

TO GET ALGER'S TOGA

V. A. SMITH WILL BE NEW SENATOR FROM MICHIGAN.

Interesting Story of His Rise from Newsboy to Position of Wealth and Prominence—His Record in Congress.

Lansing, Mich.—In succession to Russell A. Alger, a native son of the Wolverine state is to represent Michigan in the United States senate. After one of the most exciting political campaigns ever fought in the two-penninsula commonwealth, William Alden Smith of Grand Rapids, congressman, editor, banker, railway man, merchant, millionaire and man of affairs,

Mr. Smith is 48 years old and a native of Dowagiac, Mich. He was educated in the public schools and went with his family to Grand Rapids when he was 12 years old.

In Grand Rapids he began his career of self-reliance by selling popcorn and newspapers and running errands, for the family was poor. He turned all his earnings over to his parents for the family support.

The stepping stone of his political career was his appointment as a page in the house of representatives of the state.

Finding that another boy had secured a position as messenger boy, for which he had applied to his home representative, he trudged the 25 miles from Grand Rapids to Ionia to solicit in person from Lieutenant Governor Sessions a position as messenger to the senate. His ambitions in this direction were dashed, for he was told that there were no vacancies, but he was undaunted. He made his way to Lansing on the opening day of the session, and his persistence brought him the appointment as page from Speaker John T. Rich.

His first winter in the legislature as a page gave him a wide acquaintance with men in the state. It strengthened a determination he had formed to become a lawyer, and he took up the reading of law in the office of Burch & Montgomery, and at the age of 24 was admitted to the bar. He soon became associated with Fred W. Stevens, and later the firm became Smiley, Smith & Stevens.

He became general counsel for the Chicago & West Michigan and for the Detroit, Grand Rapids & Western railroads, and under Gov. Luce was appointed state game warden for his work in the campaign.

Mr. Smith built a logging railroad from Rapid City to Kalkaska and Stratford a distance of 44 miles, ten years ago, to tap a tract of lumber on the Upper Manistee river, which had been left uncut because of its distance from the railroads. Later he built a line from Lowell to Hastings. For this work he received \$100,000 in stock which was considered worth less. He held it until the Pere Marquette had use for the branch, then sold it at par.

Mr. Smith was first elected to congress in 1894. He was reelected in 1896, and with increased majorities each two years since, until in 1904 his majority was nearly 18,000. In



WILLIAM ALDEN SMITH.
(He Will Succeed Alger as Senator from Michigan.)

1906 the Democrats placed no candidate in the field against him.

In the years he has served in congress he has developed into one of the strong men of the house. He voted for the employers' liability bill, voted for the absolute control of the corporations by congress, and first and foremost has at all times advocated the amendment of the constitution of the United States to provide for the election of United States senators by the people.

Besides being a lawyer and a politician, the new senator is a good business man and a money-maker. He is interested in enterprises in his home city and elsewhere and is vice president of the Peoples' Savings bank of Grand Rapids. He also owns the Grand Rapids Herald, the paper which he peddled when a boy. On the intellectual side it may be mentioned that Dartmouth college gave him the degree of master of arts in June, 1901.



NOVEL STEAMBOAT DRAMA.

Floating Palaces That Furnish Entertainment for River Towns.

Anybody who lives in a town on the banks of the Mississippi river and hears a callopie play at five o'clock in the morning knows that it is not a circus that is coming to town. It is the floating palace, which is the name given to a unique form of theatrical transportation; entertainment that is used only on the river and its tributaries, the Ohio and the Missouri.

There are at the present time more than a dozen floating palaces. Each of them carries a well-equipped stage, a company of from 16 to 35 actors and actresses, and has seating capacity for from 200 to 700 persons. Each of the boats has a steam piano with which the people from the countryside are called to the landings, where the shows are given on the boats, and most of the boats carry pretty fair bands.

Nowhere else in this country or abroad is the drama carried up and

CURE FOR STAGE FRIGHT.

French Scientist Comes to the Rescue of Actors and Singers.

Many young artists and students who suffer from stage fright will be glad to know that a cure has been found. The Paris correspondent of the Lancet writes:

At the recent meeting of the Hypnotical and Psychological society Paul Farez described three cases of stage fright (trac) successfully treated by suggestion. Two of the patients took part in the last competition at the conservatoire. In all the numerous cases of stage fright in which he has obtained a good result the symptom of fear has been associated with some bodily failing, such as respiratory spasm, cardiac hypertrophy, cardiac irritability, bradycardia, arterial hypertension or peripheral vasoconstriction. These conditions had an important bearing on stage fright; they maintained, aggravated and prolonged it; and they were, moreover, an obstacle to the full and prompt

Well-Known Stage Favorite



Now appearing with great success in "The Red Mill."

down rivers on steamboats. Barring the railroad, the favorite means of transportation in England and in continental Europe is the wagon. There are many wagon shows in this country, but they would find it difficult to reach all the towns that are easily reached by the floating palaces. Many of the towns that get all their dramatic sustenance from these floating palaces have no railroad connections whatever. If it were not for the shows that float down or up to them by boat, they would have to go without their theatrical fare.

Mark Twain, who knows the big river about as well as anybody, used to be well acquainted with the old-time managers of a few of the floating palaces. He introduced one of them into "Huckleberry Finn." But time changes and men change with them, and the floating palace of to-day is much more elaborate and much finer than were the floating palaces of the older time.

They play to thousands of persons each season and they give pretty good shows. Their managers, who live in Cincinnati and St. Louis, make good profits on the investment.

Ed McKean, the old Cleveland shortstop has accepted terms to manage the Dayton team in the Central league next season. McKean is somewhat over weight, but still is able to get around some.

Miss Lena Ashwell has accepted a play by Victor Mapes, late director of the New Theater, Chicago, and plans to produce it in London next spring.

The Morning Chorus. George Ade awoke from troubled slumber on his Indiana farm. Calling his valet, he said: "Will you, have the cows been exercised this morning?"

"Yes, sir."
"Did you order my foreman to have the pigs washed?"

"Very well. Telephone to town for some fresh eggs and country butter and send my secretary here. I wish to announce to the newspapers that the report of my engagement to Miss Lillian Russell is unequivocally false."

Edward Connelly, who was seen recently as a member of Joe Weber's company in "Tiddie Twaddle" and "The Squawman's Girl of the Golden West," and whose clever caricature of the sheriff in the burlesque elicited high praise, has secured the "Marse Covington" sketch from George Ade and will present it in vaudeville.

Miss Mary Hall, the actress who created the part of Lycabetta in "The Proud Prince" with Mr. Sothorn, and after played the queen in his Hamlet, has been engaged by David Belasco to play the title role in "The Girl of the Golden West."

success of treatment by suggestion. Suggestion was unquestionably the proper treatment for stage fright, but recovery was hastened by the use of suitable remedies for the relief of the above-mentioned physical symptoms either before or during the psychological treatment. This converging psycho-somatic action is capable of bringing about rapid, easy and permanent recovery.

ABOUT STAGE FOLK.

Edward H. Sothorn has received from Henry M. Rogers, of Boston, a fan used by Mrs. Vincent in "The Rivals," when she played with the old Boston Stock company.

Mark Twain appeared on the stage of his own home on New Year's eve in a new drama entitled "The Tank and His Little Black Man," written by himself.

William A. Brady has engaged George H. Broadhurst to write a comedy for Douglas Fairbanks, who has made a distinct success in the light comedy role in "The Man of the Hour." Mr. Fairbanks will be recalled as the juvenile in the original cast of "Fantana," and the irrepressible village cutup in "As Ye Sow." In the Broadhurst play, the scenes of which are to be laid in Japan, he will create the character of a young American newspaper man.

Miss Ellen Terry is again in the United States on her final American tour. Her daughter, who accompanies her, is her stage manager, and is one of the few women serving in that capacity.

Louis Mann will appear shortly in a comedy with music, the book and lyrics of which are by Roderick C. Penfield, with music by Gustave Kerker and D. W. Brady. Clara Lipman will not be seen in this play, but will be starred independently by the Shuberts in a new comedy which is being prepared for early production.

The late Hamilton Aide, an English playwright, was a curiously versatile man. He was the author of many novels, verses and essays; he was a more or less popular composer; he turned out divers successful dramatic pieces, and he painted landscapes described as pleasing. The blood of antipathetic races was in his veins. He was the son of an English mother and an Armenian-Greek father.

He Knew What He Meant. "Where is the committee going?" "To St. Louis. The members are going there to look the ground over and decide whether St. Louis is the best place to hold the airship tournament."

"Look the ground over? You mean look the sky over?" "No, I don't. I mean look the ground over—for soft spots where the aeronauts can drop."

POINTS OUT WASTE.

EXPERT SEES FAULTS IN MODERN HOUSEKEEPING.

Women of Chicago are Said to Spend an Enormous Amount Needlessly—Old-Fashioned Methods Got the Best Results.

Chicago housekeepers waste nearly \$200,000,000 every year. The exact figures, taken from commercial reports and the percentages of waste calculated by domestic science experts, show that \$193,140,000 is lost annually by careless buying, unscientific cooking and other domestic extravagances. The School of Domestic Science sums up the causes under several heads. Among these the half-dozen following are selected by the Chicago Tribune as the most prominent:

1. Buying provisions by order and telephone instead of seeing them.
2. Buying prepared foods.
3. Buying fruits and vegetables out of season.
4. Taking goods as offered by dealers instead of insisting on quantities, brands and cuts wanted.
5. Loss on weight, wrappings and attractive glasses, cans, etc., in which food is put up.
6. Lack of expert knowledge of cuts of meat and how to cook least expensive things to bring out food values and good taste.

"The thing which the average housekeeper figures upon as most important now is her time," said Miss Lyford of the School of Domestic Science. "When she buys so as to save this she has to figure against it not only loss of money, but loss of nourishment. Again, you have to figure if it isn't better to spend more money to get more nourishment."

Of the gain in the old-fashioned plan of going to market instead of ordering by telephone or by the order boy, the women of the school cannot speak too strongly. Said Mrs. Wagley, the secretary:

"It is a matter of fact that your roast will cost more if you order it than it does if you see it weighed. Your butcher may prove perfectly honest and you may have him for years and years and not find a fault if you go to get your things yourself. The minute you begin to order, however, the total of your week's bill will be higher."

"Another advantage of going is that your butcher does not happen to have the cut you want, you simply and easily can walk to another place without any talk or argument about it. Many housekeepers do not do this, but it is the most logical thing in the world to do. You ask for a certain thing, he says he hasn't it. You say nothing, but go to another place to get what you have decided upon."

One of the things which Mrs. Wagley considers is absolutely indispensable to see cut is hamburger steak, which she says should be cut off as wanted and put through the grinder. The kind that is ready prepared invariably will have scraps and trimmings put in it.

One reason for the common habit of ordering is given by a housekeeper in the fact that in the majority of markets the fresh goods are not brought out until nearly noon, and this leaves the housekeeper no time to market but in the middle of her day. To this is attributed the crowding of markets just before dinner, when it takes an almost impossible time to get waited on.

It is on the buying of ready-made foods that the greatest loss is believed to be found, both in money and nutrition. Says Mrs. Smith:

"Ready-made cakes, pies and almost all ready-made foods are only an imitation. They look beautiful and appetizing on the outside, but did you ever eat anything in your life bought in this way that was not a disappointment? In too many cases they are made of materials that we would not employ in our homes."

FOR DEVIL'S FOOD CAKE.

Rich but Not Indigestible Dish for the Winter.

Devil's food cake may be counted among the best of winter cakes when rich foods may be eaten with pleasure and without fear of indigestion. Cream one-half cupful of butter and gradually add one cupful of sugar, three ounces (about six tablespoonfuls) of melted chocolate and the well-beaten yolks of two eggs. Add alternately one-half cupful of milk and one and one-half cupfuls of flour with which has been sifted two and one-half teaspoonfuls of baking powder, one-half teaspoonful of cinnamon and one-quarter teaspoonful cloves. Flavor with one teaspoonful of vanilla while adding the stiffly whipped whites of two eggs. Bake about 40 minutes in loaf, 20 minutes in layers.

Value of Old Gloves.

The house worker should never throw away her old gloves, particularly her old white gloves. They are most useful in protecting the hands while dusting, sweeping or wiping dishes. As women often complain that they feel clumsy in doing their work with gloves on, by simply cutting away the finger tips this sensation is overcome. A very good pair of gloves which faces up the palm of the hands and is bought several sizes larger than the ordinary wearing glove is the ideal working glove. But large old gloves do as well.

Ways of Using Bits of Silk.

The tiniest bits of silk will furnish material for hat sachets, although one of the simplest ways of imparting fragrance to hats is to place a scented pad in the bottom of the box, completely covering it. Cheese cloth will answer for the covering for these quite as well as silk.

Saving the Feet.

When a big ironing has to be done what a comfort and relief it is to the feet to use a cushion to stand on while ironing. It can be made from an old quilt folded and covered by a piece of carpet. Until it has been tried no one can believe the rest it is to tired feet.

CANAL FOR CAPE COD.

SHIP CHANNEL TO BE CUT ACROSS THE PENINSULA.

Will Bring Boston and New York Nearer Together by the Water Route—Advantages Which Will Be Gained.

When the Cape Cod canal is finished in three years, the time set by its promoters, New York city will be 140 miles nearer the Hub by sea and 76 miles closer by the sound route. Estimates from such data as are available indicate that a tonnage of coastwise trade of 22,000,000 tons now passes annually around Cape Cod by all or partly open sea routes. The major portion of this is expected to be diverted through the canal by the very low tariff promised and the averting of delay and danger associated through a greater part of the year with navigation in the stormy waters and sweeping tides off Cape Cod and the fogs which menace craft there, as also in treacherous Vineyard sound, a part of the "inside" route. Most of the tonnage is coal, and cheaper fuel for the mills of northern New England is one of the most important commercial prospects of the proposed canal building.

Strategic values of such a canal to war vessels of light draft are of federal importance. It should be a great boon to yachtsmen.

From the shore of Buzzard's bay, beginning in the town of that name, the canal is to be cut through the narrowest part of Cape Cod, the terminus of Massachusetts bay being at Barnstable. From shore to shore is seven and one-half miles. Shoals in Buzzard's bay will require dredging of an additional distance of four and one-half miles, according to Mr. Flanagan's engineers' report.

There is an old project to utilize the St. Mary's river for a portion of a water highway across Florida and build a canal to the gulf from the head of the St. Mary's. At the other end of the gulf theorists have devised a scheme for the ascent of the Colorado river by war vessels of light draught, utilization of the proposed inland lakes, part of the irrigation system, the building of a canal to the Gila river and thence gain access to the Gulf of Lower California.

Not the least of the advantages of the proposed Cape Cod canal would be its value to yachtsmen who are chary to "going on the shoals" in their light craft to make a trip from New York to Massachusetts Bay for yachting contests there.

on the side except at a few points of no great length, where ordinary rip-rap will be all that is required.

The estimate of the actual cost of construction is \$10,000,000, but no allowance is made in these figures for a contractor's profit. It is believed that the canal can be completed within three years at an outlay of \$12,000,000.

For naval purposes the canal will have a value, as it will be navigable for second class cruisers, torpedo and gun boats and submarine craft. Idealists may see in it a link in that ocean to ocean route by inland waters which has been a dream of imaginative naval strategists for generations.



Map Showing Location of the Canal.

Vessels of light draught, would be able to pass by a wholly inland route from Cape Ann to New York, thence by the New Jersey Canal to the Delaware river, to the Chesapeake by another canal, through the Dismal swamp to the sounds of the North Carolina coast, and thence to Fernandina, Fla.

SYSTEM IN PILOT SERVICE.

Every one, most, knows that the big ocean steamers enter New York harbor under the guiding hand of a pilot who is picked up in the outer harbor, but few know the system under which these men work, or of the long years of training through which they must pass before they are considered qualified to command one of the great leviathans. It was not so very many years ago when every pilot was for himself and cruised as far east as Halifax in the eagerness to pick up a charge, and beat his rival. It was then a case of the pilot with the swiftest schooner and the greatest daring who won the best berths, but now all has been organized. All the pilots are in one organization, they have their own steamers to carry them out to the place where they pick up the big boats, and they take their turn in piloting them through the narrows and to their docks.

These boats of the pilots are named the New York and the New Jersey and are powerful, large steamers, about 160 feet long, the former built of steel, the latter of wood. The system under which they work is as follows: The New York is known as the station boat and her duty is to take pilots off the outward bound ships, while the duty of the New Jersey is to put them aboard the inward bound steamships.

In the case of a pilot who leaves the harbor and guides a vessel up into her pier he reports at the pilot office at No. 17 State street. Here is a great blackboard with two long rows of names, one marked "Outward" and the other "Reserve." The pilot who has just brought in the ship is listed put down on the "outward" list. The clearances of ships is reported hourly from the custom house, and if it should be the turn of the man just in, he will be appointed to take that one to sea. If he get to sea with her before the men who come immediately after him with their vessels (sometimes he might not, though, for various reasons) his name is placed first on the "reserve" list.

Pilots are put aboard at least 15 ships a day; and the next morning the

New Jersey, having put so many men on inward bound ships, has to draw her supply from the reserve list of men. There are still three of the old sailboats in commission on what we call the southern group watching for vessels from South and Central America and the West Indies.

In the Sandy Hook service there are 140 pilots and 13 apprentices. When the New York and New Jersey pilots amalgamated some years ago and built the two steamboats there was such a predominance of the former in the business that a ratio of expense and profits was agreed upon, the stipulation being that seven parts out of every ten in the profits, working expenses, fixed charges and everything else should go to the New Yorkers. The pilots paid for and own both their boats, the New York having been designed by A. Cary Smith and built at a cost close to \$90,000. The New Jersey, being of wood.

Oldest of the apprentices, of which there are six on one boat and seven on the other, is always known as the boatkeeper, with one boatkeeper on each boat. He acts as a sort of boat-swain and also handles the donkey when launching the yawl. A young man must serve as an apprentice for five years. But before he is even permitted enrollment as such he must serve a certain length of time on probation, according to his lights, to demonstrate whether or not he is fit for the calling at all.

When he has made good and is accepted, he serves for the five years, doing the work of an ordinary foremast or deck hand, polishing brass, pulling the yawl, steering, painting, splicing and doing all such work about the decks. And, most important of all, he never ceases to observe and stow away. At the end of five years, if he is apt, he gets his "18-foot branch," which means that he is now fit to take in or out of the harbor vessels drawing not more than 18 feet of water. At this he serves for one year, when he acquires his "22-foot branch," at which he remains for one year, at the end of which time he receives his "full branch," authorizing him to conduct in and out the deepest vessels afloat.

Most Modern Salt Plant

Ready for the Table Without Ever Being Touched by Human Hands.

Thirteen hundred barrels every 24 hours of fine salt—mined, purified and crystallized, packed ready for the table without the touch of a hand—this is the last achievement in salt making, the final round in reduced cost of production, says the Technical World.

In the city of Saginaw there has just been completed and put in operation the most modern salt plant in America. The rock salt is mined and brought to the surface in the form of brine, through wells nearly 800 feet deep. This brine is pumped into a tank and filtered and run into settling tanks. From there it is drawn off into granulators, where the salt crystallization begins.

This is a most interesting action. Watching the steaming surface of the brine, a pellicle of salt forms, which

soon breaks and sinks down, to be followed by another, and the crystallization then proceeds rapidly. It is a fact that the estimated capacity of each granulator, of 100 barrels every 24 hours, is being greatly exceeded, and more than 130 barrels are being made. "No such fast salt making was ever known before," said Salt Maker Mason. "It beats all how the crystals form on the bottom and sides of the granulator. I never saw anything like it, and I have been making salt—and good salt, too—for 25 years."

Dr. Lapponi's Successor.

Dr. Ettore Marchiafava, who succeeded the late Dr. Lapponi as private physician to the pope, was born 52 years ago at Civita Vecchia, and was principally educated in Rome, where he is now professor of pathological anatomy at the university. He is the discoverer of the malarial parasite and the originator of the scheme by which the eternal city has been rendered free from Roman fever.

FIFTY YEARS ON A ROCK.

Ida Lewis Well Known as Lighthouse Keeper in Newport Harbor.

Newport, R. I.—With the coming new year Ida Lewis, known as the Grace Darling of America, celebrated her fiftieth year in the little light-



Miss Lewis and Her Island.

house on Lime rock, Newport harbor, of which she is in charge as keeper.

As girl and woman Ida Lewis has lived a remarkable life. Her bravery and skill in handling a boat are well known, and her fame is secure as the greatest woman life saver in the world, for she has the credit of having saved no less than 18 lives, most of her rescues having been effected in the face of extreme danger and in winter.

Ida Lewis is known personally to half the residents of Newport, and to sight practically to all. In her cat-boat she comes daily to Newport for her household supplies, accompanied by a big dog, and the weather must be severe indeed to keep her away.

As keeper of the Lime Island Lighthouse, to which post she was appointed, in recognition of her bravery and record as a life-saver, on the death of her father, Miss Lewis has shown herself as careful and efficient as a man could be. She is one of the few women in such a position.

She cared for the light several years before appointed keeper, when her father, because of sickness, was unable to perform his duties. At the same time she helped keep house and reared her younger sisters to Newport fully to school.

She was appointed keeper of the light in 1879 at a salary of \$750 a

year, and has performed her duties without a break ever since.

Although she will be 65 years old in February, Miss Lewis is a younger-looking woman, and is as active as she was 25 years ago.

Ida Lewis' first rescue was in 1858, when, a girl of 16, she saved four young men from an overturned boat in Newport harbor on a windy night.

In February, 1866, she saved three drunken soldiers from the icy waters of Newport harbor, into which they had fallen from a skiff.

In January, 1867, she rescued three Irish laborers who had swamped a boat while pursuing a frightened flock of sheep which had taken to the water.

Two weeks later she rescued a man from the masthead of a sunken boat near Goat Island, Newport harbor.

On March 29, 1869, she rescued two soldiers and a boy from an overturned boat in biting cold. All were helpless when she reached them. For this rescue congress awarded her a gold medal and she received the thanks of the state of Rhode Island.

This act made her name famous and she was showered with attentions from societies and individuals in all parts of the country.

These are but the chief of her rescues.

Father Explains.

Johnny—Papa, what does automobile mean?

Papa—It comes from the Greek "auto"—self—and the Latin "mobile" movement. It means a machine that goes by itself.

Johnny—Doesn't any one have anything to do with it?

Papa (who tries to drive a horse and buggy)—No one with any self-respect.—Home Magazine.

His Loss.

"Charlie Gombrook appears to be a good deal upset by the bank failure."

"Yes; I understood him to say that he lost his balance."

Steering Safe.

"No; I never give advice."

"Wh ynot?"

"It's a waste of time if people don't act on it; and if they do act on it, it's risky."

Slayer of Stanford White.



HARRY K. THAW

From stereograph, copyright, by Underwood & Underwood, N. Y. The shot fired by this young Pittsburgh millionaire on the night of June 25 of last year at Madison Square Roof Garden, New York, took the life of one of Gotham's most noted architects, Stanford White.