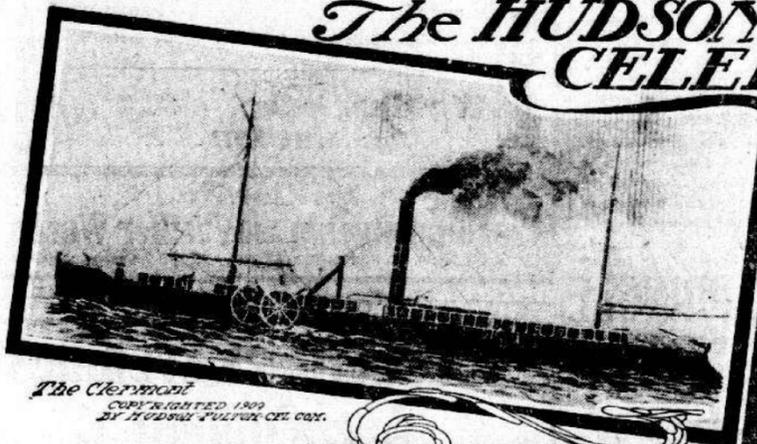


MISSOULA, MONTANA, SUNDAY MORNING, SEPTEMBER 13, 1909.

The HUDSON-FULTON CELEBRATION

By James L. Hoff



The Clermont

TWO GREAT events in American history are to be commemorated together in New York in late September and early October—the three hundredth anniversary of the discovery by Henry Hudson of the river that bears his name and the one hundredth anniversary of the navigation of that river by Robert Fulton's Clermont.

The Half Moon and the Clermont will ride at anchor near New York city for three days. Then, escorted by hundreds of steamers, yachts, motor boats and miscellaneous modern craft, together with a huge fleet of American and foreign war vessels, the two ships of the long-ago will move up the Hudson river to Newburg, and thence to Albany. Stops of a day's duration will be made at each of the towns along the river.

On land the great feature of the celebration will be Historical day, Monday, September 27, which will be noteworthy for the procession in New York city, wherein the historical floats are shown. The floats will be immense affairs, each bearing a group of Sons of the American Revolution, garbed in costumes copied from historical paintings and made of the silk and velvet of colonial and revolutionary days.

Over 30,000 troops will march on Thursday, September 29, designated as Military Parade day. The celebration will close on Saturday, October 2, with a gigantic evening parade. Above New York city the celebration will continue for another seven days, to be known as "Upper Hudson Week." About \$1,000,000 has been appropriated



Last Days of Henry Hudson



Robert Fulton

for the festivities by the state and its metropolis.

The principal events slated for Saturday, September 25, the opening day, are a rendezvous of foreign and American ships of war, the official reception of the replicas of the Half Moon and the Clermont, the official reception of naval guests, a parade of war vessels, merchant vessels, ferryboats, excursion boats, tugs, lighters, steam yachts and police, ambulance and scout boats, from Governor's island up the Hudson river to One Hundred and Seventy-fifth street, and a night pageant on the same river.

It is estimated that there will be 900 vessels in the parade. In the line will be at least 50 war vessels, 15 of which will be detailed from the Atlantic squadron of our own navy. This will make the largest fleet ever assembled anywhere, except, perhaps, in the English channel, and the largest of an international character ever assembled in any part of the world. The entire

assemblage of vessels, merchant and war, make even the gaily fleets of ancient history look small. The ships of our navy that will participate in the celebration comprise 15 battleships, three armored cruisers, three scout cruisers, 12 torpedo boats, four submarines and several tenders, colliers, supply and repair ships.

Germany will send a squadron of four vessels, under the command of the ranking officer of the imperial navy, Admiral A. D. von Koester; Rear Admiral Frederick T. Hamilton will represent England at the celebration with four cruisers; Italy sends a cruiser and a cadet ship; France an official representative and ships; Mexico a gunboat and Guatemala a coast patrol boat. The Netherlands sends the cruiser Utrecht, from the crew of which the replica of the Half Moon will be manned.

The various squadrons will assemble in New York harbor at noon, and promptly at 1:30 p. m. the entire fleet

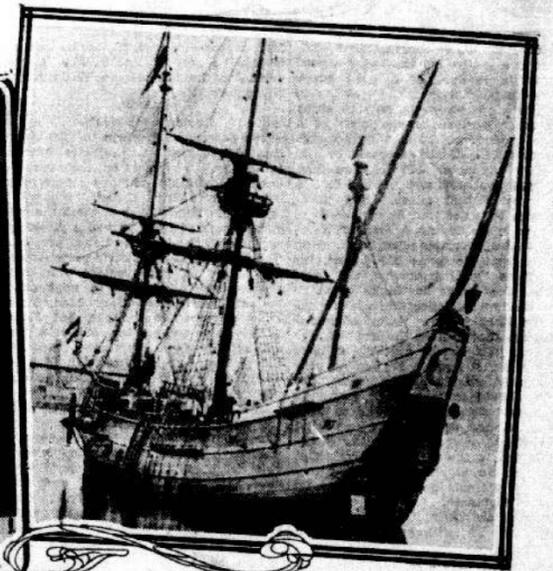
will start up the bay to the Hudson river to the beginning of the line of war vessels, then to the west between the war vessels and the New Jersey shore, and continue up to the northern end of the war-vessel line, where they will turn and head down stream along the New York shore to One Hundred and Tenth street, Manhattan, where the official reception of the Half Moon and the Clermont takes place.

At night the fleet will assemble at 7 o'clock in the same formation and place as the day parade, and, brilliantly illuminated, take up the evening course at 7:30 o'clock. The date fixed for the parade to Newburgh is Friday, October 1. Because of the difference in speed of the various craft participating the ships of the fleet will start up the river at three different hours.

Devotees of water sports in the celebration's boat and rowing regatta, which will be the largest in the history of New York state, if not of all others,



Henry Hudson Monument



Replica of the Half Moon

In numerous instances the entries will be international. About \$15,000 will be awarded in prizes.

The historical pageant will be held in New York city on Tuesday, September 28, and the carnival pageant on the night of Saturday, October 2. With these festivities New York will strive to take from New Orleans the title of "carnival city of the world."

In the workshops of the celebration commission in New York city the final touches are being applied to the 100 floats to appear in the parades. The workshops have housed several hundred busy artists, sculptors and miscellaneous artisans for a number of months, but so quietly have they worked that their labors have been practically a secret to persons not connected officially with the celebration.

B. A. Wikstrom, the designer of the floats, died in April while at work at his case. The task of building the floats constituted a serious problem for the members of the celebration commission when the parades were first decided upon. They found that workmen fitted by practical experience to do the peculiar style of labor were few and far between, and they were forced to send to New Orleans for artisans. These men were used as instructors in an improvised school of float-building, with skilled New York sculptors and carpenters as pupils. The school was an instantaneous success, and it was found practicable to build every portion of every float right in New York.

Wandering constantly around the shop are men carrying clocks hung around their necks by straps. These are the watchmen who, day and night,

are on the alert for the first sign of fire or other danger. From the riggers of the ship stretch a network of fire hose that is kept attached to hydrants ready for instant use, and scattered about on convenient shelves are numerous hand fire extinguishers and hand grenades.

The designs for the floats were passed upon by a special committee, of which Samuel Verplank Hoffman, president of the New York Historical society, was chairman. The committee comprised in its membership historians of acknowledged authority and artists of renown, and took into consideration the artistic beauty as well as the historical accuracy of the designs submitted.

Four periods will be illustrated by the historical floats—the Indian, the Dutch and colonial, the English, and the modern or United States. Each division will be headed by a symbolic title car. The floats will be from 20 to 50 feet high, 32 feet long and 14 feet wide.

For eight nights during the celebration greater New York in all its boroughs will be the most brilliantly illuminated city in the world. The illumination will begin each night at 6:30 and continue until 12:30 a. m. It is estimated that the number of lights to be used, in addition to the regular lighting of the city, is 1,500,000 incandescent lights, 7,000 arc lights, 3,000 flare lights of 100,000 candlepower, thus making a grand total of approximately 26,200,000 candlepower. This estimate may be greatly increased by electric advertising signs, which promise to be numerous and of immense proportions.

A feature of the illumination of the city will be a great battery of search-

lights located on the Riverside drive, which will make the Hudson as light as day for miles. When its beams are concentrated they will be visible for 50 miles.

The Brooklyn, Williamsburgh, Manhattan and Queensborough over the East river will be covered from end to end with electric lights. The several reviewing stands along the line of parade will be entwined in festoons composed of floral wreaths interspersed with electrical garlands. It is hoped that for the first time the Martyrs' monument in Brooklyn will see the wish of its architect, Stanford White, carried out by the building of a continuous fire in the huge urn at the top of the shaft.

On the evening of Saturday, September 25, before 50 foreign and American war vessels, a grand fireworks display will be given on floats on the New Jersey side of the river in honor of the visiting ships.

The line of the land pageant on the night of Saturday, October 2, will be a veritable line of fire. On October 9, at prominent points along the Hudson, immense signal fires will be constructed, which will burn 30 feet high for four hours. They will all be lighted at the same moment on telegraphic signal by President Taft.

Approximately 1,000,000 children will participate in the celebration of greater New York. Plans have been made for two days of observance by the young people—September 29, when exercises will be held indoors, and October 2, when exercises will be held in the open air. The plans include a wide variety of exercises and festivities, all of which will have some direct educational connection with the events to be commemorated by the celebration.

She Danced With Lafayette



MRS. CLARISSA TRUESDELL.

As She Looks Today at the Age of 104.

Chronology of Her Career. Born nearly 104 years ago. Lived on farm at the mouth of the Chicago river, which is now part of Chicago. Danced with Lafayette. Husband founded town of Lamont, Ill. Today lives in poverty, but in good health.

Grand Rapids, Mich., Sept. 18.—In the midst of poverty at the age of 104 years lives Mrs. Clarissa Truesdell at the end of a most active and eventful life. This truly remarkable old lady relates her story as if it occurred yesterday.

They all called him 'general' and I learned later that he was the great Lafayette. Yes, sir, I had danced with a real French marquis, and didn't know it.

Then "Grandma Truesdell" will laugh very heartily, and you will be compelled to laugh, too, whether you see the joke or not. Then the old woman will jump a few years and tell of a romantic courtship. Although she is very, very old, "Grandma" thinks a great deal about such things. She is the coquette of nearly a century ago.

FOR NINE YEARS GIRLS ARE HELD IN SCHOOL

Topeka, Kan., Sept. 18.—A habeas corpus suit was filed in the federal court here today in behalf of three Ute Indian girls, who are at the Haskell institute at Lawrence. The girls allege that they have been held for nine years at the institution in opposition to the wishes of their parents in Utah. The girls ran away from school a month ago and attempted to reach Kansas City, and it was then widely published that they were lured from the school by traffickers in white slaves. It has been since ascertained that they only desired to go home.

WESTERN APPLES GO TO EUROPE

NEW YORK FIRM CLOSES CONTRACT FOR FRUIT TO BE SENT ACROSS SEAS.

Spokane, Wash., Sept. 18.—Contracts have been closed by Joseph H. Steinhart of the firm of Steinhart & Kelly, New York, for more than \$600,000 worth of Washington and Oregon apples for eastern and European trade, and he expects to reach the \$1,000,000 mark before returning home after looking over the orchards in central Idaho and western Montana. While in Spokane he bought the entire output of first and second grades grown in the Meadow Lake orchards, estimated at 20,000 boxes, previous to which he contracted for 90,000 boxes in the Hood River and Mosier districts in Oregon, buying also 35,000 boxes from the Dumas orchards at Walla Walla, Wash., and 15,000 boxes from the orchards at Grapeland, Wash.

Steinhart said the prices received by the growers in the Hood River district were the highest ever paid for their fruit. His purchases there aggregated more than \$200,000, and he paid as high as \$2.50 a box, or 5 cents a pound. He also paid \$2.50, and in several instances \$2.75, a box for Washington apples of the first grade. He said:

"My contract with the Dumas orchards people specifies that one car, or 650 boxes, of Yellow Newtowns shall be packed and exhibited at the second National Apple show in Spokane, November 15 to 20, for the \$1,500 prize, as the property of the Dumas orchards. It will be shipped direct to New York afterwards."

Referring to a report from Portland that he is attempting to corner the apple supply of the northwest, Mr. Steinhart said that this rumor probably grew out of the fact that he is contracting for the entire output of first and second grades of the largest orchards in Washington and Oregon, adding:

"So far my purchases have been solely of apples raised in the non-irrigated districts. I find they keep better than those grown on irrigated lands, though I admit that the fruit grown on lands supplied with water by artificial means is larger and has equally good color and flavor."

and a shipment was sent to Europe in July of this year after being in storage in New York for nine months, and they stood the journey well and brought good prices. The same is true of Washington apples.

"Much of the superiority of the western apple over the product of the New York districts is in the picking and packing. Your growers fully understand these advantages, and that is where they are wise. Their fruit is picked ripe and carefully graded and honestly packed, the result being that buyers are pleased."

"There is not the least danger that the growers in the northwest will overdo the apple industry. They could not do that even by doubling or trebling the present orchard area. The apple crop of the United States was about 67,000,000 barrels in 1896, and in no year since then has it amounted to more than 35,000,000 barrels. The present crop will not reach that figure."

"The significance of this is clear. When it is considered that the population of the United States has increased probably by 20,000,000 since 1896, while the apple production has fallen from 67,000,000 to 35,000,000 barrels, it can be readily seen that it is out of the question to think that the apple growers in Washington, Oregon, Idaho, Montana and Colorado can oversupply the ever-increasing market."

Steinhart has gone to the Wenatchee valley in central Washington where he will look over the irrigated orchards for first and second grades. Growers there report a \$1,000,000 apple crop, and because of the scarcity of apples in other parts of the country they will hold their fruit for top prices.

STAGE-DRIVER KILLED WHEN VEHICLE UPSETS

Redding, Cal., Sept. 18.—Samuel Dolan, driver of the stage from Bieber to this city, was killed when the vehicle upset on the east approach to the bridge across the Sacramento river early today. Henry Brockman of Visalia, Cal., a passenger, suffered a fracture of a leg and a deep cut in the forehead, in spite of which he managed to drag himself to the assistance of Mrs. Marcus J. Bieber, who was endeavoring to pull her two small sons from beneath the overturned stage. Bieber and the older boy, aged 5, were painfully cut and bruised. The accident occurred as the stage was descending a steep hill.

New Fad for Swimmers



THE AUTOMOBILE SWIMMER.

Atlanta City, N. J., Sept. 18.—The popular motor car has invaded the water. At least the latest fad during the latter part of the summer has been the use of an automobile tire to

support the swimmer while in the water. It has been found that an inflated tire makes an excellent life preserver, and adds much to the enjoyment of surf bathing.

ANOTHER AERONAUT FALLS IN NORTH SEA.

Ostend, Sept. 18.—Louis Paulhan, the French aviator, flying in a Voisin biplane here today, won a prize of \$5,000. He covered 73 kilometers (45 1/3 miles) in one hour at an altitude ranging from 240 to 300 feet. He made his way up and down the coast line, part of the time over the North sea. In alighting the aviator fell into the water. He was promptly rescued by spectators and sustained no injury.

SANTA FE REORGANIZES ITS EXECUTIVE OFFICES.

Topeka, Sept. 18.—Announcement was made at the Santa Fe general office here today that W. B. Storey, chief engineer, and W. E. Hodges, general purchasing agent, have been appointed vice presidents of the company. Mr. Storey will be in charge of construction work and Mr. Hodges of the purchasing department. This is part of the plan to reorganize the executive offices of the system.

POLICE BUTT IN

Pittsburg, Sept. 18.—The McGann-Klaus boat here last night was stopped in the middle of the third buoy by the police after McGann had fouled it.

YANKEES WIN.

Manchester, Eng., Sept. 18.—The Prince Edward handicap of 2,000 sovereigns for three-year-olds and upwards, distance, one mile and a quarter, was won by Succour.

AMERICAN DELEGATE ARRIVES.

Indianapolis, Sept. 18.—Dionese Falconio, apostolic delegate to the United States from Pope Pius X, arrived here today to attend the session of the Central Verein, which opens at St. Cecilia hall tomorrow.

TARIFF COLLECTION BEGINS.

Boston, Sept. 18.—Collection of the tonnage tax under the tariff law, recently enacted by congress will begin on October 5.