

# ONE TYPE OF THE CUBAN REVOLUTIONIST

Many are Freebooters and Cut-Throats Eager for the Opportunity of Plunder.

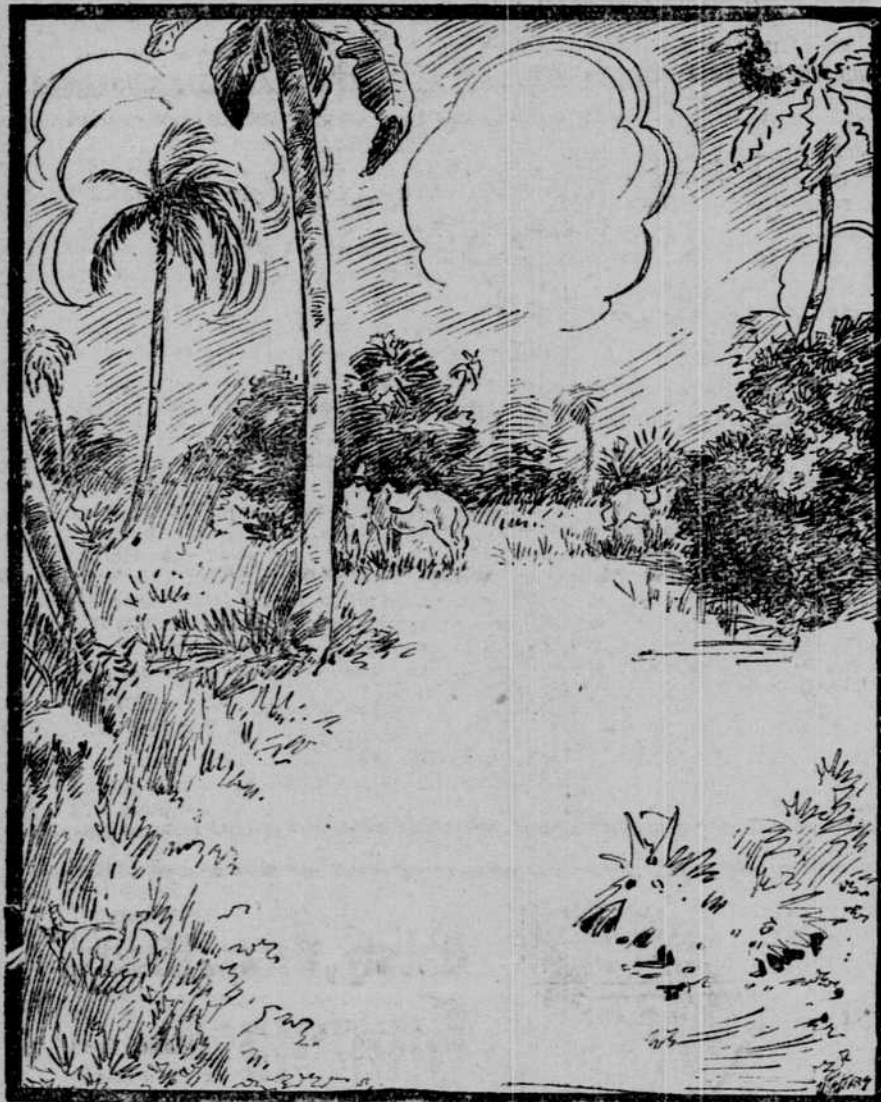
A significant word from Cuba since Secretary Taft went there in effort to bring about amicable settlement of the revolution is that in many cases the insurgents are becoming restless, the discipline is bad and many are breaking up into bands for the purpose of independent movement with view to plunder. The fact of the matter is that many of the revolutionists are what might be called freebooters and cut-throats, and have welcomed the present state of disaffection in Cuba as affording them an opportunity for their lawless deeds, such as they enjoyed in the "good old days" under Spanish rule when murder and rapine were events of every day occurrence.

From its earliest history there has existed in Cuba such lawless class of people. At one time a few generations ago, they infested the coast as pirates, swooping down with their little sloops or schooners upon all unarmed vessels which chanced their way, and as such they were only finally suppressed by the British, who as late as the '30s, drew a cordon around the island outside of the three-mile limit, which with little hesitation they reduced to suit their convenience when it came to the matter of pursuing a suspicious craft. These crafts

methods, which multiplied with each fresh outbreak of an insurrection, that inspired the Spaniards to commit many of the cruel deeds attributed to them during their struggle to maintain their grasp upon the island.

The Spaniards called these outlaws "banditos" and always pursued them with more or less relentless vigor, but their buccanering methods were such that neither the Spanish Guardia Civil nor the Spanish infantryman was very effective against them. They, like the buccaners of old, lived off the country, and the country supplied all their immediate necessities, whether their depredations were carried on in organized bands or by roaming individuals.

In the fertile tropical land of Cuba the life of these freebooters is comparatively easy. As a matter of fact, after these Cuban gentry have tasted of it, it is hard for them to relinquish it. They live in a land of eternal summer, where in normal times cattle, honey and sweet potatoes abound. Why should they work when God has given them so much? The peaceful farmer of the interior, no matter how little he labors in the field, produces a great deal more than he can consume, and he is ever ready to share



Kind of Country in Which the Freebooter Thrives.

were chased into some one of the numerous coves or bays which indent the coast of Cuba, and when their crews were captured they were taken to Jamaica for trial, where it was a short shift between there and the hangman's noose. Frequently the vessels were driven ashore by the English cruisers, and the crews of the pirate ships, making their escape, became pirates on land like the old-time buccaners of Hispaniola, with the difference that they rarely made war upon the country people, who almost invariably stood in with them.

The remnants of these pirates, or freebooters, have existed in Cuba to the present day, their ranks having been recruited from time to time by the country people who, finding themselves in some difficulty with the authorities, preferred the free, careless life of the freebooter to going to prison. It can scarcely be claimed, except in rare instances, that the present day semi-lawless set in Cuba is formed of the descendants of the original pirates, although their methods and manner of living are about the same. Occasionally an individual may be found who will tell you unblushingly that his father or grandfather was one of the pirates. As a rule these people are without religion, laws, or sacred traditions, and when the opportunity has occurred they have committed deeds of shocking ferocity, scarcely equalled by those of the savage Indians on our frontier when they were upon the warpath in their most pearly days. In some respects they are worse than our savages, for the Indians made war only upon their enemies and were always true to each other, being bound together by their own laws and traditions. But it is not so with these Cuban freebooters, and it was owing to their treacherous

it with whomsoever comes along, and consequently the roving freebooter, who would be a simple tramp elsewhere, finds subsistence easy.

He may be a fugitive from justice, and then he learns to look upon all those who are rich or in government service, either as civilians or soldiers, as his enemies, and he only awaits the opportune moment when a leader steps forth to organize him and others like him into a formidable band.

After the insurrection was over and the brief war with Spain had been fought out the country was so completely devastated that such of these freebooters as remained were obliged to come into the towns and cities, where they posed as patriots and came in for their share of loot in the way of Red Cross supplies issued to starving reconcentrados. Then there was that pay which the Americans ceded to Gomez to pay his soldiers, when as a matter of fact his so-called army had been practically exterminated before the beginning of the war with Spain. They came in for some of that.

The supplies and soldiers' pay quieted the turbulent spirit of those former outlaws for a time, although during the occupation of the islands there were many examples of their capabilities.

### Dear Girls.

"Yes," said Tess, "Mr. Goodley gave me this ring. I accepted him last night."

"Did you?" replied Jess. "I'm so glad."

"Are you really? He used to call on you, didn't he?"

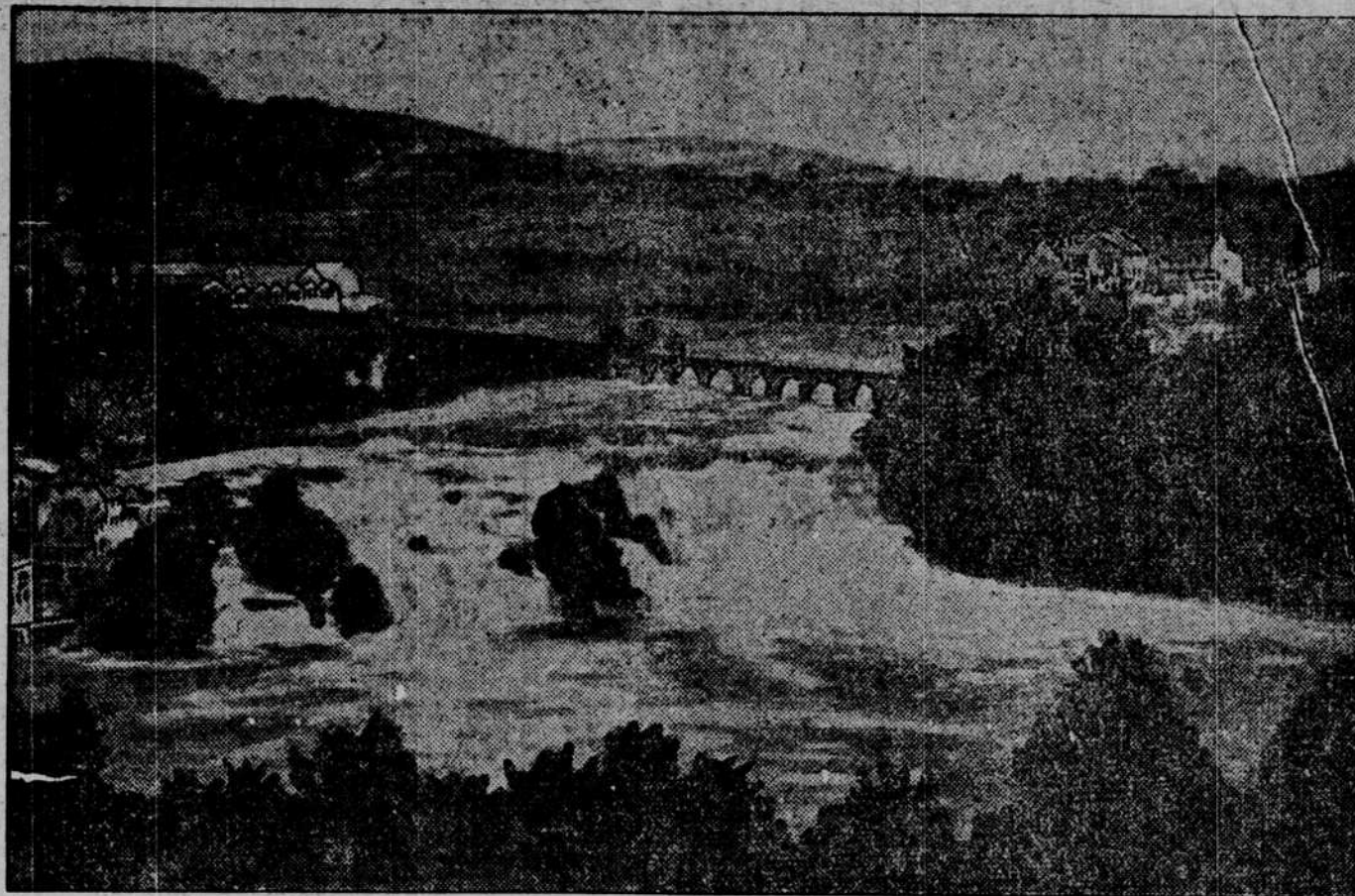
"Yes," and I was beginning to fear I'd have to accept him."

### FOR ANALYSIS.



Mrs. Newedge—"Certainly you may take some of those biscuits to your friend. Is he hungry too?"  
Wesley—"No, mum, he's a zoologist!"

# The Rhine Falls.



Several times it has been rumored that the water-power of the magnificent Rhine Falls at Neuhausen, in Switzerland (near Schaffhausen), are to be utilized for electric purposes, and that the cataract, which is the largest in Europe, is being spoiled. Up to the present, however, the falls have undergone no change and it would indeed be a matter for regret if this noble creation of nature were to become a victim to the modern materialistic spirit of industry.

# MANY DIE ON RAILROADS.

TRAINS KILL 26 PERSONS DAILY, SAYS GOVERNMENT REPORT.

Greatest Number of Casualties Are Among Employees—Interstate Commerce Body Tells of Year's Earnings of Carriers.

Washington.—During the year ending June 30, 1905, according to a statement issued by the interstate commerce commission, an average of 26 people were killed and 238 injured every day in railroad accidents in the United States. The total number killed during the year was 9,703, while the injured numbered 86,908. The greatest casualties were among the employees of railroads, as follows:

Trainmen, 1,900 killed and 29,853 injured; switch tenders, crossing tenders, and watchmen, 136 killed, 883 injured; other employees, 1,255 killed, 36,097 injured. The casualties to employees coupling and uncoupling cars were: Employees killed, 230; injured, 3,542.

The casualties connected with coupling and uncoupling cars are assigned as follows:

Trainmen killed, 217; injured, 3,316; switch tenders, crossing tenders, and watchmen killed, 6; injured, 128. Other employees killed, 7; injured, 99.

The casualties due to falling from trains, locomotives, cars in motion, were: Trainmen killed, 407; injured, 4,648. Switch tenders, crossing tenders, and watchmen killed, 12; injured, 126. Other employees killed, 60; injured, 559.

The casualties due to jumping on or off trains, locomotives, or cars in motion were: Trainmen killed, 119; injured, 3,798. Switch tenders, crossing tenders, and watchmen killed, 4; injured, 111. Other employees killed, 49; injured, 628. The casualties to the same three classes of employees in consequence of collisions and derailments were: Trainmen killed, 579; injured, 4,736. Switch tenders, crossing tenders, and watchmen killed, 8; injured, 37. Other employees killed, 85; injured, 750.

The number of passengers killed was 537 and injured 10,457. In the previous year 441 passengers were killed and 9,111 injured. There were 341 passengers killed and 6,053 injured because of collisions and derailments. The total number of persons other than employees and passengers killed was 5,805; injured, 8,718. These figures include the persons trespassing, of whom 4,855 were killed and 5,261 injured. The total number of casualties to persons other than employees from being struck by trains, locomotives, or cars was 4,569 killed and 4,163 injured.

The casualties of this class were: At highway crossings, passengers killed, 1; injured, 10; other passengers killed, 837; injured, 1,564. At stations, passengers killed, 24; injured, 90; other persons killed, 331; injured, 571. At other points along track, passengers killed, 6; injured, 37; other persons killed, 3,320; injured, 1,891.

The ratios of casualties indicate that one employee in every 411 was killed, and one employee in every 21 was injured. With regard to trainmen—that is, engineers, firemen, conductors, and other trainmen—one trainman was killed for every 133 em-

ployed and one injured for every nine employed.

In 1905 one passenger was killed for every 1,375,836 carried and one injured for every 70,855 carried. For 1904 the figures show that 1,622,267 passengers were carried for one killed and 78,523 passengers carried for one injured.

The interstate commerce commission has also made public statistics of railroads in the United States for the year ending June 30, 1905, based on reports of the railroads as required by law. These show that on June 30, 1905, the total single track railway mileage in the United States was 218,101, or 4,196 miles more than at the end of the previous year. The operated mileage for which substantially complete returns were rendered to the commission was 216,971 miles, including 7,568 miles of line used under trackage rights. The aggregate length of railway mileage, including tracks of all kinds, was 306,796 miles.

The reported number of persons on the pay rolls of the railroads in the United States on June 30, 1905, was

1,382,196, an average of 637 employees per 100 miles of line.

The par value of the amount of railway capital outstanding on the date named was \$12,805,258,121. Of the total capital stock outstanding \$2,435,470,337 paid no dividends.

The number of passengers reported as carried by the railroads was 738,834,667, being 23,414,985 more than in 1904.

The number of tons of freight reported as carried was 1,427,731,905, exceeding the tonnage of 1904 by 117,822,740 tons.

The gross earnings from the operation of 216,973 miles of line were \$2,082,482,406, or \$107,308,315 greater than for 1904, and for the first time exceeding the \$2,000,000,000 mark. The operating expenses were \$1,390,602,152, or \$51,705,899 more than in 1904. The income from operation, or the net earnings of the railroads amounted to \$691,880,254, this amount exceeding the corresponding one for the previous year by \$55,602,416.

The amount of dividends declared during the year under review was \$238,046,897, leaving as the surplus from the operations of the year \$89,043,490.

# A HOOSIER MONOPOLY.

TWO TOWNS WHERE ROCK WOOL IS MANUFACTURED.

Yorktown and Alexandria Favored by Nature in Location of Mineral Deposits—Product Supplanting Asbestos.

Alexandria, Ind.—Two cities in Indiana have been singularly favored by nature in the placing of mineral deposits, giving them an absolute monopoly of the manufacture of rock wool and its other products, the cities being Yorktown and Alexandria, where comparatively large areas, covering a mile square in the aggregate, are underlaid with a peculiar kind of stone, largely composed of natural glass, which when fused and blown from a blast furnace produces a perfect imitation in appearance of cotton, but absolutely non-combustible and a perfect insulator from heat, cold and electricity.

It is rapidly supplanting asbestos and is useful in many more ways than that product, whose mines in Canada and Italy are rapidly being exhausted, no new deposits of asbestos stone having been discovered since 1850.

The Alexandria plant recently shipped 12 car loads to the Philippine islands for use in the cold storage plant the government built there, while its use, like asbestos, extends to the manufacture of fireproof theater drop curtains, clothing for firemen, acid workers, lampwickers, stokers' gloves, etc. It is called by scientists both fibrous and crystalline, and is designated as a mineralogical vegetable. Charlemagne is credited with the first public uses of it, when he made a tablecloth which he cleaned by throwing into the fire, but its real application to commercial purposes date back only 56 years.

Thirteen years ago the deposits at Alexandria and Yorktown were discovered by scientists, since which time extensive mills have been making the varied products into which it can be turned, and now that the stone in the Nicolson quarries, covering 80 acres at Alexandria, has been found

of the exact quality required a new company has been launched at Windfall, Ind., to build a plant, the second at Alexandria, and engage extensively in the manufacture of this odd and useful product of nature's laboratory.

The company is headed by Senator Mook, of Tipton, the promoting stockholders being Every A. Mook, Montgomery McKay, Benjamin F. Legg, Wilbur C. Legg, John M. Summers, L. D. Summers and Jefferson R. Hill, all prominent Tipton county business men. The company is capitalized at \$75,000, and the new plant is to be built at Alexandria.

It is significant that the two factories in the United States alone which are running and which have the only crude material from which this rock wool can be made are producers, and are always behind their orders.

### Finds Horns of Irish Elk.

Dublin.—While cutting turf on a bog in County Limerick, a laborer came on the horns of an Irish elk, and, carefully digging, exhumed the head and antlers of a magnificent specimen of this great deer, where it had lain for centuries, preserved by the peat. The horns measure from tip to tip eight feet two inches. It is in a wonderful state of preservation, considering the period of time which had elapsed since these animals existed, as no authentic time or satisfactory theory is forthcoming when they lived or what caused their extinction. Ireland was, undoubtedly, its home.

### Pays One Cent, Gets \$10,000.

London.—The heirs of one of the victims of the Grantham railroad disaster have received \$10,000 insurance, which was effected at a cost of one penny. The insured was a regular subscriber to a London penny weekly which insures its readers against accidents and death. The day of the disaster he sent his valise, containing a current copy of the paper, duly signed, to the hotel at Retford, where he expected to pass the night. Within a few hours of his death the claim was examined, allowed and settled.

### FOUND BY A PHOTOGRAPH.

Father and Daughter United After Separation of Twenty-Six Years.

Carmi, Ill.—Believing each other dead, Joseph G. Holt, an old soldier of this city, and his daughter, Mrs. Malissa Smith, suddenly met the other day after a quarter of a century separation.

Twenty-six years ago Holt lived in Henderson county, Kentucky, and moved here upon the death of his wife. He left his infant daughter in care of relatives, and was later told that she had died a few weeks after he had left.

Holt went to Mount Vernon, Ind., and while on the streets was accosted by a young woman, who asked his name. A cherished photograph, kept since childhood, had so engrained the likeness of her father upon her mind that she thought she recognized her father in the stranger. It was so, and the long lost daughter ended her quest for her missing parent by throwing her arms about him upon the mention of his name.

# At the National Capital

Interesting Gossip by Our Washington Correspondent—People's Lobby to Be Established—Senator Smoot Will Urge Reestablishment of the Army Canteen.



WASHINGTON.—Everybody except the people seems to have a lobby whenever any important interest is affected by legislation. Now it is proposed to locate here a bureau, headed and managed by men of unquestionable character and repute, which shall watch legislation with only the public interest in mind, analyze it, report on it, publish the facts about it, and employ such proper means as may be required to induce congress to legislate for the popular interest; rather than for special interests.

The lobby was proposed originally by Henry Beach Needham, of this city, and has been taken up by such men as Mark Twain, Lincoln Steffens, Benjamin Ide Wheeler and William Allen White.

The People's lobby will have facilities for watching and studying legislation. Competent lawyers will examine and ascertain what the "jokers" are in legislation. Skilled observers will keep in touch with the operations of lobbying representatives of "interests." The results of all these inquiries will be given to the public. Publicity is to be the one weapon of the organization. The managers believe it is the most effective weapon, and potent to accomplish all the results.

The lobby will give the people opportunity to be heard, if its plans prove its practicability. It isn't going to undertake anything sensational or startling. It will be a sort of watchdog of popular interests. It will not get tired when popular interest wanes; it will keep on at its work even when there is not at the White House a president with the disposition to wring things from congress.

This is in outline the plan of the people's lobby. The letters which have been received, following the first announcement of the plan, indicate a notable interest in the movement. Ex-Gov. Garvan, of Rhode Island; State Senator Colby, of New Jersey; Gov. Deneen, of Illinois; Winston Churchill, of New Hampshire, are among those who sent appreciative responses to the appeal for cooperation and support.

### SMOOT TO FIGHT FOR CANTEEN.

While the senate is deciding whether Senator Smoot, of Utah, shall retain his seat in that body the senator himself will be urging upon his colleagues the passage of a bill providing for the reestablishment of the army canteen, which he intends to introduce early next December.

"I have little reputation to lose among the women of the country," the senator says, "so it seems that I may as well be the champion of what each and every representative in congress believes should be done. I think they all agree with the officers of the army that the anti-canteen law is unwise. But because of public sentiment they all are afraid to come out and urge its repeal."

Any well defined effort to secure the repeal of the anti-canteen law is certain to bring down upon congress an avalanche of protests from the women of the country. It was the women who compelled the abolition of the canteen, and it is woman's influence that has deterred the congressmen from doing anything in the direction of its restitution as recommended by army officers.



### POLITICS MAY SPLIT LABOR LEADERS.

Officials of the American Federation of Labor believe that after election a distinct breach will be opened between President Samuel Gompers and John Mitchell, president of the United Mine Workers, and vice president of the Federation.

Friction between them that will develop into a breach is regarded as inevitable for the reason that Gompers is jealous of the growth of Mitchell as a political factor. Mitchell adheres to the Roosevelt school of politics, while Gompers is with the other faction.

There is no question among neutral members of the official body of the Federation but that Gompers' activity in this campaign is due to the fact that Mitchell made a success of his fight in behalf of Roosevelt. Mitchell's prominence in the labor field made him the man among organized labor most consulted by President Roosevelt and other public men. Although Gompers was the head of the organization, he was seldom consulted. It was always Mitchell, the vice president, who was called in to express the views of the Federation.

He was called to the White House, took lunch there, and on one occasion was a dinner guest. Gompers, so it is said, saw his opportunity to come to the front in this congressional campaign by bringing forward the fact that congress had ignored the recommendation of the Federation, while the president and leaders in congress had given ear to Mitchell. That fact, it is believed, inspired the sudden activity with respect to the eight-hour law and the anti-injunction bills last spring.

Mitchell is so closely identified with the Republican organization that activity on his part would have brought him into conflict with many of his closest friends.

### HUMORS OF RURAL DELIVERY SERVICE.

The establishment of new rural free delivery routes in various sections of the country is frequently attended with laughable incidents, and the narration of these tales from real life has been known to afford material for more than one after-dinner speaker. One such story has been related by members of a party of Washingtonians recently returned from the environs of Bucksport, Me., and those responsible for telling the incident claim now to be in full understanding of the reason for Denman Thompson choosing his characters for "The Old Homestead" from this old-fashioned region in the shade of Mount Katahdin.

It seems that a rural free delivery system was recently started with Bucksport as the center, and on one of the routes a member of the "Smith" family was among the first to put out a receptacle for his mail. The box happened to be a beehive, and Mr. Smith cut a slit in the top for letters and papers and nailed the whole on the upper step of an old stepladder. On the face of the "letter box" he inscribed his name in this fashion: "B. S. Smith"—and so stood ready to receive communications from his friends. Unfortunately it happened that Mr. B. Smith had borrowed the beehive from a neighbor some two years before, and it goes without saying that the owner was not slow in claiming his property when it thus came to light. Now "B. S. Smith" is without a mail box, but it is stated on good authority that he has never been known to receive a piece of mail oftener than once in six months, and that only an advertising circular.



### WIPING OUT THE GOVERNMENT DEFICIT.

Probably the happiest man among the department officials in Washington at this time is Assistant Secretary James B. Reynolds of the treasury. Mr. Reynolds is a Massachusetts man, and his duties as assistant secretary give him especial charge of the customs branch of the government. Under the direction of Mr. Reynolds the customs revenues are collected, and the intricate details of the operations of the law are directed, in order to bring the greatest possible returns and safeguard the public interest, as well as domestic industries, from the attacks of ingenious and ambitious foreign traders.

Assistant Secretary Reynolds is of the opinion that his branch of the government is pretty nearly the whole thing at this time. The much abused tariff law, under the direction of the customs experts, is producing revenues sufficient to save the nation from a deficit. Last year the treasury balance on the right side of the ledger was a few millions, and this result was achieved following a year in which the balance on the wrong side of the ledger was upward of \$30,000,000. Starting with the present fiscal year, a deficit of \$6,000,000 or \$7,000,000 showed up within a month as a result of an extraordinary draft to pay congressional appropriations. This deficit has already been practically wiped out and the indications are that Uncle Sam will have a snug balance at the end of the present fiscal year.

It is the customs business that is producing these desirable results. The duties upon imported commodities have brought into the treasury within a little more than two months \$10,000,000 more than came in during the same period a year ago. This is the fact that causes happiness to Assistant Secretary Reynolds. He is able to show that while other departments of the government have increased only two or three million dollars, a handsome showing is made by the customs branch under his management.

# BEST FOR A COLLAR

The furrer was taking his stock out of the mothproof cold storage-room. It came forth frozen stiff, and coated with glistening white frost. But there was one beautiful skin that, though just as stiff as any of the others, had no frost on it.

"It is easy to talk about furs," said the dealer, "but I want you to look at this skin. It is the kind that the richest Russian grand dukes and so on have their overcoat collars made of."

"It is a sea otter's skin, and it is so expensive that often one coat collar of it will cost \$300. It is unquestionably the best skin in the world to make coat collars of."

"Why? Look at this one, and you'll see. All the other skins are covered with frost, while this one has no trace whatever appears. And that's the reason why sea otter skins make the best coat collars. The brack, for some unknown reason, doesn't freeze on them."