

PEOPLE TALKED ABOUT

HARRIMAN'S SUCCESSOR



With the election of Robert Scott Lovett as chairman of the executive committee of the Union Pacific and Southern Pacific Railroad companies, the continuance of Edward H. Harriman's policies seems assured, so far as any man other than the creator of those policies could continue them. For "Judge" Lovett, as he is commonly called, has been Mr. Harriman's right-hand man and personal counselor for the last five years and probably is more conversant with the dead financier's plans than any other living man. He has been also general counsel officially for the Harriman lines and vice-president of both the Union Pacific and the Southern Pacific, as well as a director of these and a number of other railroads under Harriman control.

A small man physically, "Judge" Lovett has a pair of quizzical eyes and a determined mouth that can break into a smile as he talks. He gives an impression of vigor and masterful self-reliance, for which qualities, it is said, he was chosen to advise Harriman. In many hotly contested law suits Lovett had demonstrated his ability before he was asked by the man whose place he will try to fill to go to New York at a salary that made him the envy of most high-priced counselors in that city.

Born in San Jacinto county, Texas, 50 miles north of Houston, June 22, 1860, "Judge" Lovett was the son of a poor pioneer farmer who went to the Lone Star state from Alabama. As a boy he worked on the farm and went to a country school. When he was 14 years old the construction crew of the Houston East and West railway reached the neighborhood in which he lived and the boy was given employment by a contractor at digging out stumps from the right of way. Then he drove a scraper and after several months of hard work for several contractors he became a clerk in a store and a railroad agent at Shepherd, Texas. Then he studied law in Houston in the office of Charles Stewart, at that time representative in congress.

Beginning the practice of the law at Cold Springs, the county seat of his home county, after being admitted to the bar in Houston in 1882, Lovett obtained his first railway connection when the Houston East and West railway went into a receiver's hands. He was employed to look after the road's interests at Nacogdoches. After a year of this work he returned to Houston and was made general counsel for the road.

From this time on his record shows rapid climbing as a Texas railway lawyer. In 1889 he became assistant general attorney of the Texas & Pacific Railway Company at Dallas, and two years later was made general attorney. Becoming a member of the firm of Baker, Botts & Lovett, he was soon in the front rank of Texas railroad lawyers. Trained in the Gould system, as his practice expanded he came into contact with Mr. Harriman through the large interests of the Southern Pacific system in Texas. January 1, 1901, he was made general attorney and counsel for all the Harriman lines in Texas and went to New York to live.

GUARDS ROYAL JEWELS



After a long and active service in the British army, the quiet of the Tower of London will probably be welcome to Gen. Sir Robert Cunliffe Low, who has just been appointed keeper of the jewel house in that venerable and historical pile. Few general officers in the army have a more varied and brilliant record of services and few can look back on so many exciting moments as Sir Robert has gone through in the course of his career.

Receiving his first commission in the Bengal cavalry in 1854, he served throughout the Indian mutiny and was present at the sieges of Delhi and Lucknow. After that he took part in several minor wars in different parts of India, earned medals, was mentioned in dispatches, and received the thanks of the Indian government on several occasions. In that terrible march from Kabul to Kandahar, with which Lord Roberts' name is everlastingly connected, Sir Robert Low was chief director of transport, and he was present at the battle which took place at the latter place.

Later he took part in one of the Burmese expeditions and in 1893, having by this time risen to the rank of major-general, he commanded the relief force to Chitral, and for this was again mentioned in dispatches and thanked by the government of India. From 1898 to 1903, as lieutenant-general and general, he commanded the forces in the Bombay district of India.

And now, after having spent a life that many soldiers would envy, he will end his days with nothing more to worry him than the responsibility for the safeguarding of his majesty's crown jewels. These consist of the crown, the scepter, the orb for king and queen, and several other interesting relics of ancient days used at the coronation of English sovereigns, lying side by side with the very modern Cullinan diamond, recently presented to King Edward. Without this latter gem the value of the regalia is placed at \$15,000,000.

TO PROVE COOK'S CLAIMS



Evelyn Briggs Baldwin, the arctic explorer, firmly believes that Dr. Cook has reached the pole and announces that he will soon organize an expedition himself to prove Dr. Cook's assertion.

In 1898-99 Mr. Baldwin was with the Wellman expedition in its journey to Franz Josef land. He built and named Fort McKinley. Graham Bell land was discovered and explored by him. In the intervals between voyages Baldwin lectured extensively on polar explorations through the states of the middle west and the south.

The public is familiar with the details of the Baldwin-Ziegler expedition, which started June 13, 1901. William Ziegler fitted out the America for Mr. Baldwin and also gave him charge of two chartered supply steamers, the Fritzhoff and Belgica. As a result of this trip there is now a series of stations extending from Camp Ziegler to Altair lodge, Crown Prince Rudolf land, the latter being in sight of the former headquarters of the Italian explorers. These stations, including several large ones on Franz Josef land, stretch for nearly 100 miles. In establishing them the party went over the distance a dozen times. Several of the stations included houses and pony sheds. Thousands of pounds of condensed food was stored at each of these points. Whether they have been utilized by succeeding expeditions does not appear.

Personally Mr. Baldwin has the magnetism that draws men toward him. Modest in his expressions, he is forceful when the topic arouses him and when he argues he is convincing. He is unmarried.

WOULD BUILD BIG SUBWAY



George Washington Jackson, who is president of himself, incorporated, has started even Chicago with the proposition to build a subway system under the downtown "loop district" and out into the suburbs for \$30,000,000. George Washington, who was chief engineer in the construction of the Illinois tunnel system, and has been consulting engineer in a number of other large projects of like nature, was born in Chicago in 1861 and took up his present business in 1883. He says that his home city with no subway is shamelessly behind the times and that New York and Boston have subways, Philadelphia is building one, and St. Louis and Pittsburgh are planning for others. Mayor Busse's experts have estimated \$50,000,000 as the cost of a subway system, but only under the congested loop district. Jackson's proposed subway would have eight loops under downtown Chicago and continuous sidewalks which will prevent congestion at any one point. Jackson has worked four or five years on his plans, the difficulty being in planning the proposed work to dodge the many water pipes, telephone conduits, sewers, gas mains, electric light conduits, cold storage pipes, steam pipes for heat and power, and high pressure water mains.

FOREST CONDITIONS IN FLORIDA



SKIDDING, OR LOG WAGON



CABBAGE PALMETTO

A PRELIMINARY investigation of the forest conditions of Florida was made during the past winter by the United States Forest Service in co-operation with the state. The report is now completed and has been submitted to the governor for his consideration. It is hoped that the legislation may be able to incorporate at least some of the recommendations into law in the near future.

Florida occupies a prominent position among the timber and turpentine producing states of the country. It has, at present, a greater per cent. of its land in forest than any other state. Some of the finest stands of longleaf pine in the south are contained within its borders. The development of the forest industries during the past few years has been phenomenal. While the agricultural development in certain parts of the state will make permanent use of immense areas of cut-over land, the bulk of lands now being cut over will not be needed for agricultural purposes for many years to come. In the meantime the timber producing possibilities of such lands are being destroyed by repeated fires, turpentine, and reckless lumbering. The opportunity to organize and adopt plans of forest management should not be delayed until the forest lands have all been cut over.

Many states have temporarily developed at the expense of their forest interests and have realized too late the disastrous effects of wasting their forest resources.

The report of the Forest Service Examiner in Florida lays particular stress on the importance of a strong forest policy for the state. There should be a commission of forestry to have general supervision of the forestry interests of the state and to appoint a state forester. It should be the duty of the state forester, under the direction of the commission, to advise private owners in reference to forest management, to bring to public attention the damage done by forest fires, to formulate and put into execution a firewarden system to protect the forests from fires, to encourage more conservative systems of lumbering and turpentine, to investigate tax and grazing problems, and in general promote a healthy interest in forest preservation in the state.

The forest fire problem in Florida, as in other southern states, was found to be a most serious hindrance to the perpetuation of the forests. The practice of burning over the ground annually destroys all possibility of a young growth of pine to take the place of the mature timber when it is cut. Moreover, fires injure the standing timber, especially where the trees have been boxed, and destroy the vegetable covering of the soil. It has been demonstrated that repeated fires decrease the value of the forest for grazing purposes.

In order to check the annual fire evil, the report proposes a forest fire law for Florida which shall make it unlawful and punishable by fine or imprisonment, or both, for any individual or corporation to start fires on land not their own. The proposed law also makes every owner liable for damages resulting from the spread of fire from his own land to that of another. There are many other important features in the proposed law, such as the appointment of firewardens, the use of spark arresters on locomotives and engines, and posting of fire notices.

The report furthermore recommends the establishment of state forests from tax lands and by purchase, as has already been done by many states in the country.

The forests of Florida have lasted longer than in many states, perhaps because the state has been more generously endowed with valuable growth. The need of forest preserva-

tion has not been so apparent in the past, but those who understand the present conditions in Florida and in other states should be alive to the necessity of taking some action to cut wisely what forests remain, and provide for regeneration on lands that have already been denuded. The report explains the present situation in detail and points the way for a wiser consideration in the future.

The south, with 27 per cent. of the total area of the United States, contains about 42 per cent. of the total forest area of the country. The forest area by states is as follows: Alabama, 20,000,000 acres; Arkansas, 24,200,000; Florida, 20,000,000; Georgia, 22,300,000; Kentucky, 10,000,000; Louisiana, 16,500,000; Maryland, 2,200,000; Mississippi, 17,500,000; North Carolina, 19,600,000; South Carolina, 12,000,000; Tennessee, 15,000,000; Texas, 30,000,000; Virginia, 14,000,000; and West Virginia, 9,100,000.

The south, it will be seen, has still much of the virgin forest of the country. This forest must be used of course, in order to meet the steadily expanding wants of the section. It must be used in such a manner, however, that the very most may be made from its annual cut, while at the same time this cut is being replaced by new growth. In this way its timber will remain a source of perpetual wealth.

The importance of forest conservation to southern interests is clearly understood by the people of the south. The future of the south is more nearly bound up in the plan of forest preservation, with its accompanying protection to watersheds, power-streams, and wood-working industries, than is anything now before the people of that part of the country. Not only is the protection of the watersheds, which will some day furnish the power to run all manufacturing establishments in the entire south, an important matter to the south, but the industries depending upon the forest products will also be benefited by the protection thrown about the remaining timbered area.

Quinault Indians' Fisheries.

The Quinault Indians deserve praise for the efficient and far seeing methods adopted in the management of their fisheries. They have learned the lesson taught by their white brethren that if the salmon is to be conserved the fish must be permitted to go up the stream to the spawning ground. This year the Quinaults adopted a rule under which they kept a runway in the stream free from nets, and many thousands of "bluebacks" were seen to pass up the stream. Heretofore the nets have been set promiscuously and no attempt was made to conserve the fish. But even with a runway kept open the Indians enjoyed the greatest catch in the memory of old men of the tribe this year. The 120,000 salmon caught had a value of about \$45,000, and of this sum \$24,000 will go to the heads of 30 families. That is \$800 to the family, a sum sufficient to provide well for an Indian family a year.

Extravagance.

"It takes a maid to be extravagant," said the woman of slender means. "My girl just exhibited to me with much pride something she had bought to send a girl friend for her birthday. It was a sublimated card with a dove life size, made of paper that fluffed out when you pulled a string, all gay colors and cut out effects something like the old-fashioned valentines. She paid 50 cents for the thing and it probably will get smashed in the mails. Just think of the handkerchiefs, gloves, stockings, hat pins, collars and all manner of pretty useful things you can get for 50 cents. But the other girl probably will be delighted, so why should I worry?"

MULES HAVE HELPED MAKE MISSOURI FAMOUS

Few Persons Other Than Dealers Know Anything Regarding Versatile Beasts—How They Are Classified.

Kansas City is the world's greatest market for mules, those useful animals that have helped make Missouri famous, yet few persons other than dealers know anything about the versatile beasts. To the average person "a mule is a mule," and that's all. But the dealers will tell you very different. The mule man will talk of "cotton" mules, "mine" mules "pitters," "levee" mules, "sugar" mules, "rice" mules and even "mahogany" mules. He will talk about a mule's "conformation," estimate his height to half an inch and classify him the minute he looks at the animal.

Over half the mules sold on the market are "cotton" mules. Most of them are bought from December 1 to March 1 by the southern planters, or the dealers who supply them. A "cotton" mule must be a good mule, although an extra large one is not demanded. The height varies from 14 to 15½ hands and the weight is from 750 to 1,100 pounds. Trim, smooth-haired mules that show breeding—the Missouri variety—are the kind sought for by the southern dealers and called "cotton" mules in trade vernacular.

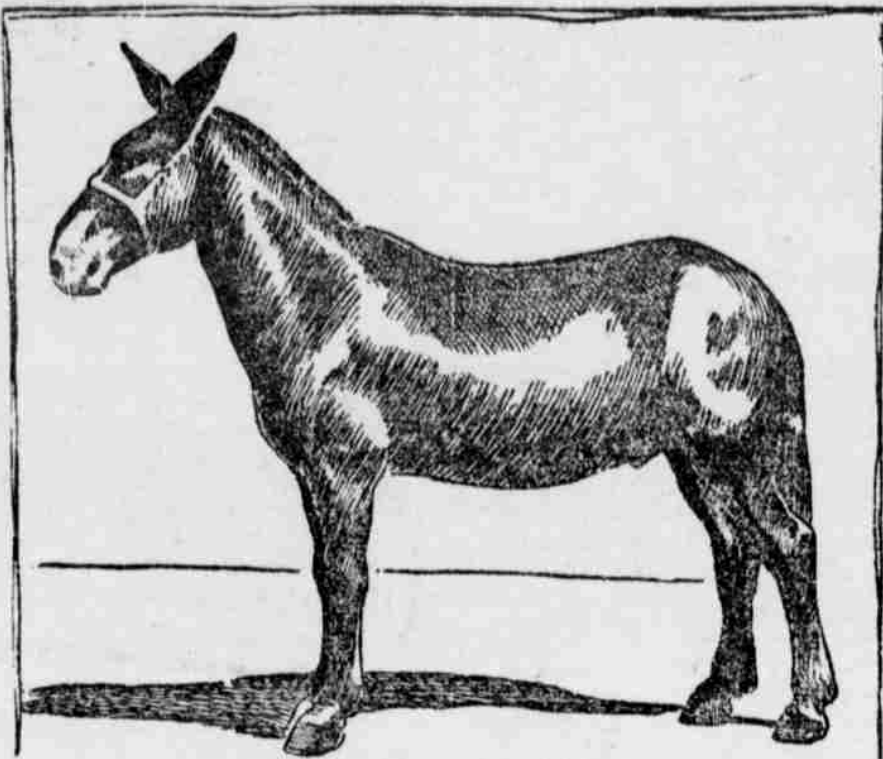
Next in importance is the "construction" mule. With the opening up of work after the financial flurry this class was in demand. The railroad construction camps want big, rugged animals. Style is no object. Big

most any color will do for a "mine" mule except white. At the mine entrance a white mule gets dirty and looks unkempt. Down in the tunnels he remains just white enough to frighten his mates. To the little "pitter" mule in the flickering light of the tunnels there is something so uncanny about his white brother that one white mule in a mine will create a panic.

Then there are "sugar" mules and "rice" mules, used on sugar and rice plantations. The "sugar" mule is a big, fancy priced animal, but the "rice" mule need only be rugged. Mules used in the lumber camps are called "loggers." The principal requirement again is not style but ruggedness. When the call comes from the Central America lumber camps the mule men call the animals "mahogany" mules.

The government buys mules described in their specifications as "wheel" mules, "swing" mules, "lead" mules, "riding or saddle" mules, and "pack" mules. Government mules must be sound and from four to eight years old. The size varies.

Almost any kind of a mule will do for a farm worker, although the farmer will often outbid the representative of a big firm for a pair of "advertisers." Strangely enough, the farmer, the great producer of mules, owns a very small per cent. of them. Most of them are in the hands of the great



A Classy Type of Useful Mule.

footed animals are in demand to make the drawing of heavy loads in loose dirt easier. Where levees are under construction a still larger mule is used. A "construction" mule is 15 to 16½ hands high. A "levee" mule should not be under 16 hands. They are often hitched singly to two-wheeled carts and a big animal is required.

But the mule that brings the highest price is the "advertiser." Size and breeding both count here. For "advertisers" or "wagon" mules, as they are sometimes called, big, well-shaped, nicely matched animals, that make the passer-by turn and look again—in short, a team that advertises the owner—are the kind that bring the big prices. They are gradually taking the place of horses for heavy delivery purposes. Many local firms use them, sometimes hitching them three abreast.

"Mine" mules are a distinct type; they must be broad and "chunky," but not tall. The average height is 14 hands. "Pitters" for hauling ore in underground tunnels should not be over 12½ hands high. An ideal "pitter" is shaped like a dachshund; he has a long body and short legs. All

users of the hybrids, the southern planter and contractor.

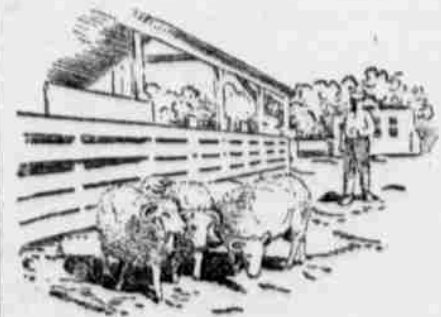
Mules are high in price now. A good, big "construction" mule sells for \$225 in Kansas City. A well-matched pair of "advertisers" will bring \$500.

Why is there such a demand for the mule? The reason is not far to seek. The "fool mule" of the comic paper is not such a fool after all. He takes care of himself and the barn men of any big teaming company will tell you a pair of mules will outlast two or three pairs of horses at hard work. A mule could give an athlete points on training. He will not overeat or overdrink. After hard work he will not eat or drink until rested. He seems to know that he cost his owner no small sum and will not allow a careless driver to overwork him. He is not of a nervous temperament and loses no energy worrying, as a horse does. To the diseases that attack the horse in the south he is immune. Everything considered, the demand for the mule is a just tribute to his usefulness. Missourians should have a proper pride in the Missouri mule, the ideal beast of draft and burden for the south.

FIRST STEP IN FATTENING

Turn Sheep on Aftermath Rape, Cleanings in Cornfields, Etc., Preparing For Grain.

More or less difficulty will be met by those who are feeding sheep for the first time, and more with lambs than with older sheep, because the first are more delicate. The first



Some Fat Ones.

step in fattening is to turn the sheep on aftermath rape, cleanings in the cornfields, etc., thus making good use of such feed and at the same time preparing the animals for their subsequent grain. This is all preparatory to their actual fattening and little trouble has been experienced from it, unless possible scours—caused by the green feed, says the Rural Home.

When sheep begin to eat corn heartily they should be carefully watched as to stomach and intestinal troubles. Lambs, especially, eat ravenously. They should be given plenty of salt and water, and induced to eat as much green or dry roughage as possible. This will prevent their eating too heavily of corn.

Sheep intended for the feed lot in a short time should be brought gradually to concentrated feed, while on the green stuff not more than a small handful of oats should be given each animal per day, and at least four weeks should be occupied in getting them on full feed. Sheep that have not been used to grain should gain well if so fed. When on fattening feed they will finish off nicely and may be marketed by New Year's. Since they can be finished by that time there is no reason why they should be pushed hard, and possibly at a loss.

The greatest trouble an ambitious feeder has is to feed lightly enough at first, to take enough care in getting the sheep on full feed without over-feeding or causing them to scour abnormally. Patience and care in the work are the chief essentials.

Fattening Hogs.

A patch of cane sown broad is a splendid place for the fattening hogs to run in during the late summer and autumn. Also, the same may be said of rape.