

THE WEEKLY PANORAMA

Current News and Views

PEOPLE AND EVENTS

AN HONEST MAN.

Dennis Mulvihill, who astonished everybody, including himself, by being elected mayor of Bridgeport, Conn., says he will have no politicians about him and that under his administration there will be no secret sessions and no committee meetings behind closed doors. "I know the value of money," says Mr. Mulvihill, "because I have had to work hard for all I have earned."



DENNIS MULVIHILL. The taxpayers' money shall be used as if it were my own.

DEATH OF COLONEL MAPLESON.

The death of Colonel J. H. Mapleson in London removes from the world of music the last and, in some respects, the most picturesque of the old-school opera impresarios. All his contemporaries, Lumley, Ullman, Grover, Jacob Grau, Maretzek, the Strakosh brothers, and De Vivo, died some time ago. Maurice Grau, the most prominent of the Italian opera managers of today, can hardly be called one of the old school, for he was a ticket seller when Colonel Mapleson was in his glory.

It were useless to deny Colonel Mapleson's great service to the operators of this country. For eighteen years he was the leading operatic purveyor, and during that period he presented nearly two score of the most famous artists and introduced many new operas to the American public at considerable expense to his patrons and at considerable loss to himself, for he was nearly always on the verge of bankruptcy and sometimes over the verge. His financial straits, however, nowise abashed or distressed him. In some mysterious way he always came out on top and continued year after year to present operas in lavish style and pay most extraordinary salaries.

PRETENDS TO SAY PRAYERS.

T. P. O'Connor, the famous editor of the London paper, *Mainly About People*, has a talented wife, who is very fond of a fox terrier that she calls "Coaxy O'Connor." The dog has been taught all manner of tricks, one of which the picture shows him in the act of performing. He is supposed to



MRS. O'CONNOR AND "COAXY." He is saying his prayers while Mrs. O'Connor looks on with a display of mock gravity.

Mrs. O'Connor is now on tour in England with her play, "A Lady From Texas," and the dog is her constant companion. She is also reputed to be at work on a new comedy.

THE LAW-MAKING BUSINESS.

The truth is the mass of the people do not desire direct legislation. They no more wish to make their own laws than they wish to make their own shoes or coats or hats, watches or jewelry. These are made for them by comparatively few people, who make the manufacture of some article the business of their lives. In like manner the people choose men to make the laws, and they expect them to attend to the matter. They are not in all cases as well equipped for the task as they should be, but that is the fault in part of the voters themselves.—*Louisville Courier-Journal*.

Lord Rosebery's Heir.

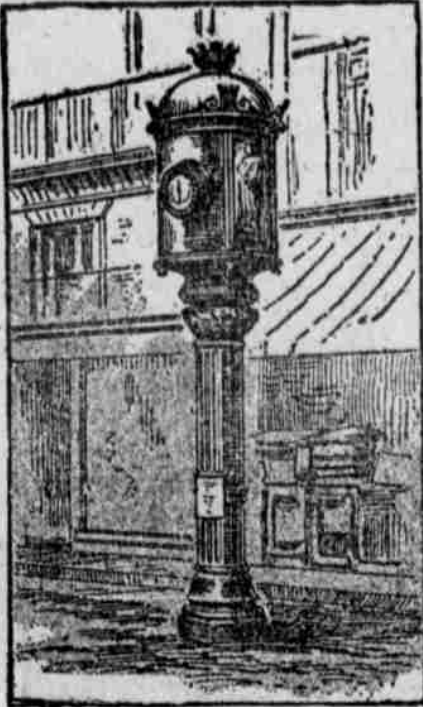
Lord Dalmeny, Lord Rosebery's eldest son, has, like his father, a sense of humor, though in other respects, he is singularly unlike his distinguished father. Big, strong, and athletic, he is fond of outdoor life and field sports, is a first-class racket player, and most interested in racing. It was Lord Dalmeny who, when Lord Rosebery was to address the boys at Eton on the "Fourth of June," begged his father not to allude to Wellington and "the playing-fields of Eton," a hackneyed quotation which the poor Etonians suffer from at very frequent intervals.

COMFORT FOR THE AGED.

That many persons live in long-continued dread of landing in the poorhouse is not to be doubted. That this fear is wholesome is believed by some and doubted by others. That it tends to stimulate increased endeavor to provide against destitution is obviously true. A typical case of the way in which life sometimes winds up in the public refuge despite this fear is that of an old truck gardener in the southern outskirts of Chicago whom the County Agent has been urging to go to the poorhouse. He had seen better days, but old age disabled him, his wife died, the title to his little "spot" slipped into other hands, and, despite his resolute determination never to meet that fate, he has finally yielded, or probably must yield, to the County Agent's solicitation. Some of the most commendable instances of charity, whether public or private, are those devised for the aged poor, and especially such as provide for aged couples to live together instead of being separated as they are in the typical British workhouse and in our own poorhouse. Of this sort are the great Krupp works in Essen, and some of the almshouses maintained by some English towns, and now and then by private charity. There is a sense of fitness in provisions which allow destitute old couples who have performed their work to complete their days in peace together. Such provisions dignify human life, and likewise human labor.

STRETCHER IN A LAMP POST.

An ambulance in a lamp post is the latest idea in street contrivances.



THE AMBULANCE LAMP POST OF PARIS.

Paris has just been endowed with several specimens of what is called a "phare de secours," or first-aid light-house. It consists of an ornamental bronze pillar about fifteen feet high, with a round, overhanging top resembling that of a lighthouse, and containing a clock face barometer and three transparent pictorial advertisements, revolved by clockwork and lighted by gas from within. In the base of the pillar is a letter box, and in the shaft is a folding stretcher, with printed directions for affording first aid to the injured. In case of a street accident the stretcher can be immediately obtained by breaking a small glass window just above the letter box, taking out the key, and unlocking the receptacle.

PRINTER BEATS MILLIONAIRE.

It would be difficult to find two men who presented such a marked contrast as the candidates for mayor in the aristocratic city of Yonkers. John E. Andrus, the Republican nominee, is reputed to be worth \$30,000,000. Opposed to this man of 60 whose record it would seem, could do naught but establish him firmly in the esteem of the people was Michael J. Walsh, an active, reputable young man of fine character and something of a politician. He is a printer by trade and, though he has a small establishment of his own, has been but moderately successful in business. As a writer for newspapers and as an alderman, he has, however, gained great popularity and so well did the people of Yonkers think of him that they elected the printer, his plurality over the multi-millionaire being 650—the largest ever given a candidate for mayor in Yonkers. Yonkers contains more rich people than any city of its size in the east.

Got on the Brain.

An extraordinary operation in a New York hospital recently was the cutting through a man's skull and the removing of a blood clot on the right side of the brain. His entire right side and leg were paralyzed. Two days after the removal of the clot the man could move his leg, the paralysis gradually left him and last to be recovered was the power of speech, which was a matter of days, and was not perfectly accomplished at last accounts, but the surgeons had no doubt of his entire recovery.

HELEN GOULD ACCEPTS.

Miss Helen Gould, who has accepted her appointment as member of the board of lady managers of the St. Louis world's fair, is the most distin-



HELEN GOULD. gushed member of the family of the late Jay Gould.

DRESS HAS THE ADVANTAGE.

It may be unfortunate, but it is true, that dress and manners count for about as much as ability in the capitals of Europe and South America. A diplomat who is laughed at in society can be of little use to his government. He loses much of the gossip heard in exclusive circles which a diplomat ought to know, and he meets with coldness instead of cordiality at the foreign office. The general character of the United States representatives abroad has been raised of recent years. But congress has not yet appreciated the value of the social standing of the government's envoys.—*Kansas City Star*.

PEACE TESTS OF BRAVERY.

Peace has its tests of a sailor's or a soldier's bravery no less severe than those of war, though they may be less glorious. Few civilians would fancy the duty which has been assigned to several naval officers of sealing themselves up in the new submarine torpedo boat *Fulton*, of sinking them below the surface of the water, and of remaining there from twelve to fifteen hours. The officers and men who are to undergo this experience will breathe bottled air, so to speak, the necessary supply of atmospheric fluid being contained in compressed air flasks.—*New York Mail and Express*.

FROM COOK TO MILLIONAIRE.

William Morgan, second cook at the St. Charles hotel in St. Joseph, Mo., is



WILLIAM MORGAN. (St. Joseph, Mo., chef, who has fallen heir to \$1,000,000.) preparing to claim the \$1,000,000 fortune left him by an uncle's will. His uncle resided in London, England.

Ancient Pie Eaters.

An antiquarian has been searching through the records of the city government of Geneva in the hope of finding something of historical value with reference to the times of John Calvin. The search cannot be pronounced successful, as most of the material examined is rubbish; yet one little note is amusing if not precious, and it shows how puritanical was the little Swiss city in the sixteenth century. The record in question preserves the interesting fact that three artisans were punished for having eaten three dozen pies at breakfast—this being regarded as evidence of dissolute living.

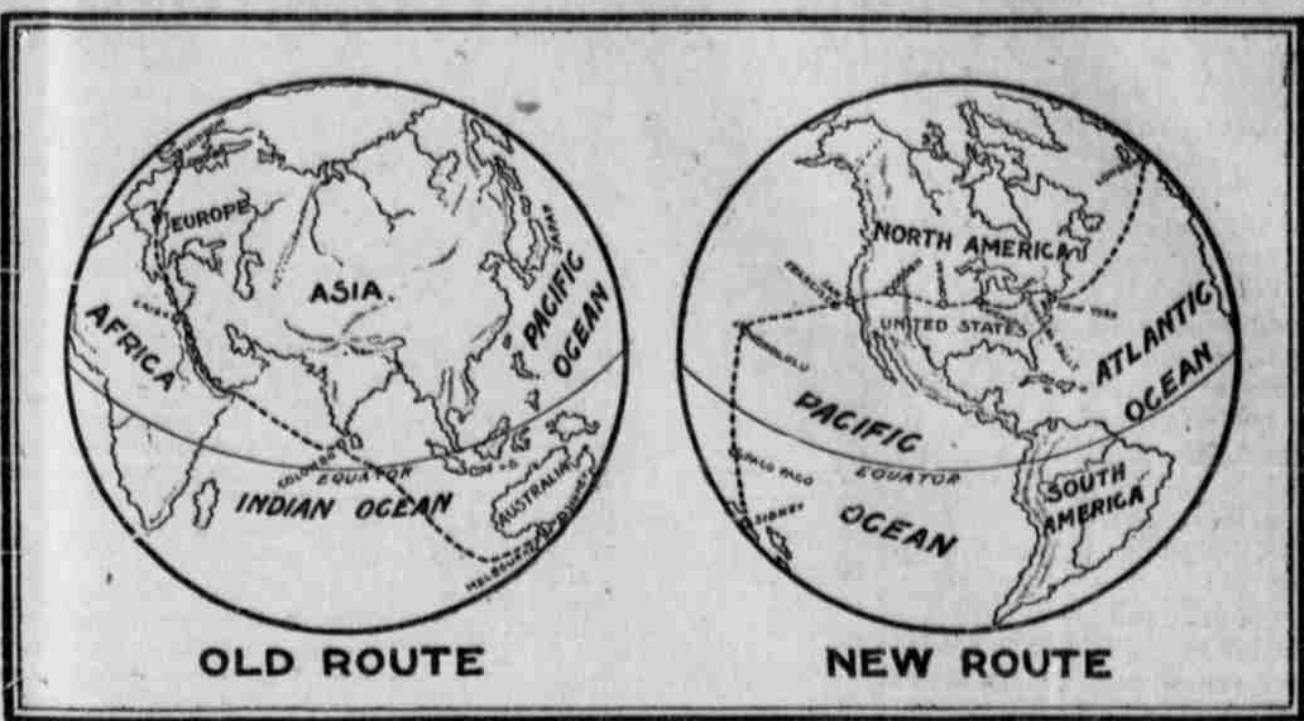
When Welshmen Used the Bow.

There still exist proofs in the pipe-rolls and other government documents that the army of Edward I, in that monarch's campaigns, both against the Welsh and the Scots, partly consisted of Welshmen, drawn from Monmouthshire and Breconshire. Those Welshmen were the first to use longbows in war. Those bows were made of yew, and it is an interesting fact that there are still more yew trees in the counties just mentioned than in any other part of Wales.—*Cardiff Mail*.

Reciprocity with Canada.

A delegation representing the Chambers of Commerce of the United States has told President Roosevelt that it believes reciprocity with Canada will be of great value to American commerce and industry. The President told the delegation that he would take the matter "under advisement." This is usually a polite method of saying that one is not ready to take action.

New Route Around the World



MAPS SHOWING OLD AND NEW ROUTES FROM AUSTRALIA TO LONDON.

The mails for England from her colony of Australia, on the other side of the globe, are now being carried through the United States, as an experiment. Transported by water and land by way of the Suez canal and Brindisi the journey to London from Melbourne takes thirty-six days. By taking the other direction and coming by way of San Francisco and New York the time has been shortened greatly. On the first trip, which began in August, the time by way of the railroads to the Pacific to the Atlantic coast was thirty-one and a half days. On the second trial, just completed, the time has been further shortened. The entire distance from Melbourne to London by way of the American continent is 15,265 miles, or more than half way round the world.

This beats Phineas Fogg's time by a wide margin. While Jules Verne's hero circled the globe in eighty days, the journey at the rate of speed reached by the Australian mails taking the American route could be made in about fifty days. Of course under both plans railroad have been utilized wherever available. But when Russia's great railroad, the one from Moscow to Port Arthur, on the gulf of Pechili, is finished, the globe circuit can be made in much shorter time than this. The report sent out to all the

papers the other day that Russia's trans-Siberian road was "virtually completed" is misleading. Some of the course between Moscow and Vladivostok is by water and a large part of the railway was only temporary and experimental, and will have to be relaid. Troops can be carried from Russia through to Vladivostok by the present rail and steamboat route across Siberia, but the time will be much slower than that which is intended to be attained ultimately. Moreover, Port Arthur, and not Vladivostok, will be the real terminus of the trans-Siberian road, and that apparently will not be finished for two or three years yet.

Until Russia's great line to Port Arthur is finished the quickest course for England's Australian mails will probably continue to be by way of San Francisco and New York, on the experimental route now being taken. This course, too, will be the speediest way for the entire globe circuit. Even when the trans-Siberian line is finished the roads across the United States continent will have to be utilized in order to make the circuit by the speediest route. It will then be possible to make the journey round the earth in thirty-one days by having close connections. How some of the old-time gliders would marvel if they could

hear of this speed! Two years was considered fairly good time for the circuit in the days of Capt. Cook and of the Yankee skipper, Robert Gray—the Gray, whose vessel, the *Columbia*, gave its name to the great river of Oregon, and whose discovery of that stream gave the United States its first claim to the vast empire which it drains. Two years and a half would have been thought fast time for the circuit by Drake, the first Englishman who made the journey. The crew of the Portuguese-Spaniard Magellan—the Magellan who was killed in the Philippines in the feud between the whites and natives of those islands; which has stretched from his time down to Aguinardo's—who were the first of mankind who crossed all the meridians, were three years in making the journey round the earth. Thirty-six months in the early part of the sixteenth century! One month in the opening years of the twentieth! This marks the extent of the shortening of the time of the globe-circling between Magellan's days and the days of America's and Russia's Morgans, Harrimans and Hills.

The new mail service crosses the United States over the tracks of only two railroads and that without change of cars—the Great Northern and the New York Central.

Gov. Van Sant Fights Gigantic Railroad Combine



three battle ships, two armored cruisers, eighteen gunboats, two colliers of 15,000 tons each, one repair ship, six training ships, four picket boats and four tugs. The secretary did well to drop a good part of the overnumerous gunboats, but he also dropped one of the battle ships proposed in the first named scheme, and this omission can not be so readily commended.

Perhaps Our Oldest Man.

James Farrell, of Barbourville, W. Va., has just celebrated the 105th anniversary of his birth. He is now possibly the oldest man in the United States. Mr. Farrell served in the war of 1812 and later was in Mexico under Jefferson Davis. When the war between the states broke out he enlisted, although no longer a young man, and saw four years of service. He was probably the oldest veteran to offer his services to the government when the Spanish war broke out.

Owing to temporary illness, Deputy Police Commissioner Devery of New York was absent from his usual haunts a day or two shortly after the recent overthrow of Tammany. Some humorist advertised for him in the "lost and found" column of an afternoon paper. In the description Mr. Devery is said to have a "gross tonnage of about 225 pounds," a "haughty carriage and to be of a full habit."

John Armstrong Chanler has about decided to reside permanently on his estate, Merrie Mills, in Virginia, one of his reasons being, as he explains it, that Judge White's decision that he is sane is of no legal force in New York. Mr. Chanler's change in appearance and his gaining of flesh and color is ascribed to his giving up the use of wine and becoming a vegetarian.

Carrie Nation the other evening lectured to a large audience in Marietta, O., under the direction of H. J. Conrath, a saloonkeeper, and Joe Bruner, a pugilist. In answer to criticisms on her appearance under such management Mrs. Nation said: "Neither the W. C. T. U. nor the churches would bring me here, but these men did, and I am grateful to them."

The czar, before quitting France, left a gift of 100,000 francs for the poor of Paris, 15,000 francs for Dunkirk, 15,000 francs for Reims and 15,000 francs for Compiegne and also a sum of 5,000 francs for the families of sufferers in the recent torpedo explosion.

Minnesota's executive has issued a statement, saying he will instruct the attorney general of the state to take steps to prevent the consolidation of Northern Pacific and Great Northern interests, as contemplated by the

Northern Securities company, just incorporated, and that if there is no law to cover the case he will call a special session of the legislature to make one. Governors of Montana and Dakotas have taken similar action.

THE WILKINS-FREEMAN AFFAIR.

The wise people of Randolph, Mass., and the curious people of Metuchen, N. J., and numerous other people between those two towns seem to have considerable difficulty in getting Mary E. Wilkins and Dr. Freeman married. It is not wholly clear why any one should concern himself or herself about what is a purely private arrangement between the high contracting parties, but so many persons have considered it their duty to bring about the marriage that it may be said nearly all of New England and a large part of New York and New Jersey have been engaged for several months past in fixing and unfixing the dates when the event was to come off, and some who can see through a millstone farther than others have even descended on the bride's trousseau and the bridegroom's gifts.

At last the gossips, tired of this game of hide and seek, positively announced two or three days ago that the marriage had taken place and that the happy pair had settled down at Metuchen; that Miss Wilkins had fin-

ished the novel which had all along been the cause of delay; and that Dr. Freeman, who is wealthy, was the happiest man in or out of New Jersey, was going to give up pulling and fitting teeth, and hereafter enjoy his "ease and dignity," which few benedicts can do.

The Navy's Demands.

A naval programme which contemplates a large increase in the naval establishment has been enthusiastically accepted by the American public, so that there will be little demurring to the general spirit of Secretary Long's annual report.

But it is not so certain that the secretary decided wisely between the plans of the general board of which Admiral Dewey is chairman, and the plans of the board of construction.