

The Weekly Panorama.

Sewing Girls Union.

The girls in Chicago who are employed as domestics have combined themselves into a union, adopted a scale of wages and formulated this set of rules which have brought terror to the heart of housekeepers:

Rule 1. Work shall not begin before 5:30 a. m., and shall cease when the evening's dishes are washed and put away. Two hours each afternoon and an evening at least twice a week shall be allowed the domestic as her own.

Rule 2. There shall be no opposition on the part of the mistress to club life on the part of the domestic. Entertainment of friends in limited numbers shall not be prohibited, provided the domestic furnishes her own refreshments.

Rule 2. Gentlemen friends shall not be barred from the kitchen or back porch. Members of the family of the house shall not interrupt the conversation arising during said visit.

Rule 4. Domestics shall be allowed such hours off on Monday as will permit them to visit the bargain counters



SOPHIA BECKER.

(One of the leaders in organizing the Chicago domestics.) of the stores and enjoy on that day the same privileges enjoyed by the mistress and her daughters.

Not a Plagiarist.

Historian Maclay indignantly denies the charge that any part of his immortal work was stolen from the Edinburgh Review. "The idea that I have committed any act of plagiarism in my history," he exclaims, "is simply preposterous." Of course it is. Compare these two passages and the absurdity of the notion that one can have been stolen from the other becomes manifest:

REVIEW. Taking Mr. James's word, we turn to Vol. II, pp. 354-5, 354, 355, and find the French privateer Bordelais, "without making any resistance," certainly without provoking any comment from Mr. James.

MACLAY'S. Taking James at his word, we turn to Volume II, pages 354, 355, and find the French privateer Bordelais, "without making any resistance," certainly without provoking any comment from Mr. James.

First on Record.

Ex-Congressman John Roy Lynch, who has just been appointed by President McKinley to office of captain and assistant paymaster in the regular army, is the first colored man ever commissioned for staff duty.



JOHN ROY LYNCH.

capability to hold this responsible position, having served long and faithfully in various high public offices previous to his recent appointment.

During the Spanish-American war he was made a major and paymaster of the volunteers, and is now serving in that capacity in Santiago, Cuba.

People and Events

Iowa's Handsomest Woman.

Mrs. Dollie Romans Bradley, of Denison, is said to be the handsomest woman in Iowa and is also the foremost worker for woman's suffrage.



Her untiring efforts in the latter line are due to a vow she made on her mother's death bed. The latter was active in the cause of securing the ballot for women and when she was dying she called her daughter to her side and made her vow that she would try to carry out the work which the mother had planned. Since then she has labored indefatigably. Mrs. Bradley is also a vocalist of great ability.

Col. Mosby Reappears.

The recent appointment, to please President McKinley, of Col. John S. Mosby as special agent of the General Land Office, with headquarters in the west, has brought into prominence one of the picturesque figures of the civil war—a man admired by the south for his dash and brilliancy and reviled by northern soldiers because his warfare was of the guerilla type. A Virginian by birth, he is now approaching his 69th birthday. While in the University of Virginia he shot and seriously wounded a fellow student who had assaulted him and, during his confinement for this offense, he studied law so thoroughly that soon after his release he was admitted to the bar. At the beginning of the war he fought with Joseph E. Johnston and later with Stuart, but after two years he organized, in northern Virginia, a force of irregular cavalry and during the remainder of the war he harassed the Federal troops by cutting off communications between the armies and destroying supply trains. His partisan rangers, when not on a raid, scattered for safety and remained in concealment, with orders to assemble again at a given time and place. Various expeditions were sent out against him, but friendly neighbors always kept him informed of the enemy's approach. Mosby held rank in the Confederate army and reported to Gen. Stuart and, after his death, to Gen. Lee. His partisans received the same pay from the



COL. JOHN S. MOSBY.

Confederate government as the regular cavalrymen.

At the close of the war he resumed the practice of law, supported Grant and Hayes and was for six years consul to Hong Kong.

Phillips Couldn't Keep Up.

Speaking of the suspension of his commission house, "Corn King" Phillips says: "In a nutshell, it was a case of too much business. It has grown so rapidly that our facilities for taking care of it have not kept pace with it. Money came easy and it went easy," says the Chicago Chronicle.

On reading this one naturally recalls the fact that not so very long ago Mr. Phillips made a speech in Minneapolis in which he proposed a case of a great deal more business—so much more as to make the Phillips commission business look like a molehill beside a mountain in the comparison.

The business which he proposed was nothing less than that of keeping corn forever cornered, with 50 cents per bushel as the minimum price. In order to work this business successfully he proposed to establish a bank with a capital of \$50,000,000 or such a matter and to establish mammoth elevators also to store the corn offered by farmers as security for loans from the big banks on the basis of 50 cents a bushel, with a margin of 10 cents off.

The magnitude of the business had no terrors for the "corn king" when he made that speech. In his mind he had no trouble in conducting a bank with \$50,000,000 or more capital and an elevator business running up to hundreds of millions of bushels. In his mind, too, it was a perfectly simple matter to keep the price of corn up to 50 cents a bushel or above.

What does he think of it now? He admits that his respectable but comparatively trifling commission business has run away from him. He has not been able to keep up with it or keep track of it. Does he still think he could keep up with his rousing perpetual corner business? "Money came easy and it went easy" in his little business; how does he think it might be with that tremendously big business? Might not the easy-coming money go too easily?

As the World Revolves

Negroes Awed by Prophet.

Simon B. Needham, who claims to be the Hebrew prophet referred to in the Bible, the seventh child of Judah, born to be a priest and a king before the Lord of Israel, is holding the negroes and superstitious whites under a spell by his street corner talks in Macon, Mo. He is a remarkable personage. He says that his mother was born at Richmond, Va., in the year 1800. Her maiden name was Julia Judah, the daughter of Emanuel Judah. She was left an orphan at an early age, kidnaped by slave dealers and sold into bondage. This enslaved Jewish woman then became the mother of thirteen children—eleven black and two white. The "prophet" claims to be one of these two white children. The daughter was bought out of slavery for the sum of \$800 and he freed himself in the twenty-fourth year of



S. B. NEEDHAM.

(Jewish Prophet, Who Holds Negroes in Missouri Under a Spell.)

his age by going to Windsor, Canada. His mission Needham announces to be to deliver the natives and to establish a universal brotherhood of man and fatherhood of God, and says the thing is to be achieved in his day and generation.

While not prepossessing in appearance, the "prophet" talks with some fluency and much animation. He announced that he could repeat any verse in the Bible correctly offhand, and his frequent use of the scriptures to prove his peculiar teachings impressed his hearers. He says he is in the seventy-fourth year of his second earth life and has lived a number of years in Kansas City, Mo., where he opened a "universal mission" in 1899.

Sympathy and Business.

President Kruger is not aware of the fact that sympathy must not be allowed to spoil a good trade. He has heard about American sympathy for the Boers. Evidently he does not take much stock in it. The message which he has sent by the pastor of a Boer church in Pretoria, who is now in this country asking aid for the women and children in foreign prison camps is: "Tell the American people they are helping to murder us by sending mules and horses to the British generals." Americans have sold several million dollars' worth of these animals to British purchasing agents, and to a certain extent have contributed to the subjugation of the Boers. Without these animals the British would not have made the headway they have. Nevertheless, it is safe to say that in nearly every instance the men who raised and sold these mules and horses sympathize with the Boers, but they did not let their sympathies interfere with the sale of their live stock, nor are they supposed to know for whom they are purchased. For all that they are aware they may be for the Boers. President Kruger's message was not a tasteful one. He would make a poor solicitor for contributions. But the need of the women and children in the prison camps of the Transvaal is great, and President Kruger's ungracious remarks should not deter Americans from giving for the relief of these sufferers.—Chicago Tribune.

Sienkiewicz on New Novel.

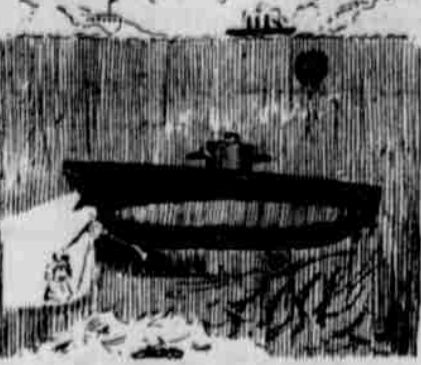
Henryk Sienkiewicz, author of "Quo Vadis" and the greatest living Russian author, is engaged in the preparation of a novel that promises to equal if not surpass anything he has yet produced. Sienkiewicz is one of those few writers who can outline and per-



HENRYK SIENKIEWICZ.

fect work in a crowded summer hotel. He spends much time at Ragatz, Switzerland, where, as his translator, Curtin, has written: "There is a great charm in the freedom and loneliness of a crowded hotel with all comforts of the century. It is also a good place for work." Sienkiewicz was born in 1848.

SUBMARINE FIGHTERS FOR OUR NAVY.



Washington dispatch: The United States Navy Department, like that of France and Great Britain, is experimenting with submarine boats.

A few weeks ago Simon Lake submitted to the Navy Department carefully worked out plans for submarine boats of three orders; a small kind that could be carried by a battleship and used as a picket boat, a larger type for coast defense work and a still larger order for cruising purposes, having a radius of action of thousands of miles. The result of Mr. Lake's interview with the board of construction will be the building of a boat of the coast defense type to be tried in competition with the submarine boats now building for this government; and if this boat accomplish nothing more than Mr. Lake has already realized in his Argonaut, built two years ago, it will be a much more effective military instrument than the present boats of the Holland design, whose subaqueous work is substantially limited to a series of plunges of no inconsiderable uncertainty.

The Argonaut was designed to travel along on the bottom, the boat resting upon three massive wheels of cast iron, the single one at the stern acting as a rudder. It made numerous descents on its way down the Chesapeake and traveled over all kinds of bottom, some of which was so soft that the divers would sink nearly up to their waists when leaving the boat. Other bottoms were found to consist of hard sand, on which the wheels made no impression. It was run up hill and down dale and across dredged channels, and at all times it was found that it could be readily maintained so nearly buoyant that these gradual ascents and descents made no perceptible difference in the power required to propel it. It was found that it would mount over any obstacle over which it could get its bow, for the boat's pressure upon the bottom could be regulated to the matter either of one pound or twice as many tons as the occasion and currents might require.

The feature about the boat that made the greatest appeal to the popular mind was the diving chamber. It was in there, air-locked off from the rest of the craft, that the air pressure was gradually increased until it equaled the pressure of the water without. Then Mr. Lake would unfasten the big iron door in the floor and let it drop outward, while the water would rise nearly to the flooring and then subside quietly to a level with the manhole rim. Out below the diver would pass, the

bottom, if the water were clear, plainly in sight, while big-eyed, inquisitive fish would look up into the brightly lighted chamber. It was all so much like Jules Verne's famous story, and yet it was true.

The boat which Mr. Lake is now contracting to build will have all of the desirable features of his earlier boat bettered, and with some additional ones of a decidedly unique order. For obvious reasons Mr. Lake won't let the public know the details of most of these, but he gives them thus, for the first time, a general knowledge of the craft which promises to revolutionize the history of submarines for naval work.

Mr. Lake has conceived a scheme by which his boats, when in a semi-submerged condition similar to that shown in the left hand corner of the sketch, are rendered invisible. Mr. Lake gives assurance of the absolute

bottom, if the water were clear, plainly in sight, while big-eyed, inquisitive fish would look up into the brightly lighted chamber. It was all so much like Jules Verne's famous story, and yet it was true. With an advance guard of pickets like these, it would be possible to establish the most effective of blockades with the minimum of expense and effort. To connect with the cable the boat by close bearings would locate the spot, lower its two anchors, and slowly draw itself down to the junction box. The diver would then go out, complete the circuit, and communication could at once be held with the shore. By rising to the surface just so the armored sighting-hood were clear, the boat could observe every movement of the enemy until well up, directing the station ashore as to the speed and compass bearing of the approaching foe, and then, if discovered, sink completely out of sight in three seconds. Should

Counsel for Schley.

Judge Wilson and Captain Parker, both ex-officers of the navy, have been engaged to look after the interests of Rear Admiral Schley in the coming inquiry into the merits of the charges



JUDGE WILSON.



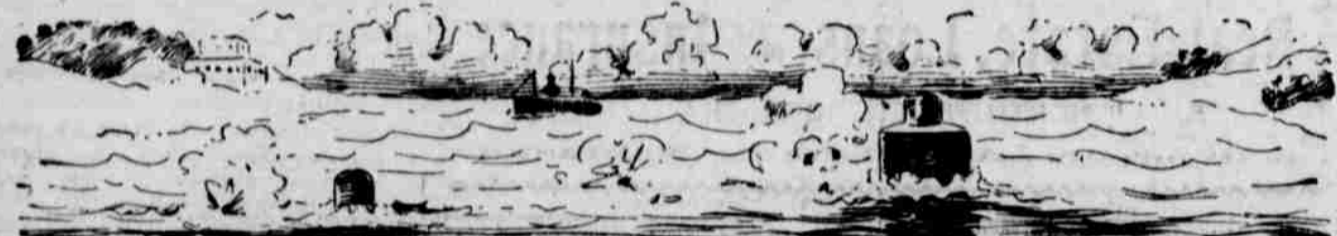
CAPT. PARKER.

made by Sampson, Maclay and others to the effect that Schley was guilty of cowardice when the fleet under his immediate command sank that of Cervera.

practicability of this, although it is not free for publication. It is only necessary for any one who has been out to sea at all to recall the difficulty of "picking up" that is, catching sight of, a good big can buoy, the position of which is known, to conceive of the task of sighting the armored hood of one of Mr. Lake's boats even without its disguising feature. It would be a hard job to catch a fair glimpse of the boat with all its deck-glimpse out of water; and that is the condition in which it would be able to do a large share of advance scout work.

For scout work it is intended to have stations well off the coast to which the boats could repair, and by making connection with telegraphic cables sunk there communicate at once to the

Algeria has four zones in which petroleum occurs. One of them is 125 miles long.



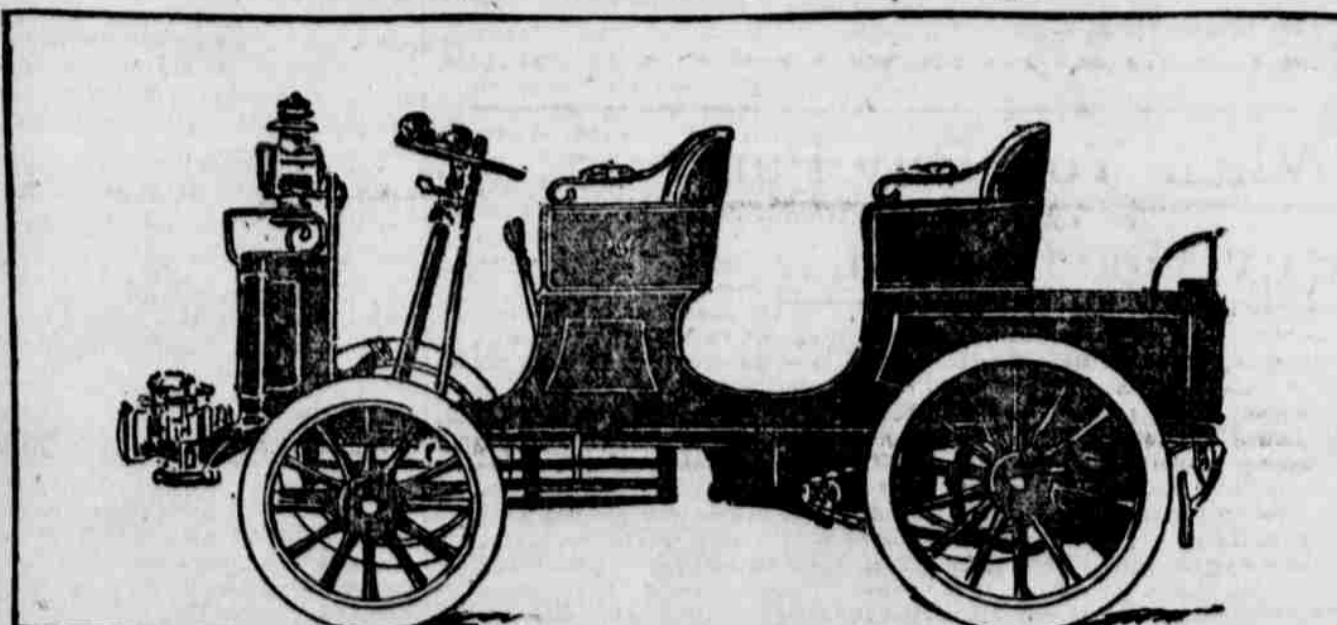
Two Pacific Cables.

By a vote of 150 to 44 the British House of Commons has adopted a resolution authorizing the expenditure of \$10,000,000 on the British Pacific cable. With the amounts pledged by the colonies this insures the success of the enterprise. Meanwhile we are still discussing the question whether the American Pacific cable, if we ever get it, shall belong to the government of the United States or shall be paid for by the government and presented to a corporation. Probably we shall still

be wrangling over that question when the British get their cable laid, and shall be sending our official messages over their line while the dispute goes on. Our cable project was launched long before the British one. It seemed in a fair way to success at a time when we did not own a foot of territory on the route. Since then we have acquired Hawaii and the Philippines, and what was before a desirable convenience has become a necessity. Yet we have allowed Great Britain to go before us in providing that necessity, and our government's orders

to its own officials will be subject to her convenience. Fortunately there is room in the Pacific for two cables. The construction of the British line will not in the least diminish the necessity for an American one. Hawaii will still remain isolated until we link her to the continent. Secretary Gage is complaining now that he does not know what to do with the surplus. Congress can relieve him of a little of his embarrassment at its next session by making an appropriation for a government Pacific cable.—San Francisco Examiner.

A King's Motor Carriage.



King Edward's latest motor car is one of the finest vehicles of its kind yet built. Unlike most motor cars it is remarkable for the neatness and elegance of its appearance, and, though substantially built, it is comparatively light. It is a sort of motor phaeton, having seating accommodation for half a dozen persons, one beside the driver on the front seat, a couple on the middle seat, and a box for two footmen at the back. This is not by any means the first motor car the King has had made for him; for, like the King of the Belgians, his Majesty takes a keen interest in horseless carriages, and has had two built for him previously. This latest motor car, however, will mark something of a new departure, for during the coming season the King intends to take regular rides in it in Hyde Park.—London Daily Express.