

## SAYINGS and DOINGS

### Pope Leo's Private Car.

At Civita Vecchia, Italy, is stored a gorgeously gilded railway car which is the private property of Pope Leo. It was built nearly fifty years ago by his predecessor in the papal chair, and is one of the most remarkable railway cars in existence. Its roof is supported by the figures of three carved angels, covered with gold and silver. Its copper dome bears a series of beautiful paintings by Gerome. The interior of the car is divided into a series of rooms, the outer being for the reception of the papal guard. Behind it is the throne room, in which the Pontiff sits while he blesses the crowds which throng about the car on its journeys. At least that was the idea when the car was built. As a matter of fact, the Pope has never made but one journey in his private car, going from Rome to Naples many years ago. Since that time the car has never been used, and thieves have cut from their frames many of the beautiful paintings which originally ornamented the car. At the rear of the throne room is the oratory, fitted with a beautiful altar and surmounted by a magnificent painting by Gerome.



### Color Line in London.

An attempt to draw the color line in London has resulted in failure. When it came to light that some 200 colored delegates to the ecumenical council in Wesley chapel were to be guests at one of the big west end hotels a number of wealthy American guests were amazed and entered an indignant protest. They assured the proprietor that such a thing would not be permitted in the United States, and demanded that the colored delegates be accommodated in a separate part of the hotel. He declined to interfere, and his aristocratic American guests quit his hostelry.

The proprietor is quoted as saying: "I could not think of offering an insult to such men as Bishop Derrick of New York, Bishop Janner of Philadelphia, Bishop Gaines of Atlanta and Bishop Arnett. I told the Americans that when the Indian princes were here no one objected to meet them, and I do not propose to make any distinction at the expense of the Africans."

### G. A. R. Delegate Badge.

The only official badge which will be worn by delegates to the Grand Army encampment at Cleveland is a medalion in gold and bronze and a yellow ribbon. Upon it appears the emblem



OFFICIAL G. A. R. ENCAMPMENT BADGE.

of the Grand Army, the seal of Ohio, figure of a soldier and a sailor and pictures of the soldiers' and sailors' and the Garfield monuments. The badge is inscribed: "Delegate, Thirty-fifth National G. A. R. Encampment, September 9-14, 1901, Cleveland." There are 1,600 of these badges. They will be distributed by Gen. F. M. Stirett, adjutant-general, to the delegates either from headquarters at St. Louis or at the encampment in Cleveland. No body except a delegate will be permitted to have one. They are furnished by the Grand Army executive committee.

### Territorial Tariff Question.

The decision of the Treasury department in the Porto Rico coffee case is, of course, the only one that could have been reached under the Foraker law and the recent presidential proclamation suspending the 15 per cent tariff and extending the Dingley act to the new territory. Porto Rico is now part of the United States and of the free-trade union, and she can have no special duties and exemptions. She is naturally pleased with the change, but she desired a 5 per cent duty upon Brazilian coffee and contended that this duty was not affected by the removal of the Foraker tariff.

Having been overruled on this point, it is announced that congress will be urged to re-enact a special tariff law to protect Porto Rico coffee against Brazilian competition. Hawaii may make common cause with her sister territory, as she too suffers from the importation of Brazilian coffee.

## News and Views

### The Tehuantepec Railway.

Mrs. Alec Tweedie's interesting article in the Fortnightly Review on the new railway route across the Isthmus of Tehuantepec calls attention to the fact that the transcontinental railways of the United States soon will have a formidable rival in certain kinds of freight business. This railway from the Gulf of Mexico to the Pacific ocean was completed by the Mexican government in 1895, but lack of harbors at both terminals has prevented any extensive use of the line for freight transportation. A new era will begin fifteen months hence, when Westman Pearson, a British capitalist, will have completed two fine harbors, constructed at a cost of \$15,000,000, and will begin operating the railway under a monopoly concession lasting fifty years.

With the opening of this road for heavy freight there is likely to be an extensive change in the ocean-to-ocean traffic. The distance across the Isthmus of Tehuantepec is shorter than that across Nicaragua, while the new route is 800 miles nearer to the United States than Nicaragua and 1,300 miles nearer than Panama. The gain over the Panama route will be 1,265 miles between New York and San Francisco, or 2,019 miles between New Orleans and San Francisco.

### Girl Appeals to President.

Friends and brothers in arms of Phineas Fouts, the American soldier who has been condemned to death for the murder of his sweetheart and is now in prison at Cebu, have espoused



NINA FOUTS.

his cause and are taking vigorous steps to secure pardon or a commutation of sentence for him. Powerful political influences have been enlisted, but little hope for the success of the movement is entertained. Members of company L, Tenth Ohio volunteer infantry of Zanesville, with whom Fouts served during the Spanish-American war, have sent an appeal to President McKinley. General E. C. Brush, one of Senator Foraker's closest personal and political friends in Ohio, has addressed a personal letter to the president, and both the Ohio senators have promised their support. Miss Nina Fouts, the condemned man's pretty young sister, recently visited President McKinley at his home and the chief executive promised to do what he could for the soldier.

Fouts' friends base their fight on the plea of temporary insanity. The former under whom the young man formerly worked at a Zanesville factory and several officers under whom Fouts served state that he was queer at times, but never violent. In letters received by friends Fouts deals with his crime and probable fate almost indifferently.

The crime for which the young soldier is under sentence of death is the murder of Senora Genevieve Torres of Cebu, where Fouts was stationed. The couple, it seems, became mutually infatuated, but the young woman's parents objected on account of the soldier's nationality. Fouts slew his sweetheart with a sword cane, mangling her in a terrible manner. Senora Torres was a member of a prominent Spanish Filipino family and was beautiful.

### Noted French Composer Dies.

Edmond Audran, the French composer who died in Paris last week at the age of 59, was best known in America for his opera, "La Mascotte."



EDMOND AUDRAN.

which he composed in 1881. It was bright and tuneful and had a long run in New York, Chicago and all the other large cities of the United States. The most popular air in this opera was called "When I Behold," but it was better known as "The Gobble Duet." It always received numerous encores and was known to every whistling boy in the country.

## The Weekly Panorama.

### Woman at a Gardener.

A new field of usefulness has of late been entered by two or three women who have found it to be so profitable, so healthful and so pleasant that other women will be likely to enter the same field ere long. Landscape architecture or gardening is something that any woman of taste, intelligence and determination can engage in with a good



MRS. E. A. MCCREA.

chance of success if she has real ability for the work. Miss Beatrix Jones of New York and Mrs. A. E. McCrea, now of Marquette, Mich., have demonstrated that women can attain a very high degree of success in this field of labor.

Mrs. McCrea is now consulting architect of the city of Marquette, and she is doing excellent work in bringing about reforms along the line of city improvement. The board of education of Marquette has recently appropriated \$1,000 for the decoration of the school grounds of the city, and the work is being done under the direction of Mrs. McCrea.

### Two Snakes May Grow as One.

Occasionally a college professor who is liberated from his books and turned loose in the green fields and byways of nature makes a discovery that is of real permanent value to humanity.

While camping on Indian Creek, out in Colorado, Professor Dickson of Yale succeeded in demonstrating after repeated experiments that two snakes could be welded together so that the two bodies will unite and continue to grow as one. He sewed the rear half of an adder to the front half of a rattlesnake, and after twenty-four hours his scientific soul was enraptured by the sight of the rattler swishing the tail of the adder about as though it belonged to him. Of course there was a look of surprise and disappointment in the face of the rattler when he found that he must drag the tail of the silent adder through life, but it was noted that his sting was just as deadly as ever and that there was no abatement of bodily energy.

### The President's Yacht.



Former yacht Mayflower, owned by J. Ogden Goelet, now in the American navy, is to be used as the president's private boat.

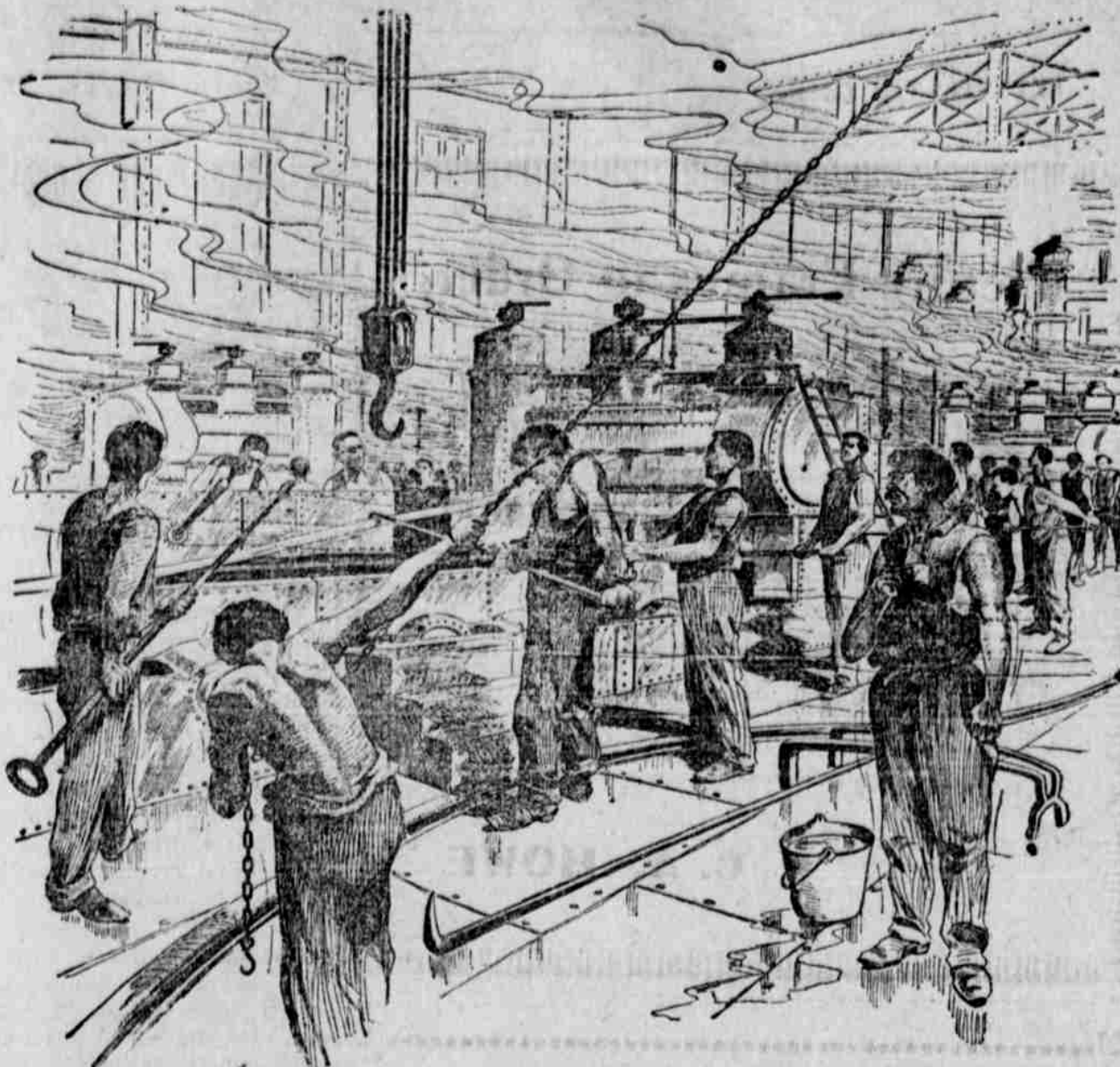
### Fall River Cotton Mills.

The Fall River manufacturers of common print cloths who have given notice of a cut in wages do not take kindly to the suggestion that they cut down their production instead and thus give the market a chance to absorb surplus stocks and open the way for a stiffening of prices. These manufacturers say with some truth that if they were to reduce production while their competitors did not the latter alone would be the gainers. Reduced production to be really effective must be general. There are so many cotton mills and they are so widely distributed that unanimity of action is impossible. At the same time the Textile Manufacturers' Journal has its doubts whether the cut in wages, if made, will add materially to the profits of the Fall River mills. It says that a price reduction may come as a consequence of the wage reduction. Manufacturers seldom retain any benefit from special advantages. The buyer is usually the beneficiary. The fact of the matter is that there is so much competition in the manufacture of common cottons that while mills which have new and improved machinery and are well managed are able to make money mills with inferior machinery cannot do so unless they can beat down their workmen's wages. The employees at Fall River are not ready to submit to the proposed cut, and if it is insisted on there will be an ugly labor war in that city.

### Incorporation for Unions.

It is stated in a dispatch from Pittsburgh that certain officers of the United States Steel Corporation have announced a new policy toward the Amalgamated Association. Henceforth there will be no dealings, negotiations or conferences with that body, whether for a settlement of the present trouble or other purpose, until it obtains a legal status by incorporation.

# THE GREAT STEEL STRIKE



A PICTURE ILLUSTRATING THE KIND OF HARD WORK FROM WHICH THE STRIKERS HAVE BEEN ENJOYING A VACATION—THE TEMPERATURE IN A ROLLING MILL GENERALLY RANGES FROM 115 TO 120.

## The New Torpedo Boat Destroyers.

The three torpedo-boat destroyers launched at the yard of the Maryland Steel Works recently are essentially typical of the whole class of sixteen authorized by Congress in 1898. Just after the declaration of war with Spain. The country at large was comforted by that provision, but had it known that three years would pass ere one of them should be ready for trial it is doubtful that the appropriation would have carried with it a present sense of security. Strikes and the difficulty in getting structural steel have much to do with the delayed completion of all of the "destroyer" class beyond the original time limit of eighteen months, but the newness of that type of work has also been a considerable handicap.

The British torpedo-boat destroyer, to-day, represents a good many years of toilsome and heart-breaking experi-

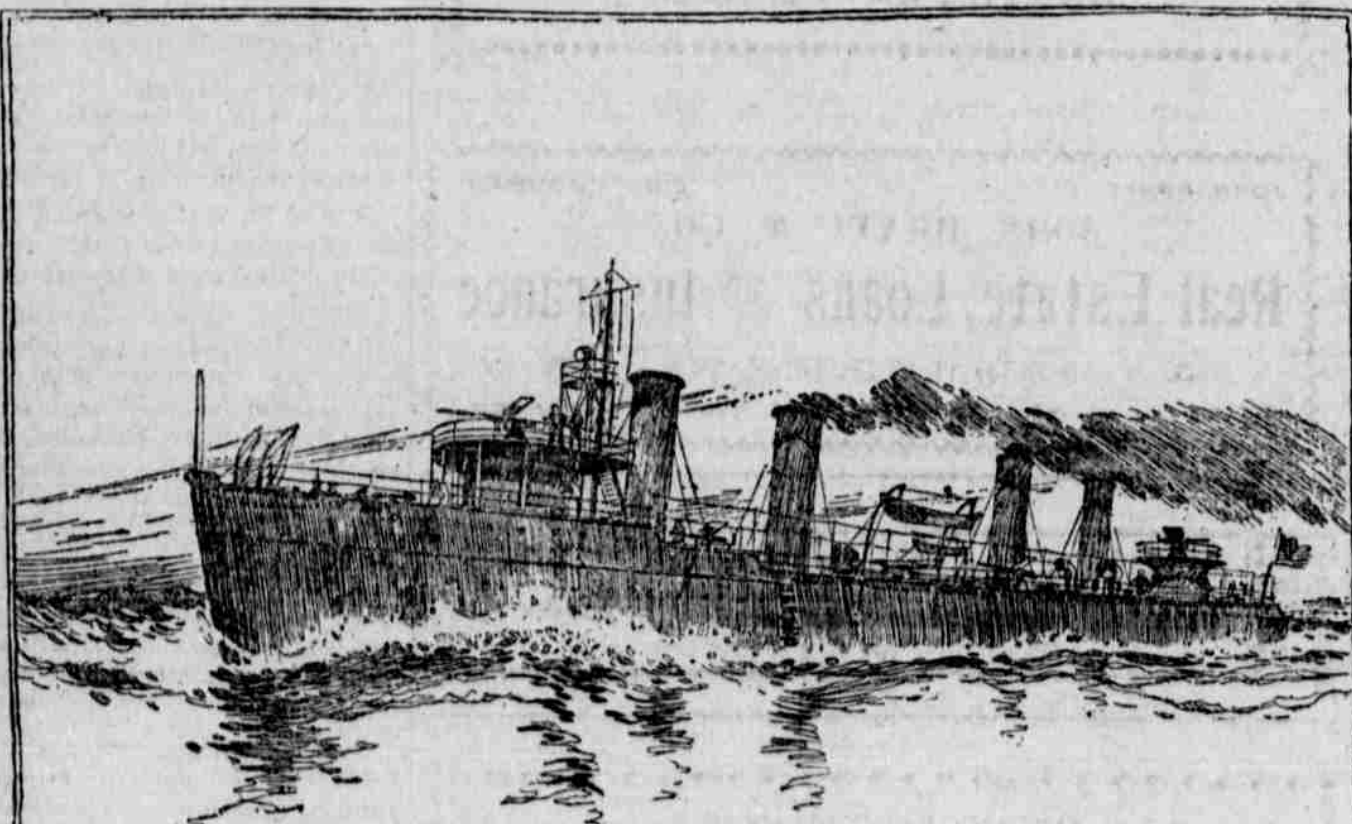
work; and in the successful management of such a vessel, her whole complement—from the skipper down to the humblest stoker—must take a very active and a very skillful hand. To keep these boilers working at their topmost demands a constant, weary, wearing attention, and to hold to a given course a creation that travels with the speed of a startled deer is something demanding a firm grip, a clear head and the steadiest of eyes and nerves.

The torpedo-boat destroyer is only the torpedo-boat magnified; the mosquito multiplied into the gaffly, with all that such an increase would naturally carry in the way of speed, endurance and wickedness of possible performance.

When the boats just launched were conceived the official mind was still full of the recollection of those Span-

speed in every line. When ready for actual service they will represent a dead weight or total displacement of 420 tons, and it will be possible for them to operate in waters not exceeding nine feet in depth. Their relatively shallow draught gives them a particularly wide range of action, and promises to make them especially effective in safeguarding the broad reaches of many of our bays and rivers and the land-locked waters of certain portions of our southern coast.

Unlike the destroyers of the British service, our boats are not built with a turtle back forward, but, instead, the bows are carried straight up, the purpose being, first, to prevent the boats burying their head in a seaway, and then to provide more commodious quarters for the crew of some 60 odd persons. This may seem to be a minor matter, but it is really of prime



A TYPE OF THE NEW TORPEDO BOAT DESTROYERS BEING CONSTRUCTED FOR THE U. S. NAVY.

menting, combined with a money outlay mounting way up in the millions, backed by a record of failure such, perhaps, as only a phlegmatic English public would countenance. From an engineering standpoint, the destroyer is the very exemplification of the present climax of the art; she is the race-horse of the sea, and in performance, her fast-moving screws far outdo the record of the fleetest of locomotives.

In form of hull contributive to speed and seaworthiness, within the limited compass of such a modest-sized craft, the destroyer likewise typifies the supreme cunning of the naval architect's

### A Ruined Cruiser.

After the navy department had decided to stop using the old Vermont as a receiving ship at the Brooklyn navy yard it concluded to use the cruiser Columbia for that purpose. The vessel was towed from the League Island navy yard, where it had been laid up for the last two years, to Brooklyn. After its arrival there an officer was quoted as saying that the machinery of the Columbia, which cost \$1,300,000, was covered with rust, that not a steam pump would work, and that only the use of hand pumps kept the vessel afloat.

The Columbia was built about ten years ago, its total cost being \$5,000,000. It was designed as a commerce

destroyer, and was extremely swift, crossing the ocean once at an average speed of 22.8 knots per hour. It cost too much money and was too good a ship to have been allowed to degenerate into its present unserviceable condition. The New York, Texas, Detroit, and Machias, built about the same time, are still in active service.

These vessels have greatly outgrown the Cushing, the first of our torpedo craft, and a boat that has very recently gone through a pretty thrilling experience in a stormy run from Norfolk to New York. The Whipple and her mates are 245 feet long, with a maximum beam of only 23 feet; their long, fine, clean cut hulls bespeaking

importance, for the endurance of a destroyer—setting aside for the nonce the question of coal and water supply—is in direct ratio to the physical endurance of the crew.

At full speed, and under the stress of warfare, the nervous tax upon the complement of a torpedo boat destroyer is something closely akin to the tension upon an engineer making record time over a roadway suspected of weakness; and anything that may contribute to rest and physical recovery is a consequent promise of better performance in the hours of sorest trial. They may be in commission by 1902.

message from his secretary just published has practically done this unusual thing.

Secretary Cardenas, speaking for his chief, asserts that the present government of Colombia has been fomenting insurrection in Venezuela, and that Venezuela has been invaded by Colombian troops. He avers that these charges are confirmed by official Colombian publications, and not denied by the Colombian envoy at Caracas. He says Venezuela has repulsed the invasion, and massed troops on her frontier to prevent its recurrence. "Venezuela has not," he adds, "accepted the invasion as an international attack by the people of Colombia," but blames only the present Colombian government.

### President Castro's Statement.

President Castro of Venezuela evidently has a wholesome regard for the opinion of the American people. Though not absolutely unprecedented, it is rather unusual for the head of a government to address to the citizens of a foreign nation an explanation of his conduct. Yet President Castro in a