wait for relief. This was their first taste of the bitter of pathfinding. They later found that they were stranded in a desert 46 miles from a railroad, without food and water. They finally decided that Billy Knipper, the driver, and F. Ed. Spooner would stay with the car and McCarton and Howard, the guide, would walk until they found a ranch house or some other place where they could get aid. The place where they were stuck is known as Tierra Blanca, or White Earth, so called from the sand composing it. Here the sand drifted like snow and they seemed to be in the midst of great oceans of sand. The wind heaped the sand through the wheels of the car like a cyclone, and as fast as they would dig the sand from under the wheels more would blow in.

The hardships of the two men left with the car were even greater than those of the relief party. The sun was broiling hot and they made a cover, throwing blankets over two poles lying against the car. Their water bags were empty and they squeezed all the water from the radiator of the car. This water they mixed with some powdered peas and made a mixture which they called cold pea soup and which they said tasted like cough medicine. They were there for three days subsisting on this fare with no solid food.

At the close of the third afternoon they saw Howard coming over the sands holding a water bottle toward them. They rushed from their improvised tent with a shout of joy and staggered as drunk for the precious liquid.

The first relief party that was sent out from El Paso were unable to lift the car from its bed of sand, and they had to return for further assistance. Six men went out in another car and by means of 380 feet of rope used as a block and tackle placed around the relief car they were finally able to lift the car from the sand. After taking on supplies they again plunged into the unknown country.

One time during the last lap the car slid on the edge of a cliff and hung there on such a fine point that a baby could have dumped it over. It was only by two of the members of the party springing from the car and holding to it that the car and two of its occupants were saved. It was finally swung to safety by block and tackle and proceeded on its way.

The dangers that these men met in going through this practically unknown country would fill a book. The car was met at Tula, 25 miles out of Mexico City, its final destination, and escorted into the city with great pomp and ceremony. President Diaz welcomed the pathfinders. Now the car, followed by a large number of others filled with local motorists, paraded the streets of the city, which was bannered with welcoming words. They were given a dinner that night at the Hotel Geneva and a ball on the same evening. On Sunday the party was entertained by a bull fight of real Mexican style and the pathfinding crew was given the honor of carrying Harper Lee, the greatest American bull fighter, into and around the ring several times to be reviewed by President Diaz by his arrangement. He was present in full uniform.

The car was the object of great curiosity, and many of the native Mexicans, who had been following its progress through the republic southward, knowing the condition of the Mexican roads, declared that such a trip was impossible. This was also said in the western states through which the car passed.

Motorists say that this is one of the greatest feats brought to the notice of automobilists in years and will pave the way for a great automobile industry in the southern republic. The friendly invasion of the cars that cover this course next October will add to the amiability of the two great American republics.

PRIZE WINNER FOR "BEST DAIRY COW"

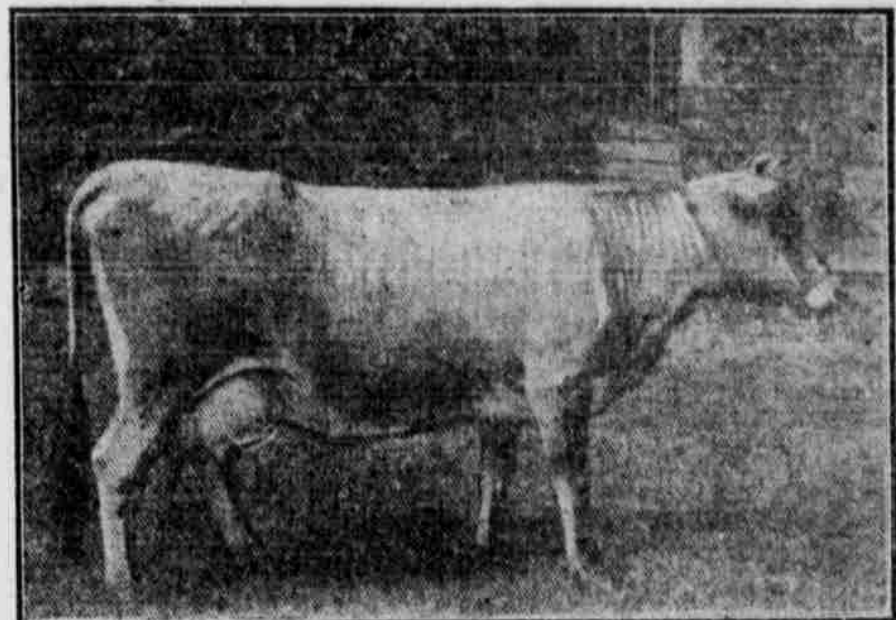
Good Qualities That Go Far Toward Making the Most Profitable Milk Producer—Importance of Shape.—By J. Grant Morse.

I think that the managers of the New York state fair are "up against" a rather hard proposition if they wish to give premiums to the best grade cows. In the first place, if rules for entering in this class are not of the strictest kind the premiums are very apt to go to pure bred cattle masquerading as grades, writes J. Grant Morse in Rural New Yorker. It is a great deal easier to show a pure-bred as a grade than it is to show a grade as a pure-bred, and if there is anything in breeding the grades would stand a poor chance by the side of pure-breds especially fitted by a professional showman. At first one would say that it will be very easy to pick out the best cows by simply milking them and weighing and testing the milk, but in my opinion this would not be a fair way at all, for the best dairy cows are of a very high nervous temperament and for this

you see that this cow would have made a very poor showing in a public milk test.

I think that the only practical way to judge these cows is by looking at them and the man who does the judging should be one of wide experience with dairy cattle. He should not only understand cows as milkers, but he ought to be acquainted with the different kinds of pure-breds from which they are graded.

These cows should be judged by a score of points, but not the score card of any one breed. For instance, the Jersey score card calls for a cow with "dished face, wide between the eyes and narrow between the horns," while these characteristics are lacking in some other breeds. The shape of a cow's head doesn't have anything to do with her milking capacity in some people's opinion, but I think that the head is the most characteristic part



Prize Winner for "Best Dairy Cow."

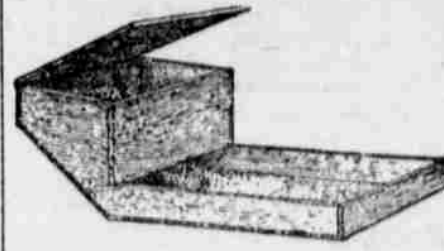
reason the best cow in the lot might make the poorest showing under such conditions as she would meet with on the state fair grounds. A few years ago I sold a registered Jersey cow to a mercant in a neighboring village, under these conditions: I delivered the cow and told his man how to feed her and at the end of a week I was to come back and either take the cow away or get my pay for her, as the buyer should decide as to her value. Well, at the end of the week I went back and the man paid me for the cow. But after he paid me for her he told me that if I had come back in the middle of the week he should have told me to take the cow away. The first day she gave a good flow of rich milk, but the next she began to go off, both in quantity and quality, and she gave only a very small mess of very poor milk. Then she began to get back to a normal condition, so that by the end of the week she had won her way back into the good graces of the family. So

by which we may determine the possession of the high nervous temperament necessary in the best dairy cow. If I were going out after good dairy cows I should have in mind one with a long, deep barrel with well-sprung ribs. The shoulders would be thin, but she would be deep and wide through the chest. Her hips should be long and very wide, but her thighs should be thin and devoid of much flesh. She should have a good, shapely neck and a nice, intelligent head, devoid of much flesh. If she were fresh I should expect a good, big udder with large teats placed far apart, and her milk veins should be large and elastic and should extend well up toward her front legs and terminate in large "milk wells." With this conformation I should want to find the cow with a bright, healthy-looking eye and a general alert appearance, then if her coat looked thrifty and her skin had a soft, nice feeling, I should think I had found a good "milking machine," in excellent working order

SELF-FEED BOX FOR THE HORSE

Sketch Showing Arrangement That Will Prevent Animal from Eating too Rapidly.

Some horses have a habit of eating their feed too fast if it is placed loosely in a box. This can be easily remedied by making a self-feeder on the feed box, says Popular Mechanics. The accompanying sketch shows how



Feed Box for Fast Eating Horses.

a feeder can be made similar to a poultry feed hopper. The box can be made of one-inch boards large enough to hold one feed. The horse can get the grain only in small quantities, so he cannot eat more rapidly than he should. The bottom must be made with enough slant to insure all of the feed coming out in the trough.

GROWING GOOD BEEF CATTLE

Feed Grown on the Farm Properly Prepared and Fed Makes the Most Profit to the Breeder.

It takes love for the business, industry and skill to grow beef cattle profitably. As the Drovers' Journal says, the feed grown on the farm properly prepared and fed makes the best profit in beef growing. Cattle must not be forced by overfeeding of grain at the commencement of the fattening process. Corn and oats, ground together with bran and linseed meal make an excellent grain ration for cattle at the beginning of the feeding process. After cattle are well started more corn can be fed, as corn is the

principal grain depended upon to finish cattle for market.

For roughage nothing excels alfalfa, and some feeders believe that alfalfa alone will fatten cattle as fast as corn and timothy hay. Clover is admirable for roughage. Cattle should be marketed when they are in prime condition and not finished for show animals. Extreme finish is expensive and often reduces the profits of feeding operations and should not be attempted in commercial fattening for the general market.

GROWING COW PEAS FOR MORE PROTEIN

That Recommendation Is Made to Improve the Food in the Silo—Mix Them with Corn.

For the purpose of getting more protein food in the silo with corn, Hoard's Dairyman recommends growing cow peas in the corn, and says the Whippoorwill peas are considered about the best to plant with the corn. It is not as leafy as some of the other varieties, but on account of its climbing habit, clings to the corn better than the others and makes it easy for the corn binder to reap the crop. Some plant about one gallon of corn and two gallons of peas per acre, or sow the peas after the corn is about six inches high; while others in planting corn, drop a grain of corn every 12 to 14 inches and two or three peas every eight to ten inches. Silage made from cow peas and corn mixed together is better than from cow peas alone. Another system of getting more protein into the silage is to grow the cow peas and corn separately and mix them as they are being put into the silo.

LIVE STOCK NOTES.

It is not always wise to feed the same amount of grain to both horses in one team. One may need more than the other to keep it in good health and working condition.

It may be stated as general rule that when a sheep gets sick and you don't know how to doctor it, it is a good plan to allow nature to take its course. Proper care, light feeding and protection against exposure will work wonders.