

NEW NEWS OF YESTERDAY

By E. J. Edwards

Road That Led to Eldorado

Monday Dinners, Mud and Distress on the Route Across Nicaragua Vanderbilt Established for Gold-Seekers.

A Vanderbilt road that nobody hears of today is that one which the founder of the Vanderbilt fortunes and fame built in Nicaragua in '49 for the transportation of California gold seekers across that country, in opposition both to the Cape Horn route to the gold fields, and Commodore William R. Aspinwall's route across the Isthmus of Panama, which finally resulted in the Panama railroad, though, at first, Aspinwall carried his passengers from Aspinwall (now Colon) up the Chagres river by native boats to Gordons, and thence by mule across the mountains to the port of Panama. The Vanderbilt "cut-off" to Eldorado began at the Nicaraguan Atlantic port of Greytown. Shallow side-wheel boats took the passengers up the San Juan river to a steamer which carried them across Lake Managua to the Pacific port of San Juan del Sur, across the twelve-mile wide strip of land separating ocean and lake, ran the Vanderbilt road proper. Transportation across this road was by horses in charge of vaqueros, the animals for the first six miles from the lake struggling through the deep black mud of a wide graded and ditched road, and for the next six miles following trails along creek beds, through a mountainous country. Those six miles were never worked by Vanderbilt.

One of the surviving argonauts who traveled more than once over this now long deserted and all but forgotten Vanderbilt road is a prominent manufacturer in Little Rock, Ark., Mr. Dudley Jones. In the autumn of 1852, Mr. Jones left the American river, near the point where gold was first discovered, and, reaching San Francisco, was one of 75 persons to embark for the port of San Juan del Sur on a tramp sailing ship. After a 45-day sail down the coast, during which they experienced a terrific storm and ran short of food, the ship dropped anchor off San Juan del Sur just before daylight. "As soon as possible for each other was productive of at least one incident illustrative of how small some great men can be at times. When, in 1873, Mr. Everts acted as chief counsel for the United States before the celebrated Geneva Court of Arbitration, he made the acquaintance of Sir Richard E. Webster, who, in 1900, was raised to the peerage and the same year became Lord Chief Justice of England. The friendship thus established was continued by correspondence after Mr. Everts had returned home, and when the latter learned that Sir Richard was planning to make a trip to America he gave the British jurist a cordial invitation to visit him at his home in Washington. Mr. Everts was then secretary of state.

Everts Was Just a Plain Man

Secretary of State Could Not Conceal His Dislike for Conkling When Sir Richard Webster Praised the Senator.

Two famous men of yesterday who were naturally repellant, and for no good reason that was apparent to their friends, were William M. Everts and Roscoe Conkling, and the intense antipathy, often bordering on downright hatred, that they bore for each other was productive of at least one incident illustrative of how small some great men can be at times. When, in 1873, Mr. Everts acted as chief counsel for the United States before the celebrated Geneva Court of Arbitration, he made the acquaintance of Sir Richard E. Webster, who, in 1900, was raised to the peerage and the same year became Lord Chief Justice of England. The friendship thus established was continued by correspondence after Mr. Everts had returned home, and when the latter learned that Sir Richard was planning to make a trip to America he gave the British jurist a cordial invitation to visit him at his home in Washington. Mr. Everts was then secretary of state.

In due course the Englishman arrived at the Everts mansion and was taken by his host to meet President Hayes. Now, it so happened that the next day Roscoe Conkling was to make an important speech in the senate chamber. The president knew this; he also knew of his secretary of state's dislike of Conkling, and, half in the spirit of mischief and half because he wanted the visitor from abroad to hear American oratory at its best, he volunteered the information that Sir Richard ought surely to visit the senate chamber the next afternoon. The Englishman, replying that he would be pleased to do so, there remained nothing for his host to do but to exercise his prerogative as head of the state department and secure his guest a good seat in that section of the gallery reserved for the use of foreign diplomats.

Sheep in Australia. The merino sheep is Australia's best asset. A report recently issued by the government statistician for Queensland shows the estimated number of sheep in the state at the present time at 20,940,000. This is an increase of nearly two million over the previous year. The amount of wool produced in 1900 was 120,000,000 pounds, an increase of 15,000,000 pounds. The greatest wool producing state in Australia, however, is New South Wales, where the sheep at the end of 1900 numbered 45,154,000. The fleece for the year reached 1,232,256 bales.

Fooled the Coroner. Green-Groening stepped on the track in front of a locomotive going at the rate of 50 miles an hour this morning.

Wagon-Floor Follow! When are they going to have the funeral?

Oh, it has been postponed indefinitely. You see the locomotive is backing backward at the time.

The man is impervious to misery.

the regular Vanderbilt steamer from San Francisco had landed the day before and taken with them eastward to the lake every animal in San Juan del Sur and thereabouts. As we had sailed on a tramp ship, so we were tramps, we had no claim on the Vanderbilt company, so, with our blankets on our backs, and our little possessions in carpet bags, and with more or less gold dust apiece, we started off to tramp over the mountains in a tropical rain that fell all day. "As we struggled over the trails along the creek beds we became very much scattered. Finally, two or three of us came to a little house near the top of the mountains where a native family was eating dinner under a thatched shed. We asked for and were served with food, and we ate heartily, and after paying our bill asked what kind of meat we had eaten. For reply our host pointed to some chattering monkeys in the trees. That was the only food we had for 24 hours.

"That first day we made six miles, at night reaching what was known as Vanderbilt's Half-Way House, a large adobe warehouse, where the graded road began. "How many of the west-bound passengers reached the 'Half-Way House' during the night in the downpour I

McKinley's Campaign Methods

Insisted on Knowing in Advance What Delegations Were Going to Say, and Always Carefully Prepared His Speeches.

While the first presidential campaign for the election of William McKinley was in progress, Lieut. Gov. Charles H. Saxton of New York visited Canton, O., for the purpose of arranging with McKinley for the visit of a delegation of New York Republicans to the McKinley home. McKinley stated that it would give him great pleasure to receive any of his friends from New York state, adding, a moment later, that he imposed only one condition: "If anything is to be said of a political nature, anything not purely social, then I shall expect the remarks to be written out and

submitted to me before delivery," he said. "This is a vital point. When I am going to address any delegation, I always make it a point carefully to write out what I am to say." Furthermore, McKinley was probably as careful in the preparation of campaign speeches as was Roscoe Conkling, William H. Seward or Horatio Seymour. Like those great campaigners, McKinley took the utmost pains in the preparation of a political address. Indeed, he went even farther than any of those men did, perhaps because he did far more general campaigning than any of them, frequently speaking two and three times a day during an entire political campaign.

Having thoroughly thought out the argument in support of the issues which he represented, McKinley labored assiduously over reducing his arguments to writing, that task being accomplished to his satisfaction, he then carefully divided what he had written into sections. Sometimes a section would consist of two or three brief paragraphs. Sometimes it would be long enough to consume fifteen or twenty minutes in delivery. Again it would come perilously near to embracing everything that had been reduced to writing.

Never was a section arbitrarily given a certain length. Whenever McKinley made a campaign tour of any importance he carried with him a time-table of his own making. This showed the places where he was to speak and the length of stay in each town. If the train schedule called for a one-minute stop at the next town McKinley glanced over that portion of his speech which could be delivered, and was prepared, in fact, for a one-minute address. If a five-minute stop was scheduled, then he would refresh his memory of the five-minute section of his speech. A fifteen-minute stop caused the fifteen-minute section to be brought forth; and where time permitted the entire speech would, of course, be delivered. So skilful, however, was McKinley in varying his phraseology that he never seemed to repeat himself. Practically every time he delivered the five-minute section of his speech, for example, it would be clothed in a new verbal dress. Yet the meaning of the section was always the same, and as clearly presented in one dress as another.

This, perhaps, was the most striking of the various tricks of campaigning that McKinley employed, which led those who accompanied him on his campaigns to state with practical unanimity that McKinley was the most skilful and economical user of his time, his voice, and his mental and physical strength of any campaigner they had ever accompanied.

Strictly Professional. The Collector—You are Lawyer Miggins? The Lawyer—Yes. The Collector—I want to know when you will pay this bill? The Lawyer—Never! Two dollars for the advice, please.

For a moment there was silence, then Sir Richard, with commendable tact, changed the subject, and a few minutes later Mr. Everts was once again the charming and entertaining host. But the other members of the administration still slyly smiling.

"I do not know whether it is or not, I never saw him in court, and I never heard of his being there." For a moment there was silence, then Sir Richard, with commendable tact, changed the subject, and a few minutes later Mr. Everts was once again the charming and entertaining host. But the other members of the administration still slyly smiling.

Carpenter Solves the Mystery

Hens Mistake China Door Knob for Egg and He Gets a Fresh One Every Morning.

The high cost of living was being discussed by the Curbstone club when the Ancient Carpenter happened to stroll in. "It's almost impossible to get eggs at any price," the Plumber was saying just as the Ancient Carpenter entered. "Yes, and the oddest thing you ever heard," the Carpenter exclaimed, "is that I have been getting a fresh egg every morning for nothing." The Carpenter's reputation for weird yarns was enough to cause the whole membership to gather about him to hear his latest. "It's like this," the Carpenter continued. "When I got up the other morning and found a nice fresh egg on my doorstep I thought someone might have put it there by mistake, but after the thing happened time after time

do not know; there were several hundred, at least. Yet next morning, as with tightened belts, we trudged on our way to the lake over the graded portion of the road, we met many west-bound passengers struggling through the mud and water. We saw many pitiful sights on that six-mile stretch, enough to make us think lightly of our own troubles. There were delicate women on horses, with children tied on to other horses, all wading through mud and water that sometimes reached to the bellies of the animals. As we were crossing a slough we saw a lady on a horse, with her three small children tied onto another. The children were crying; the mother was trying to keep her courage up and urge the poor beast, bearing her children, along. Presently a vaquero came along and helped them through the slough.

"This was Vanderbilt's road, over which that lady had paid her fare. With such terrible exposure practically all the way across Nicaragua it was no wonder that so many of the travelers were prostrated with fever by the time they reached the Pacific steamer. And of the thousands who paid to go to California over the Vanderbilt road many never got nearer their destination than the open field back of the Mexican town of Acapulco, which came in time to be known as the American graveyard." (Copyright, 1910, by E. J. Edwards. All Rights Reserved.)

IS ONLY LIVING EX-SPEAKER

One of the notable events at the passing of the Sixty-first congress was the retirement from active political life of one of the country's best known statesmen, Gen. Joseph Warren Keifer of Ohio, whose political career has extended throughout many years. General Keifer holds the unique position today of being the only living ex-speaker of the house of representatives. He held this important place in the Forty-seventh congress, and since the death of John G. Carlisle this honor has been his alone.

General Keifer took part in the very first skirmishes of the Civil war, and when General Lee laid down his arms at Appomattox the commander of the One Hundred and Tenth Ohio volunteer infantry was there to witness that memorable event.

Eight years in congress, during the later '70's and '80's, served to inure General Keifer to the hardships of victory and the blessings of defeat in civil as well as in military strife. The Spanish war again called him into military action, and he was next heard of leading the victorious Americans into the captured Cuban capital.

After 29 years' absence General Keifer returned to the scenes of his civil triumphs and defeats, and now, at the age of seventy-five, this one surviving major general of the Civil war resigns his chair in the house of representatives to his Democratic successor.

General Keifer was born January 30, 1836, at Mad River, Clark county, Ohio, near the old Plaque Indian village, the birthplace of Tecumseh, the Indian chief, and has resided in that county all his life. He lived upon a farm and performed all kinds of farm work until past twenty, meantime attending a public school, chiefly in the winter months, in a log school house.

General Keifer is only one of a legion of busy young-old American men, and the fact that he is president of a national bank, a college trustee and an author of recognized merit would to men of less ability seem enough to engage his energy after his retirement from congressional duties. But General Keifer intends to resume the practice of law, and while this would appear to many others a field large enough to make it alone a life work, he regards it only as a recreation.

other public utility upon it. He says his object is to make the road a monument to the Du Pont family and also to improve the state by assuring a method of getting trolley lines and other improvements down the peninsula. American millionaires have endeavored universities, schools, libraries, hospitals, medical research laboratories. This millionaire has abandoned the beaten path of beneficence and has struck out for himself. Mr. Du Pont's gift will be no mean one, and it may win him more enduring fame than his skill as a manufacturer of gunpowder and other explosives. It may put him among the roadmakers whose names live in history—Appius Claudius, Macadam, and Field Marshal Wade. While no one should underestimate the value of libraries and other aids to learning, he who builds a good road is a friend to man and beast, the benefactor of the farmer and the city man. The Du Pont example may find imitators.

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CZAR'S COUSIN IS POPULAR

The most popular member of the Romanoff family of Russia is the Grand Duke Constantine Constantinovich, cousin of the czar, who beside holding the important post of inspector of military schools of the empire, is a playwright, an actor and a poet. Better perhaps than all of these, he is a man of good morals and exalted ideals. The grand duke has translated Shakespeare into Russian, has written several plays and acted them and has published some valuable critical studies of new Russian poets. It is as a poet that he is best known. One of his works has gone through ten editions and his songs are sung in every peasant cabin. Two of his songs are rendered at every Russian concert and many have been set to music. Apart from his merits as a poet, the grand duke is an attractive personality. He is about the only living Romanoff of whom the average European of military schools, he is obliged to travel constantly; and thus he is better known than the czar's other relatives.

IN THE PUBLIC EYE

ARMY COMMANDER RETIRES



A veteran of two wars and many Indian skirmishes, a man of the strong, vital traits that have made heroes in life and literature, war-scarred, weather-beaten, Brig. Gen. Charles L. Hodges has ended his service in the United States army. Gen. Hodges, who succeeded Gen. Frederick Dent Grant as commander of the department of the lakes, enlisted as a private in 1861, and reluctantly forsakes—the old soldier leaves his post only because he must.

"I'm just a plain soldier man," he said, modestly, when asked to tell of exploits of his career. "I have fought in battles, many of them, but all soldiers do that."

The veteran stroked his gray mustache, smiled good humoredly, and his visitors thought of him in his younger years as the picturesque type of soldier described by Kipling as a "rust-class fighter man."

"After the war I was sent to the south, and for several years, during the reconstruction period, I served in various southern states. Then I was sent west, to that great, primitive country beyond the Mississippi which at that time seemed like another nation, and I gained great pleasure from my experience during the thirty years I lived in that western land and watched the development of the country."

"I had many exciting encounters with Indians and fought in many battles between the federal troops and rampaging redskins. When the Spanish-American war broke out in 1898 I was sent to Cuba and was placed in command of a battalion of the Twenty-fifth infantry. We fought through the Santiago campaign, and it was lively fighting, too. "I have fought much and long; now I shall retire to private life and live in the glory of the past. But I shall always feel the deepest interest in the army, and my heart will be with it."

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DU PONT TO BUILD HIGHWAY



Gen. T. Coleman Du Pont is going to build at his own expense the first link in the great highway from New York to Washington. A boulevard is an unusual form for a wealthy man's public gifts to take. Delaware is the state which is to be made the beneficiary of such a gift. Gen. Du Pont, has offered to give to that state a highway, running from end to end of the commonwealth, a distance of 103 miles. It is to be 150 feet wide and will cost from \$1,000,000 to \$2,000,000. In his offer of the highway Gen. Du Pont stipulated that he would retain the sides of the road and requested public utilities franchises upon them. This feature of his offer came in for much criticism and led Mr. Du Pont to modify it considerably. He now offers to build the road, retain the sections on the side, but turn them over free of charge to any concern which will obligate itself to build an electric railway line or other public utility upon it. He says his object is to make the road a monument to the Du Pont family and also to improve the state by assuring a method of getting trolley lines and other improvements down the peninsula. American millionaires have endeavored universities, schools, libraries, hospitals, medical research laboratories. This millionaire has abandoned the beaten path of beneficence and has struck out for himself. Mr. Du Pont's gift will be no mean one, and it may win him more enduring fame than his skill as a manufacturer of gunpowder and other explosives. It may put him among the roadmakers whose names live in history—Appius Claudius, Macadam, and Field Marshal Wade. While no one should underestimate the value of libraries and other aids to learning, he who builds a good road is a friend to man and beast, the benefactor of the farmer and the city man. The Du Pont example may find imitators.

TO DISINFECT RIVER BOATS

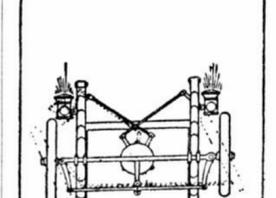
Sanitary Authorities of Port of London Adopt Apparatus Which Includes Generator and Cooler. For the disinfection of vessels on the Thames, the sanitary authorities of the Port of London have adopted an apparatus known as the Clayton Dilute Gas Disinfecting Machine. This is usually fitted in the hold of a barge and taken alongside the vessel to be fumigated, but about 200 vessels are equipped with machines as permanent fixtures for their own use. The apparatus includes a sulphur furnace generating sulphur dioxide, a gas cooling pipe to the pressure orifice of the blower. Suitable hose leads to the compartment to be reached and the ten-horse-power steam engine, electric motor or gas engine forces the mixture, as it is generated, into every crevice.

SCIENCE AND INVENTION

THROW LIGHT AROUND CURVE

Automobile Lights Controlled by Steering Gear Assist Greatly in Preventing Accidents.

One of the most ingenious of the many devices invented for use on automobiles is the controlling appliance for lamps designed by two Ohio men. By means of this device the lamps of a motor car can be made

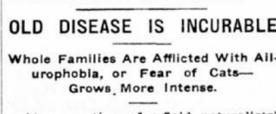


Auto Lights That Turn. to turn in any direction the car turns, thereby eliminating one cause of accidents. The lamps are pivotally mounted and turned easily. Attached to each is a three-piece jointed rod which runs under the hood of the auto and connects with the steering gear. When the wheel is turned the lamps turn automatically and throw their light in whatever direction the car is going. Hitherto, in turning a corner, the road just in front was not illuminated until the motor car was all the way around the corner. This has caused many accidents, as for a few seconds the driver could not see what was ahead if it was a dark night. The invention here shown keeps the path always illuminated and eliminates the danger completely.

STAGE ILLUSION IS CLEVER

Scenic Effect Makes Man Seem to Chase After Train for Long Distance—Never Catches It.

There seems to be no limit to the scenic effects possible on the modern stage and as for those in moving pictures, their limit is only that of human imagination. A New Jersey man has devised a method for producing in an unusually lifelike way the scene of a man chasing a train for a long distance. It can be used either on the legitimate stage or in laboratories where motion pictures are made up as a model. In the rear hangs an endless panoramic curtain with a view that has no particularly



Stage Illusion. distinctive feature and will not be remembered as it revolves. At one side is the rear end of a car and a few feet behind this is a treadmill, concealed under the tracks. A man dashes across the stage and as he mounts the treadmill the track stops, but the scenery in the back begins to move. This well known artifice gives the car the appearance of moving and this deception is heightened by the fact that no matter how hard the man runs he never overtakes it.

OLD DISEASE IS INCURABLE

Whole Families Are Afflicted With Allogophobia, or Fear of Cats—Grows More Intense.

At a meeting of a field naturalists' society in Edinburgh one of the members read a paper on allogophobia, which means "the fear of cats," and cited numerous examples of persons for whom the ordinary harmless cat possesses the greatest repellant powers. Whole families are afflicted with it, according to the paper, and the persons so afflicted either faint or went into hysterics if a cat brushed against their clothes. It was agreed by all who had any knowledge of such cases that it was a genuine disease and that it was incurable, and also that the aversion to felines grew more intense with the age of the afflicted one.

This is only one interesting phase of a study which has always been of supreme interest to students of heredity. They probably would explain that it is the recollection of some remote ancestor's fear of the great felines that made primeval life miserable, surviving countless generations of immunity from molestation or the fear of it. These instinctive likes and dislikes which come down to us more or less vaguely and only break out in pronounced guise in odd cases are less frequent with human beings than with animals.

UMBRELLA WINDOWS IN USE

Innovation Enables Pedestrian to See Ahead While Seeking Protection From Driving Rain.

Windows or portholes for umbrellas have been placed on the market by a concern which believes there is sufficient reason for such an innovation to make it popular, says Popular Mechanics. The windows are of insu-



Umbrella Portholes in Use. glass, and are sold either separate or attached to a new or old umbrella. Their purpose, of course, is to enable the user to see ahead when holding an umbrella as a protection against a driving rain.

A Liquid That Floats Stones.

Of all liquids, mercury possesses the greatest specific gravity, but another has recently been discovered which is also so heavy that stones of all kinds—granite, limestone, quartz, and so forth—float in it. It is saturated aqueous solution of tungstoborate. Its specific gravity is 3.3, whereas that of ordinary rocks does not surpass 2.7. Only a few precious stones have a specific gravity greater than that of this liquid for which reason it is proposed to employ it for the separation of such stones from masses of broken rock.

NOTES OF SCIENCE AND INVENTION

France has 266 state-owned museums. Argentine's cattle herd numbers 70,000,000. Lake Superior drains 85,000 square miles of land. In India more than fifty native languages are spoken. Florida's phosphate exports exceed in value \$8,000,000 a year. The cultivated yacynth is a native of Persia and Asia Minor. Over 7,000,000 pounds of tobacco was produced in the Transvaal in 1908. Nearly all of Japan's sulphur output is absorbed by the United States and Australia. The work of compiling a magnetic survey of Africa has been practically completed. Japan is increasing its production of raw silk at a rate of about 20,000 bales a year. Every day the railroads of New York move 85 per cent of the population of the city. Cypress water tanks have been known to defy decay for more than a quarter of a century.

Because there is more light in the sky on a clear, moonless night than can be attributed to the stars, a German scientist has evolved a theory that the earth is surrounded by a luminous coma resembling that of comets.

Use of Iron Cloth. Iron cloth is largely used today by tailors everywhere for the purpose of making the collars of coats sit properly. This cloth is manufactured from steel wool and has the appearance of having been woven from horsehair.