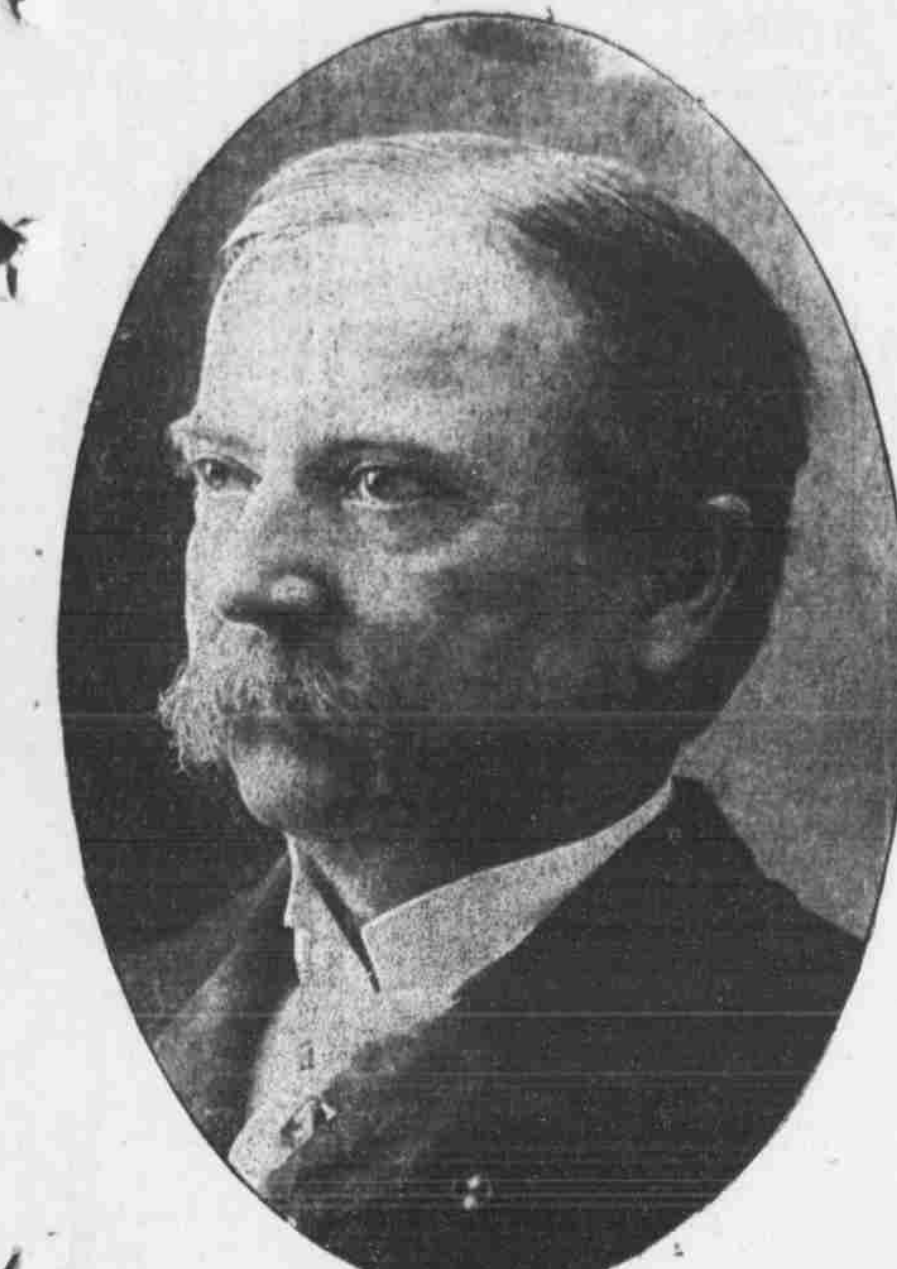


New American Consul General to Calcutta Hails from Nebraska



COLONEL W. H. MICHAELS, UNITED STATES CONSUL GENERAL AT CALCUTTA.

WHAT effect would it have had on the future career of Colonel William H. Michaels had he accepted the republican nomination for secretary of state of Nebraska in 1877?

Now that Colonel Michaels has ceased to be chief clerk of the Department of State after nearly nine years' service, to become consul general at Calcutta, the question becomes particularly interesting.

Colonel Michaels very shortly after going to Nebraska in 1875 began to take an active interest in the politics of the state. He was elected a delegate from Lincoln county to the republican state convention of 1876 and was one of the seventeen delegates whose seats were contested. At that state convention which nominated Frank Welch for congress, the congressional convention then being unknown to Nebraska, Michaels placed in nomination Guy C. Barton, then a resident of North Platte. The main feature of the nominating speech was a dramatic recital of how Mr. Barton, now one of Nebraska's richest citizens, defended the flag over the post-office at St. Joseph. Mr. Barton at that time was assistant postmaster of the Missouri town, and the confederate sympathizers were exceedingly active in denunciation of anything that had a federal leaning. Barton hailed the union flag to the peak of the flagstaff on the building, which was met with jeers and threats on the part of the confederate sympathizers.

"Haul down the flag!" "Fill it full of holes!" were exclamations heard on all sides. Cool and collected Mr. Barton heard these expressions and in a lull of the exclamations said: "I will shoot the first man who attempts to haul down the flag of our common country." And he evidently meant what he said.

Colonel Michaels's recital of this thrilling incident in Guy Barton's life brought the young politician prominently before the convention, and he was offered the nomination of secretary of state, which he declined on the ground that he had made all arrangements to go to California for his health. He was persuaded, however, to take the nomination as an alternate elector on the republican state ticket, and actively entered upon the campaign for Rutherford B. Hayes, the republican presidential nominee. During that campaign Colonel Michaels visited every section of Nebraska and was gratified to see his adopted state roll up a comfortable majority for the republican nominee.

Career One of Interest.

Colonel Michaels as he looks back over those strenuous days in the early politics of Nebraska asks himself many times the question what his future would have been had he known enough to have taken advantage of his chances which presented themselves in the memorable Hayes-Tilden campaign.

William H. Michaels, who goes to Calcutta

to represent our government in one of King Edward's possessions, has had a most varied career. The summer of 1861, before he was 14 years of age, he was teaching school in a log school house in Iowa county, Iowa, where his father was a prosperous merchant. He received the munificent salary of \$10 a month—as high a salary as was paid in those days for a "summer teacher" in country schools. He boarded with the school when school was in session and spent time for board and lodging came around at the close of the school the director and his good wife asked if "ten dollars for the four months was too much."

It was the purpose of the young teacher to go to the University of Iowa, where he had already arranged to mess in the "Bookery" with four other students at a cost of 80 cents per week each. This plan was nipped in the bud by the hearing of the drum that marshalled the boys of the north to battle for the union. He gave up the opportunity for a university education for his country. He enlisted in the Eleventh Iowa infantry and in October, 1861, with his regiment, landed at St. Louis by boat. Through rain and mud the regiment plodded to Benton barracks where it received its effectual training for the war.



MRS. W. H. MICHAELS.

Incident of the War Times.

The winter of 1861 and 1862 was spent in scouting in Montana county, with headquarters at California, and some of Michaels's most exciting experiences were had in this region. He believes he was present at the auction of the last runaway slave in Missouri. The slave was a sturdy boy of 18. He had been captured and put in the county jail, where he was kept, pending an order of sale by the court. Probably fifty or more of the "Boys in Blue" of the Eleventh Iowa were present at the sale. The colored boy was put upon a block and the sheriff, after reading the order of the court authorizing the sale, proceeded to describe the good qualities of the chattel and finally knocked him down to the highest bidder for \$7, which the sheriff remarked was "mighty low for a likely nigger boy." He "lowed it was the fust nigger ever sold in Missouri at that figger," and he hoped the "tarnal" Ligein troubles would soon be over and that "business might git better."

The buyer of the boy took hold of the rope fastened to his purchase and started to lead him away. A shout went up from the boys of the Eleventh, "Rescue him boys," and the colored boy was released and the rope transferred from him to the sheriff and the purchaser, who were tied together and marched up to the camp where they were both sold at auction, the "nigger boy" playing the role of auctioneer.

In those days women were very large hoopskirts. On a scout the "yankees" ran

he remained till October, 1862, when he was discharged. When he recovered sufficiently to be steady on his pins he took an examination and was given a commission in the navy for duty in the Mississippi squadron, in which arm of the service he was on duty at the front for three years. Most of his service was on the Tyler, and he participated in many fights on the Mississippi and its tributaries between '62 and '64. Had the rebel fleet defeated the federal flotilla it would have opened the river above to confederate depredations as far up as St. Louis, Louisville and Cincinnati. On all these cities tribute would have been laid, or destruction visited, and the war would have been prolonged severely. But the yankee gunboats won and the cities were saved.

In 1854 Michaels was on the gunboat Kate, and spent a year settling up matters left unsettled by the Mississippi squadron when the war closed. A part of his work was moving old cannon, machinery, etc., taken from wrecked gunboats, at the navy reserve located near Carondelet. He resigned in June, 1866, and returned to school at the University of Iowa.



WILMAR, DAUGHTER OF COLONEL AND MRS. MICHAELS.

Ransomed from the Rebels.

Michaels was probably the only Union soldier or sailor ransomed during the War of the Rebellion. He was captured in April, 1865, a few days after the surrender of Lee, while on shore at Green's landing, on the Langate, thirty miles back of Helena, Ark., by some of "Dobbin's" layouts" who swooped down on him from their camp in the hills of St. Francis. He was on naval general court-martial duty on the flagship of the division to which his vessel, the Tyler, belonged. The flagship Groesbeck, with the court on board, was visiting the vessels of the division on which cases were to be tried. One vessel was up the St. Francis guarding a trading post which was operating under a "permit to buy cotton" from President Lincoln. The Groesbeck relieved the gunboat while the latter went to the mouth of the White river to coal.

While on this duty the trading boat went up the Langate to Green's landing, where some cotton was to be had. While lying here against the landing, guarding the trading boat, Michaels went ashore early in the morning, being unable to sleep on account of a painful boil. While walking in the cool shade two mounted "layouts" from Dobbin's camp picked him up and held him until dusk, when he was released. Before he was allowed to go, however, the "layouts" had demanded a quantity of goods

from the trading boat, which, upon Michaels's written request, was sent out to them. They threatened to kill Michaels if their demand was not complied with. Lieutenant Commander John G. Mitchell, president of the court-martial and commander of the division, arrested a number of citizens, including Mrs. Green, and sent word to the "layouts" that unless Michaels was returned in safety he would hang the citizens held as hostages. This came near closing the incident for Michaels. The "layouts" swore that they would kill him as well as the "Yankee admiral," as they called the naval officer in command. Michaels, fortunately, kept cool and "branded his own release by writing a note to his commander to send out the goods demanded. The owner of the trading boat had been a major in Hood's army and had acted as the medium of communication between the "layouts" and the gunboat, and largely to his good offices the success of the negotiations was due. The stroll on shore cost the young officer the suit of clothes he wore, some \$2 he had on his person and about \$400 in merchandise.

After the War.

Michaels made a good record. Among the evidences of this fact he had a commission signed by Gideon Wells, secretary of the navy, promoting him "upon the recommendation of Acting Rear Admiral Porter" for "gallant conduct in action." The people of Iowa recognized the meritorious and brilliant record of Michaels by selecting him for a place on the Soldiers' and Sailors' monument, which was erected by the legislature on Capitol hill, Des Moines, a splendid tribute to the "sailor boy" from Iowa.

After three years at the University Michaels entered journalism, his first work being that of city editor of the Sioux City (Iowa) Journal. He removed to Nebraska in 1874, where he owned at different times and edited several successful newspapers. In 1880 he was admitted to the bar and practiced successfully until his health failed him. In 1887 he succeeded Ben Parley Poore as editor of the Congressional Directory, United States senate, and served in this capacity for ten years, when he became chief clerk of the Department of State. While residing in Washington he has been a newspaper correspondent, a contributor to magazines, a writer of many books, his last one being "The Story of the Declaration of Independence," illustrated.

Colonel Michaels was married in 1871 to Miss Emma J. Quinn, who was a school teacher in Cherokee county, Iowa, her father being one of the most successful farmers in that county. Later Mrs. Michaels's father sold his property in Iowa and located in Sioux Falls, where his widow is now living. The Quinns moved from Vermont to Illinois and later to Iowa, where they went in 1870. Three children have been born to Colonel and Mrs. Michaels, all daughters, two of them being married and now residing in this city. The youngest is a child of 10 and will accompany her father and mother to their post in India shortly after the new year.

E. C. S.

Specific for Insomnia Found in Exercise

INSOMNIA, like indigestion, is a thing which in many cases stubbornly resists all treatments, but many other cases of it are due, it appears, to the lack of healthy fatigue. It seems, too, that where insomnia and indigestion are both present the cure of one means an escape from both of the devastating horrors.

"I went to my family doctor last spring," says a West Philadelphia man, "and told him that while he had always been able to cure me of an erratic or to knock out a cold by the simple writing of a prescription, he had made no impression on my recalcitrant digestive organs, nor rid me of the demon which kept me tossing about at night until the bedclothes were tied in a hard knot. I put it to him pretty straight and intimated that if he could do no better after three years' knowledge of my constitution and temperament he was not fit to be in the profession."

"He began to denounce trolley cars and other modern devices until I thought he was trying to change the subject, but the day until summer. When I hummed and hawed and suggested patent exercises, machines and other things, he turned the tables on me in the 'roasting' process and said unless I'd accept his program he'd wash his hands of the job, whereas if a faithful following of it did not effect a cure he'd ask no pay."

"Well, he's got his pay all right. I had to readjust my business to take that walk, but I did it, never missing it rain or shine, through three months and a half. Long before that my indigestion disappeared and I slept like a top. I gained eight pounds in weight at the end of two months. But it was a four months' agreement, and just to be square with the doctor, I hung to it. Now I feel like a colt, but that doctor wants me to keep up the walking through the fall and coming winter. I don't know if I can stand the strain or not. I have to get up an hour earlier than of old and my wife has complained ever since I started that the table expenses have been constantly increasing. At first the carters I saved made up the difference, but now it doesn't."—Philadelphia Record.

President of the Canadian Pacific of Canada and American Trade

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MONTREAL, Canada, Nov. 25.—(Special Correspondence of The Bee.)

It was in his office as president of the Canadian Pacific railroad that I met Sir Thomas Shaughnessy and talked with him about the New Canada and the United States. Sir Thomas is as well fitted, perhaps any man in the two countries to give a practical view of their future relations. He is an American by birth and training, and he has for years been a Canadian by naturalization and closely associated with every phase of the national and business life of the Dominion. The child of Irish parents, he was born in Milwaukee about fifty years ago and educated there in a Jesuit school. At fifteen he went into the employ of the Chicago, Milwaukee & St. Paul railroad, and a few years later had so proved his efficiency that when Sir William Van Horne, who was then plain Mr. Van Horne, came here to undertake the building of the Canadian Pacific he persuaded Mr. Shaughnessy to come to, and take the position of purchasing agent.



SIR WILLIAM VAN HORNE.

Building a Dream.

That was in the days when the Canadian Pacific was looked upon as a dream and impossible of financial success. Van Horne was sneered at by railroad nabobs of the United States as a visionary and Shaughnessy, in a similar way, I venture, was criticized for leaving such a sure thing as the Milwaukee road for the incipient Canadian Pacific railroad. Today both men live to laugh at their railroad critics of the past. They have even their railroad grown into what is the largest single line of transportation in the world. The Canadian Pacific has 12,000 miles of iron track. Its rails reach from the Atlantic to the Pacific, and it has also steamship crossing both oceans so that one can step on board one of the company's vessels at Liverpool and travel across to North America. There he can take the railroad across the continent to Vancouver and on another Canadian Pacific vessel go on to Yokohama and Hongkong without once stepping outside the company's property. The Atlantic is half way around the world.

Both men have seen the road proved a financial success. Its stock is away above par and its revenue has increased beyond their dreams. Both men have long since become Canadian citizens and both have done so much for their adopted country that they have been knighted by the crown, and have sirs to their names. Sir William Van Horne became president of the road in 1883, but two or three years ago he resigned and Sir Thomas Shaughnessy, who had all the time been steadily climbing, was elected his successor. Sir William had said some years ago when Canadian Pacific railroad stock was worth less than 50 cents on the dollar that he would resign when it reached par and when the road had a mileage of 10,000, and he did resign when that time came.

when in addition he perceives that he can make money faster and thrive better he easily becomes a patriot to the land of his adoption. Thousands of American farmers are now settling in our new wheat lands of the far west, and almost all taking out naturalization papers.

The New Canada.

"You have just returned from the west," said I. "Does the immigration there continue?"

"Yes," replied Sir Thomas. "It is only at its beginning. We are having out there what has been going on in the United States since your organization as a government. The farmers of the Atlantic, when the lands became valuable, moved over the mountains to Ohio, and took up homesteads there. As that country was settled and prices rose, the farmer with two or three sons sold out and moved on to Illinois, buying a block of cheap land. When Illinois grew the march was on west to Wisconsin and Iowa. Your western farmers are selling out their high-priced lands and crossing the border to the rich wheat lands of Canada. They can get farms there for themselves and their children, and see that the same rise in values is bound to take place, as has occurred in the United States."

"But have not real estate values already gone out of sight in that country?" I asked.

"Not in respect to farming lands. There are many millions of acres yet to be settled, and good lands are cheap. In some of the towns prices seem to me extravagant. In Winnipeg, for instance, real estate is higher than in Montreal."

Canadian Pacific Land Sale.

"I see it said, Sir Thomas, that an American syndicate has offered to buy all of the lands granted to your railroad company for \$20,000,000?"

"We have had an offer for our lands, but we have refused it. I will not say what it was, but it was not seventy millions. It is against the policy of the railroad to sell its lands that way. We don't want them to go out of our hands in great blocks. What we want is settlers, for the traffic of the railroad will come from the development of the country, and that is worth far more to us than our lands."

"But your traffic must be increasing enormously through these new developments?"

"It is, and we are rebuilding our road as fast as possible to take care of it. We are reducing our gradients, building branch lines, laying heavy rail everywhere and improving our locomotives and rolling stock. Take the road which goes from Winnipeg to Port Arthur. Our traffic over this line is double what it was seven years ago. That has been made possible by a better roadbed and rolling stock."

"What do you think, Sir Thomas, of the idea that electricity will some day be the motive power of our great railroads?"

"It is, and we are rebuilding our road as fast as possible to take care of it. We are reducing our gradients, building branch lines, laying heavy rail everywhere and improving our locomotives and rolling stock. Take the road which goes from Winnipeg to Port Arthur. Our traffic over this line is double what it was seven years ago. That has been made possible by a better roadbed and rolling stock."



SIR THOMAS SHAUGHNESSY.

Railroad a Desirable Profession.

"How do you like working upon such subjects, Sir Thomas?" said I. "Railroading must be an interesting profession."

"It is one of the most engaging, most interesting and most important of the age," was the reply. "It absorbs one and demands the best that is in him. It is a profession in which one does things and creates things. The Canadian Pacific has done more than any other one thing for the development of Canada. It has made this western settlement possible by bringing in settlers and by showing the world what is there. The railroad is a great missionary and a great civilization. It is the advance guard in the march of modern progress."

"Did you appreciate that when you first began your work in a railroad office?"

"No. I was only 15 years of age when I left school and entered the purchasing department of the Chicago, Milwaukee & St. Paul railroad as a clerk. I then hoped to become a lawyer. For three or four years I read law at night and I was fit for admission to the bar before I got through. In the meantime I was rising in the railroad office. My salary kept increasing, and my pleasure and more and more are taking it every year."

"The Canadian Pacific steamers also carry such goods as demand fast and safe transportation. I refer to tea, silks and things

of that class. We also take cotton cloths across to Asia, and as ballast sometimes raw cotton, flour and other heavy goods. The trans-Pacific trade is growing wonderfully, and now that the war has finished there will be great openings for Canadian and American goods in Manchuria."

Sir William Van Horne.

I began this letter by writing of Sir Thomas Shaughnessy with a reference to Sir William Van Horne. The two names go together, and the latter will be mentioned wherever the subject is the Canadian Pacific railway. It was Sir William who was practically the founder of the road. The Canadian government had made three attempts to build a line from the Atlantic to the Pacific and had failed. The work was then put into the hands of a private company and Sir William Van Horne became its manager. Twenty-five hundred and fifty miles were to be built, and only a little over 600 were under construction. The government gave the company large subsidies and some millions of acres of lands. The contract was that the road was to be completed within ten years. Mr. Van Horne pushed the work and finished in four. The road has already displaced about one-half of its lands. Some of them went as low as \$1.50 an acre. The same lands are worth \$12 an acre and upward today. The remaining lands are selling for good prices, and Mr. McNicol, the vice president, believes that when half of what is still left is sold the remaining 7,000,000 acre will be worth more than all received from the sale preceding.

In the meantime the road has grown to the dimensions I have described. It is a close corporation, managing everything with its own men, having its own sleeping car system, its own express company and a number of large hotels. It has its own coal mines, and it is now bringing vast tracts of its semi-arid lands and opening them to settlers.

In all this Sir William Van Horne is still an interested party, although not active in the direct management. He is president of the Board of Directors, and as such is content to let the younger men do the work while he plays with his stock farm here in New Brunswick, directs the management of another he has in Manitoba, and devotes a part of the rest of his leisure to opening up the wilderness of eastern Cuba. I say a part of his leisure for he is connected with a dozen other big enterprises here and elsewhere. He is the president of one of the biggest pulp and paper mills of the world, has large interests in iron and coal mines and is also laying out one of the biggest sugar plantations in Cuba. I say a part of his leisure, for he is in his 60s, but is still one of the active, moving, creative spirits of the age. He now calls himself a Canadian, but he was born an American and rose to manhood as such. In the old Spanish city of Camaguey, in the heart of Cuba, where the Cuban railroad has its chief offices, the Cubans look upon him as one of the patron saints of their island, and have, I believe, named a square after him or put up some kind of a monument in his honor. Indeed, he is more than any other man I know a citizen of the world.

FRANK G. CARPENTER.