

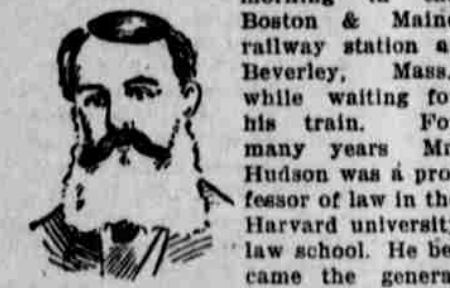
**Mark Twain Home Again.**  
Mark Twain is home, after his long stay in London. During the years he has made his home abroad he has been at times reported as slowly starving to death and at other times as banquetting sumptuously with dukes, earls and emperors. In 1897 and 1898 Mr. Clemens was feted in Vienna as no other American had been feted. On one of these occasions he addressed his audience in the German language. The great humorist is now 65, but has not



**SAMUEL L. CLEMENS.**  
(Mark Twain.)  
ret laid aside his pen. His recent work shows no signs of decrepitude. His financial prospects are good.

**Brigadier General Bruce Hamilton,** the captor of the Boer General Olivier, is one of the fortunate men in the British army in the rapidity of his promotion. Five years ago he was a captain in the East Yorkshire. Today he is the youngest British general officer. His first experience of warfare was gained in South Africa, not far from the scene of his latest exploit, for he was A. D. C. to his brother-in-law, Gen. Sir George Colley, and only just missed being in the Majuba disaster.

**The Late John E. Hudson.**  
John E. Hudson of Boston, the president of the American Bell Telephone company, died suddenly the other morning in the Boston & Maine railway station at Beverly, Mass., while waiting for his train. For many years Mr. Hudson was a professor of law in the Harvard university law school. He became the general counsel of the American Bell Telephone company in 1882 and was the legal champion of the company in the days of its early litigations. In 1886 Mr. Hudson became the general manager, and in 1889 he was elected president, which position he held up to the time of his death.



**John E. Hudson.**  
Miss Hallie Erminie Rives, cousin to the author of "The Quaker or the Dead," has written a novel that makes the story of the Princess Troubetskoi seem absolutely frosty and colorless. "A Furnace of Earth" is the name of the latest production from the pen of the southern girl who two seasons ago shocked the public by "Smoking Flax," an anti-lynching tale that provoked criticism from the Atlantic to the Pacific. After Miss Rives read what the papers said concerning "Smoking Flax" she wept herself into a condition that caused her friends to put her into a sanitarium. Her recovery must have been complete, for "A Furnace of Earth" surpasses in intensity and frankness anything that has ever been written by an American. It will cause Zola and Ouida to feel envious pangs.

**A Startling Novel.**  
Miss Hallie Erminie Rives, cousin to the author of "The Quaker or the Dead," has written a novel that makes the story of the Princess Troubetskoi seem absolutely frosty and colorless. "A Furnace of Earth" is the name of the latest production from the pen of the southern girl who two seasons ago shocked the public by "Smoking Flax," an anti-lynching tale that provoked criticism from the Atlantic to the Pacific. After Miss Rives read what the papers said concerning "Smoking Flax" she wept herself into a condition that caused her friends to put her into a sanitarium. Her recovery must have been complete, for "A Furnace of Earth" surpasses in intensity and frankness anything that has ever been written by an American. It will cause Zola and Ouida to feel envious pangs.



**MISS HALLIE RIVES.**  
The author, who is about 25 years old, lives with her father, Col. Stephen Rives, on a fine old place in Christian County, Kentucky, where she is the horror of all the staid matrons and prim young women, for in dress and manner Miss Rives is quite as unconventional as in her writing.

Mrs. William F. Apthorp, wife of a musical critic prominent in Boston, has invented a sounding board of plate glass, which will be one of the novel features of the new Chickering Hall in that city.

**SAYINGS and DOINGS**

**From Society to Factory.**

Once queen of one of the finest homes in the Indiana gas belt, Mrs. George L. Mason is now working as a factory hand in the Anchor Plating Works at Marion to support herself and two little daughters. Her husband has abandoned her. She has been compelled to send her children to her mother at Macon, Ga. Still she hopes that she will get trace of her husband, whom she says she loves. Mason helped to make Muncie and Marion famous as manufacturing cities. He was one of the big promoters of the gas belt, inducing capitalists to invest hundreds of thousands of dollars. He made a fortune. He was for a time at the head of a street railway company in Toronto, Canada. Citizens of Marion wanted him to call his oldest daughter



**MRS. GEO. L. MASON.**  
Marion for the town. His wife lived in luxury in Marion. Now she is in poverty. Once the center of society, she is now deserted.

M. Rostand is reported to be at work upon a new play for Bernhardt, which has for its subject the persecution of the early Christians by Nero. Will Bernhardt give us a new sort of "Quo Vadis," with "Poppaea" as its sensational central figure?

**San Francisco's Growth.**

San Francisco does not seem to be discouraged by its loss of relative rank among the cities of America. The census of 1890 showed it to be the eighth city, with a population of 298,997, while that of 1900 makes it ninth, with 342,782 inhabitants, having been passed by Cleveland and Buffalo. Enthusiasts of San Francisco says that the gain for the decade has been made largely since the annexation of the Hawaiian islands and the opening of trade with Japan, China, Asiatic Russia and other portions of that continent. Quoting Senator Davis' declaration that the trade with the east will give the Pacific coast a population of 15,000 people, it asserts that with the development of trade with Asia San Francisco will show a rapid gain in population, and the next census will show it higher in the list, and it is only a question of time when it will rival New York.

**Carried Mail Many Years.**

For several years past Mrs. Harriet L. Upton of Fairport, Lenawee county, Mich., had the contract for carrying Uncle Sam's mail between her home town and Adrian. The institution of the rural free delivery, however, has thrown her out of business, and Mrs. Upton's familiar figure is no longer seen along the route. Not content with handling the mails exclusively, Mrs. Upton constituted herself an errand boy—and when anybody along her route wished small purchases made "in town" she would make them—for a small consideration. Then, too, large purchases for larger considerations were sometimes made for her constituents along the pike; and when homeward bound Mrs. Upton's mail cart on many a night was jammed full of purchases and the driver looked like a female competitor of Santa Claus. She had her city cus-



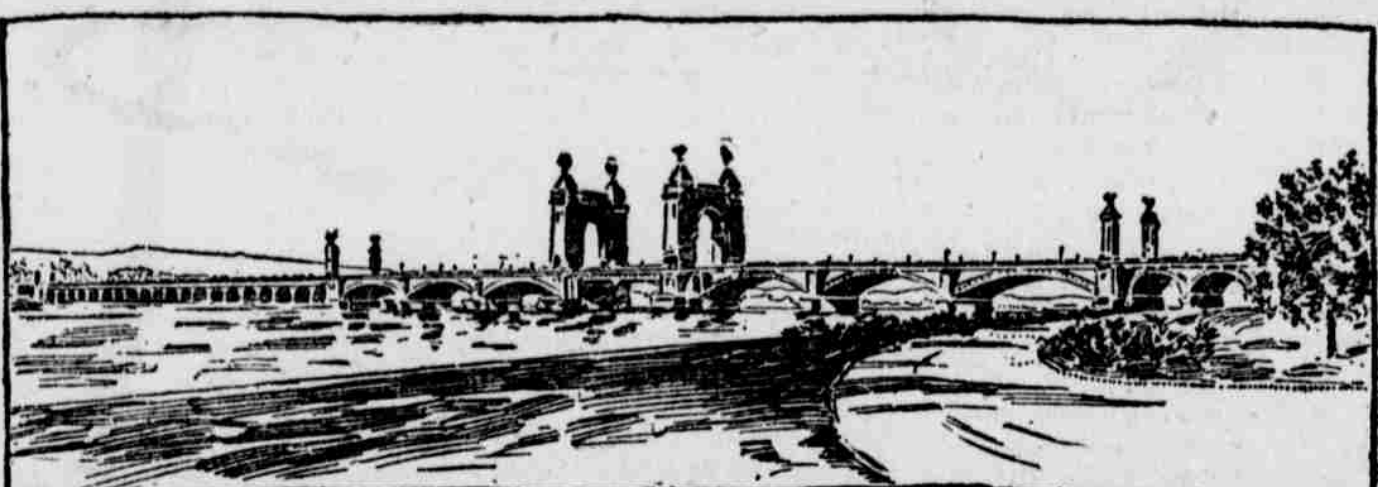
**MRS. UPTON.**  
tomers, too. Strictly fresh eggs, spring chickens, and gilt-edge dairy butter could be engaged of Mrs. Upton, who counted these luxuries among her "side lines."

While a comparatively young woman her hair is as white as snow, and is made to look still whiter by an omnipresent black cape and a very small hat. Although the free delivery man has cut her perquisites more than half, Mrs. Upton goes to Adrian every Saturday. She recently said to a correspondent: "I guess I'll turn out farmer after all. I have done everything on the farm except plow and cultivate corn. I have gone right out into the field and I tell you it has been pretty hard work to get in thirty-odd miles of mail carrying every day besides."

The contest for the United States senatorship in West Virginia is rather a family affair. Senator Stephen B. Elkins is a candidate for re-election, and he is opposed by Henry G. Davis, his father-in-law and predecessor in the senate.

**TO GLORIFY THE NATIONS HEROES.**

The government has in contemplation the erection of a memorial bridge across the Potomac river at Washington to commemorate the patriotism of the American people. It will be a structure surpassing in beauty any other of a similar kind in the world. The designs have already been agreed upon and contemplate a roadway sixty feet in width with sidewalks twelve feet wide on each side. It was felt by practically a majority of both the senate and the house that the time had come when the construction of such a bridge as that exemplified by the successful plans should be commenced. A resolution favoring the appropriation of \$200,000 for the beginning of work was passed by both houses. A design has been prepared by Architect Burr and is presented herewith. As designed it is a very ornate structure, and yet some of the chief elements of its effectiveness are simplicity and grandeur. The river spans of such unusually long arches possess an impressiveness as complete structures which it is essentially impossible to realize from any plan on paper. It has been suggested that the plan might be more ornate in character. The structure is estimated to have on it about \$1,000,000 worth of statuary and carving. Indeed, the great river arches, with all their impressive-



**DESIGN FOR THE GREAT MEMORIAL BRIDGE.**

ness and long series of beautiful approach arches on each side of the river are admirably adapted to the reception of such emblematic figures, statuary or carving as may be suitable to give it any desired intensity of expression as a memorial to American patriotism. This additional embellishment need not necessarily be given to the bridge at the time of its construction, but could be added from time to time in the future as historical events or epochs in the history of the country might require. There are many pedestals along the entire course of the structure which could receive from time to time in the future statues of patriotic Americans, as was indicated in the letter of transmission which accompanied the original plans. In connection with this entire matter of ornate treatment it should be remembered that the foundation elements of the design for the best artistic results

against the archways are emblematic of such subjects as patriotism, valor, concord, etc., and will be groups of great size and elaborate compositions, and are to be executed in stone. The spandrels of the arches will be fitted with subjects emblematic of the army and navy, etc. On the sides of the towers will be shields and plaques inscribed with names of battles, and the whole will be crowned with bronze victories heroic in size. The towers will contain stairways or elevators admitting people to the top over the arch and in the rear of the balustrade. The whole will form two triumphal archways, elaborately ornamented and rich in detail, although in perfect harmony with the severity of the great bridge structure of which they are but one of the structurally essential members. The memorial and monumental character of the bridge is further car-

ried out along the whole length of the roadway, where bronze statues of celebrated men are to be placed on each side, and these, together with very elaborate electric light supports, will hem in the approach to Arlington with the most artistic surroundings. The sculpture and ornament upon the structure has been placed where the artistic requirements call for it and without regard to expense. The character of the structure has been always kept in mind, and vulgar overornamentation avoided as being worse than useless.

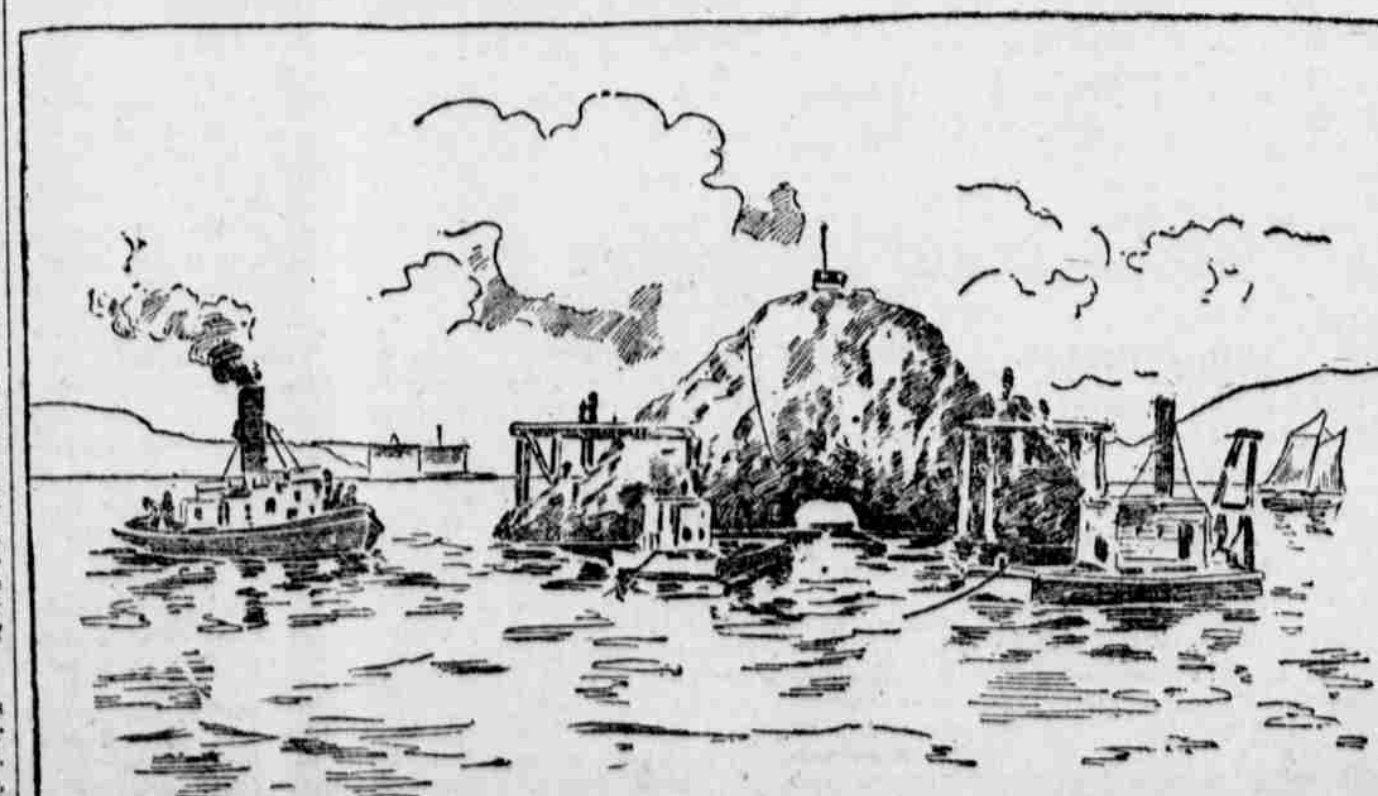
The entire structure as designed, including the embankment approaches and the granite masonry portions, has a length of a little over one mile and would form a much-needed line of communication between the National cemetery at Arlington, the adjoining country, and the city of Washington. Its roadway and sidewalk surface, eighty-four feet in width, would constitute, with the tributary avenues at each end, one of the most impressive and beautiful avenues in the world. Nothing could be more fitting as a memorial to the lofty sentiment of American patriotism than this suitably embellished great bridge structure between the capital of the nation and the city of its heroic dead.

**Arch Rock to Be Blown Up.**

Shag rock No. 1 and Shag rock No. 2 in San Francisco bay having been disposed of, contractors are now busily engaged in work preliminary to the demolition of the still more famous Arch rock in the same maritime thoroughfare. The forty-niner cannot recall the day when this picturesque menace to navigation was not anatomized by the sailor man. Many a time its destruction has been suggested and its demolition would have been accomplished long ago but for the sentimental opposition of a few veteran Californians, who hated to see their odd-looking old friend disappear forever. Residents of Sausalito have always been particularly averse to its destruction, their cry always being that

it was one of the sights of the bay. Eventually continued agitation by pilots and others interested in shipping bore fruit, and now Arch rock must follow in the way of the two others. Contractors are working hard getting ready for the coming explosion. The sooner the work is done the sooner will the government turn over the final payment, and upon the length of time it takes to get this money depends in some degree their profit or loss. More explosives will be used in blowing up Arch rock than were necessary in the case of the other two combined, but no alarm is felt in San Francisco over the coming blast. The more timid citizens there were much exercised previous to the blowing up of Shag rock,

but the concussions in that case hardly jarred the city. In early days of California's history it was a favorite amusement for young men to wait for an unusually low tide and then pull a boat through the arch. So far as is known the first time this feat was accomplished was in 1857, when Capt. Frank Murphy, one of the best known pilots of his day, rowed a small boat through. For a few years the daring trip was occasionally made or attempted, but eventually a couple of young fellows, in trying to do the trick, were dashed against the arch by the heavy swell. The boat was smashed and the young men lost their lives. Since that time row boats have given Arch rock a wide berth.



**ARCH ROCK, NOTED LANDMARK IN SAN FRANCISCO BAY, TO BE DESTROYED.**