

MAN IN HARRIMAN'S SHOES ONCE "GRUBBED" STUMPS

Humble Start in Life of Robert S. Lovett, Now a Power in the Land.

Once again have the possibilities within the reach of any American been demonstrated clearly and interestingly in the record of Robert S. Lovett, who has been selected to fill the place vacant by the late Edward H. Harriman in his railway empire. How this gaunt man of the Lone Star State comes to appear in this conspicuous position is a story of simple and forcible nature.

The newly elected head of the Union Pacific and Southern Pacific railroads was born on June 22, 1864, in Cold Springs, San Jacinto County, Tex., fifty-five miles north of Houston. His father, William Lovett, a man of much force of character, and curiously for his section of the country, a staunch Republican, was a slave owner. His profession was that of a bondman, with duties such as a country sheriff would have.

With the termination of the Civil War William Lovett found himself despoiled of his possessions. Land and slaves had been taken from him, and unfortunate business risks and his efforts to satisfy financial claims arising therefrom had resulted practically in bankruptcy. So it came that his wife and five-year-old son were in a short time in a destitute condition. Mrs. Lovett died in 1868. The elder Lovett, dispirited by his misfortunes, took to grinding corn for his neighbors in a grist mill which he had erected.

It was these trying circumstances that created possibilities for the boy, Robert. Early and late he worked at his father's side. In his heart was a yearning to be a great lawyer, though it was his father's wish that he should be a physician. Save for an occasional respite at fishing or swimming in the pool in Rocky Ford, on Big Creek, Robert was kept busy at the mill. Winters found him on his bench in the Forest Chapel School, in Big Creek Bottom. The building still remains, with its sturdy log logs and its interior accommodations for church services. It is 40 feet long by 20 feet wide and although the logs are moss grown with age they are about as sound as ever. "R. S. Lovett," cut in bold letters, ornaments the back of one of the benches. The new head of the Harriman system seemed to redden guiltily when asked the other day if he had ever been named as described. "I didn't do all over the place," he confessed, momentarily unaware, it seemed, that he had also owned a very ornate manor upon American railroad interests within a few years.

Among his teachers at the little cabin school, it was with tenderness that Mr. Lovett recalls that Mr. W. W. Moore, Mr. Weatherly, Miss Smith and Mr. Stoking, who had planned to study law is uncertain, but the ambition had stirred occasionally within him for many a day. Finally the time came when William Lovett made known in positive language that he wished his son to study medicine. He entertained a violent prejudice against lawyers. Knowing the father's strength of will, the lad was discontented and declared nevertheless that law was more to his liking. This followed an argument, the tenor of which the son remembers accurately. Suffice it to say that in that memorable conversation William Lovett refused to consider his boy's preference, and persuaded his unwilling, Robert left home. His father's offer to send him to Tulane University, at New Orleans, he declined.

It was the October following his fifteenth birthday when this happened. The boy found employment with a farmer for a few months, and then got a job "grubbing" stumps on the right of way of the Houston, East & West Texas Railroad. The story goes that the job was offered the lad rather as a joke. But he worked with such vigor, chop and square of the stumps, that he won the admiration of the contractor, Mr. Head. Soon he received an opportunity to draw a scraper for another contractor, Captain Mitchell, who was in charge of making a cut through Big Creek Bottom for the railroad.

With what he saved, young Lovett entered the high school at Houston and studied for nine months. Then his money gave out and he was obliged to abandon study and once more look for employment. This he found in the general store at Shepherd, which was kept by E. B. Smith, and Robert took up the duties of clerk and bookkeeper. Shepherd was a new town, and the store was the only one of its kind in the neighborhood, so the boy found plenty of work to do. At night he studied diligently, all the while saving money that he might go to Houston again and resume his schooling.

After a few months an opportunity came to the boy to act as station master at Shepherd for the Houston, East & West Texas Railway. This he accepted, resigning his clerkship, but still continuing to keep Smith's books at night. With this money saved from his "double work" he returned to Houston, as he had planned, realizing that the advantage of being versed in Latin should be admitted to the practice of law. He took private lessons, reading law in spare hours. At this time he was employed in Houston as bill clerk in the freight department of the railroad during the day, and every night he studied hard till 12 or 1 o'clock.

Charles Lovett, now Representative in Congress from the Houston district, offered to take young Lovett into his law office at the close of the school term. The latter accepted, resuming his general education at night school. Immediately on his admission to the bar, in 1887, Lovett became local attorney for the Houston, East & West Texas Railway at Cold Springs, his native town. In a few months his territory was enlarged and he was sent to Nacogdoches, where he remained for a year. Upon his return there Houston he was made general attorney for the railroad company. Moving to Dallas, Tex., he became assistant general attorney of the Texas & Pacific, the old Gould line. At the time Thomas A. Scott was in charge of the great railroad system extending through to the Pacific, Lovett as-



ROBERT S. LOVETT. New head of the Harriman system of railroads. (Copyright, 1909, by Paul Thompson.)

listed ex-Governor Brown, general counsel of the railroad, and began to familiarize himself thoroughly not only with corporation law and much private law but with the railroad business in its broadest phases. From March, 1888, till October, 1892, Lovett was general counsel for the company. He resigned to enter the law firm of Baker, Botts & Baker. This Houston firm was one of the oldest in the South. Captain Baker, head of the firm, figured prominently as the counsel in the Patrick murder case, but previous to this had carried on in Houston an extensive general practice, and amassed a goodly fortune.

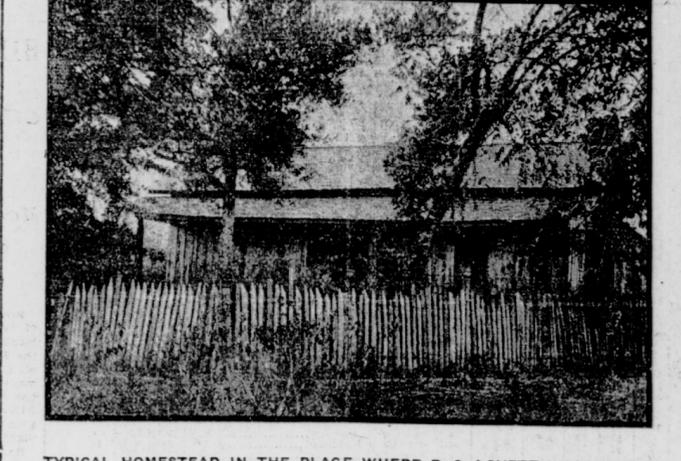
While in Dallas Lovett saw much of Jay Gould, whose eight years of illness prior to his death kept him in that locality. The two became intimate, and Gould offered to increase the young lawyer's salary in the Texas & Pacific. The offer was politely refused, and when Lovett resigned his position Jay Gould wrote strong regrets, declaring that had he been apprised of the other's intentions earlier, he would have vetoed the resignation.

With the increase of prestige, due in no small measure to their junior partner, Baker, Botts, Baker & Lovett became general attorneys for the Southern Pacific company in Texas, controlling all the Huntington lines in the state. The firm was also doing business at this time for the Missouri, Kansas & Texas Railroad. While Captain Baker attended to the general business of the firm, Mr. Lovett took care of all the railroad matter, and managed corporation cases in the highest courts of the South and at Washington. The big case of the Southern Pacific he fought vigorously in the federal Supreme Court. One of Lovett's most signal victories was in the Supreme Court in Washington, terminating the many years' litigation of the claims of the railroads against the State of Texas on the paper money issued to the former and subsequently repudiated.

With T. P. Huntington, the pioneer railroad man of the section, Lovett became gradually intimate, and the former learned to depend upon the man from Cold Springs as he had never depended upon any one else. The Railroad Commissioner manifested equal respect for Mr. Lovett, whose achievements in the field of law were gaining for him a reputation outside his state.

Upon Huntington's death in August, 1900, Edward H. Harriman bought a controlling interest in the Southern Pacific. His first purchase was \$75,000,000 of the common stock, and two years later he obtained \$10,000,000 in addition. At the time Charles H. Tweed was general counsel for the Southern Pacific and associate steamship lines, with offices in New York, having become chairman of the board of directors upon Huntington's death. It was Tweed who introduced Lovett to Harriman, which, being a perfectly normal occurrence, nevertheless shaped accurately Lovett's destiny as the successor to the "railroad wizard." The acquaintance was made in the field of law, but Harriman took upon Lovett, and that the latter's support was eminently to be desired. He frequently brought the Texas to New York, where earnest conferences were held. Mr. Lovett here gathered the rudiments of schemes which Mr. Harriman had devised, and saw them take shape in the masterful combinations that wielded by the hand of his powerful associate.

At the instance of Harriman Mr. Lovett became general counsel of the Southern Pacific and Union Pacific, taking up his labors in New York in February, 1904. He has been in the metropolis five and a half years. Upon assuming this important post Lovett immediately became a member of the executive committee of the two railroads. During the last year the affairs of the Southern and Union Pacific roads have been under his supervision, subject to the final word of his sponsor, Mr. Harriman. At the time of the government investigation into the Harriman activities Mr. Lovett



TYPICAL HOMESTEAD IN THE PLACE WHERE R. S. LOVETT WAS BORN.

acted as his counsel, completely winning the admiration of the older railroad man. Believing Lovett to be the greatest of his fellow workers, Harriman, before he died, is known to have positively nominated him as his successor. To-day Robert Scott Lovett occupies at once an honored and enviable position, but it is by a simple act of his that some of his friends like to characterize him. At the time of the negro strike on the Southern railroads a long petition came to Mr. Lovett from the citizens of Houston, requesting the immediate discharge of the negro switchmen on the Texas railroads. The reply came in the form of a personal letter to each of the petitioners. The missive is regarded as remarkable by prominent financial men who have since read it. At least it expresses the personal point of view of the writer in unequivocal terms.

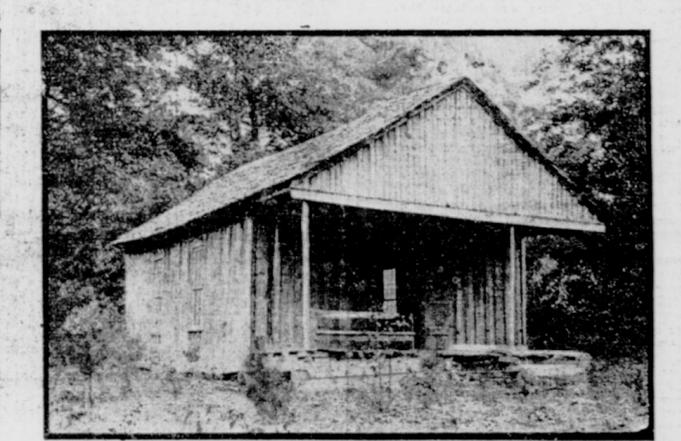
Mr. Lovett in this letter called attention to the effect of the late policy of the railroad he represented, and continued by declaring that the employment of negroes as switchmen was not to cheapen labor, for they were paid precisely the same as were the white men. He showed by tactfully arranged statistics that the negroes were as efficient in handling the switches as the white men, and that they were responsible for no more damage. From this point the letter reads:

In the petition signed by a number of the citizens of Houston the reasons assigned are, in the first place, that: We believe that a better feeling between the people of this state and the railroads

the building of new roads. If they would have fine roadbeds, ballasted track, heavy iron, first class equipment and as good service as any other section of the country they must pay for it. Nobody else will. There is no line of business in the state of Texas more honestly or ably managed and conducted than her railroads, and none so essential to the state's welfare; and it has always been inconceivable to me that they are not given the cordial friendship and protecting care of every citizen. They are more interested in good railroads than in good wagon roads, and the railroads can be improved only out of money earned.

A little further on the letter says: If the policy thus urged upon this company is to be the policy of the South toward the negro; if he is to be allowed to do only such labor as no white man will do and receive only such wages as no white man wants, what is to become of the negroes? We of the South believe that manhood labor and the industrial pursuits make his place in our civilization. Our statesmen and leaders have always proclaimed this, and asserted that the menace of his political power were removed the honorable white men of the South would protect the negro in his right to work and to enjoy the fruits of his labor. I know enough of the Northern people to say that they do not now desire negro domination in the South. They look with tolerance, amounting almost to approval, upon our disenfranchisement of him. But if, with his political rights, we take away his right to do any work he is fit to do, if we deny him equal right to earn by any honest labor the necessities and comforts of life for himself and family—the day the North realizes that this is the attitude of the intelligent white people of the South will be an evil day for the South.

It was in 1881, eight years after he was admitted



SCHOOLHOUSE IN THE HAMLET WHERE R. S. LOVETT WAS BORN.

could be brought about by a move of this kind on the part of the railroads. For many years we have been laboring earnestly to bring about the "better feeling" that you have observed every day and of just. The records of this company are an open book, and for the last fifteen years, at least, I challenge you to compare them with any person, individual or corporate, in the state, for obedience to law and discharge of duty. As lawyer and counsel I have again and again advised the stockholders and owners of the Texas lines with which I have been connected to submit unrepresentative rates and discriminatory legislation, and many grave wrongs for the sake of that better feeling. I hope, then, that it is common sense and common decency to come—but if the sacrifices which the company has made of its own material interests have not brought about this better feeling, only the ingenuity of these negro switchmen will bring it.

The fact is that the people are really as much interested as are the railroads in bringing about this better feeling. They ought to have more railroads and better railroads. But that takes money. The rest of the world cannot be compelled to supply the needs of Texas for adequate railroad facilities. Those already there may be improved, but men with money to spare will not spend it on such a thing as rebuilding the old railroads. Sooner or later the people at large will realize that they are not to be governed by the few. Only the kind of railroads, that they are willing to support. If they fix by commission or statute, unfair rates, they will pay for their own. Under adequate railroads, if they oppress, by unfair laws or otherwise, the old roads, they will defer

to the bar, that Mr. Lovett married Miss Lavinia Abercrombie, of Huntsville, Tex., the granddaughter of the late William Chilton, chief justice of the Supreme Court of Alabama, and daughter of A. L. Abercrombie, a leading lawyer of Texas. Miss Abercrombie was also a grandniece of Senator Morgan, of Alabama. The only son of the judge is Robert Scott Lovett, Jr.

The few leisure daylight hours of Mr. Lovett when not spent at the Hotel Majestic, are devoted to horseback riding, which is his favorite recreation.

MEN AND LACE.

It is curious to know that lace, now almost the unique possession of women, owes its development if not its actual existence, to men. When lace was first made in Flanders, the great designers and great proprietors of the Church used it on their altar vestments and robes, fostered and encouraged the industry, and gave the name of "ecclesiastical lace" to the large mass of it. Later, when the people at large will realize that they are not to be governed by the few. Only the kind of railroads, that they are willing to support. If they fix by commission or statute, unfair rates, they will pay for their own. Under adequate railroads, if they oppress, by unfair laws or otherwise, the old roads, they will defer



CHARLES CRAVEY. The Texan who gave R. S. Lovett his first law case.

ON THE PACIFIC SLOPE

Retirement of Spreckels from League May Hurt Heney.

(By Telegraph to The Tribune.)

San Francisco, Sept. 18.—The retirement of Rudolph Spreckels from the Good Government League, of which he was the chief founder, has created a great hubbub in the ranks of local political reformers. Spreckels objected to the indorsement by the executive committee of the league of Dr. Leland for Mayor and "Larry" Dolan for Sheriff. He declared these two men were simply puppets of the great central color and light division of which he was the chief founder, and that the league in indorsing them had played into the hands of enemies of reform. This quarrel will have an influence on Heney's fight for the District Attorneyship, as Spreckels's contemptuous treatment of the league will be apt to induce its leaders to vote for Fickler, the Republican candidate for District Attorney. Fickler was among the indorsement of many leading business and professional men of the city who are weary of Heney's savage attacks on all who do not sympathize with his efforts to convict Patrick Calhoun, of the United Railroads.

The South California State League was organized this week at Los Angeles with the object of agitating for the division of California into North and South California. This movement received its impetus from the action of the Board of Equalization last week in raising the Los Angeles state tax assessment 40 per cent and the San Luis Obispo County assessment 100 per cent. All southern county assessments were increased, as it was clearly shown that the 40 per cent valuation had been disregarded. This increase angered Southern California men and led to the formation of the league and the strong indorsement of a scheme of state division. There is small prospect of dividing the state at Tehachapi Mountains, as these southern men desire, as the northern and central counties will never agree to the scheme.

The photographic spectra of Mars, taken by Director Campbell of Lick Observatory on the summit of Mount Whitney, are sure to provoke a lively war among astronomers, as they seem to prove that the observations taken by Professor Lowell at Flagstaff are misleading. Mr. Campbell took these spectograms in ideal conditions, the atmosphere of the mountain top showing only 6 per cent of moisture. In this atmosphere it was found that Mars exhibited practically no water vapor; hence the conclusion is that the planet can't support life and has no cloud system.

Director Campbell's position is strongly fortified, as these photographs were taken at varying elevations and comparisons were made between Mars and the moon, the spectra being strikingly alike. Mr. Campbell's contention is that water vapor found on Mars by Professor Lowell and his assistants really existed in the earth's atmosphere through which the astronomers observed the planet.

A four story addition to the St. Francis Hotel will be built on Geary street to cover the lot which before the fire was occupied by the San Francisco News Company's building. This will give the hotel seventy-five additional rooms and much needed space for the enlargement of the kitchen.

The death of Thomas D. McKay has removed one of the best known railroad and steamship agents in the world. For fifteen years Mr. McKay was the Pacific Coast agent of the Burlington Railroad. Then he entered the service of the Overland Steamship Company, the Pacific Mail Steamship Company, the Occident and Oriental Steamship Company, the Southern and Union Pacific and the Chicago & Northwestern roads.

Eugene Pearson, a civilian employe in the army transport service, was convicted this week of embezzling \$129 of government funds which he spent chief clerk in the quartermaster's department and handled considerable sums of money. He had been a faithful clerk for years, until the racketeer mania overcame him.

Seventy-one thousand dollars is asked for by Architect Rix Ford to duplicate seven public school buildings now under construction. This extra amount is required because of the unexpected cost of foundations and of the cementing of school yards.

The American Hawaiian Steamship Company will build at once a 6,000-ton steel passenger steamship for service between the Hawaiian Islands and San Francisco. The vessel will be called the Honolulu and will accommodate two hundred passengers. The company will not engage regularly in the passenger business, but this new vessel will be operated by it under lease. The company is also building two freight steamers, the Kentuckian and the Georgian, each of six thousand tons capacity.

Fifty-nine more students were registered at Stanford University this year than last. The total number is 1,277, of which 53 are in the freshman class. The Cosmopolitan Club held its first meeting for the year this week. Professor Payson J. Treat, who lectured at Harvard last year on the development of the Western States, gave an address on "The Cosmopolitan Movement at Harvard."

Stockton, the chief city in the rich San Joaquin Valley, will celebrate in November the gold rush of '49 to the mining camps on the "Mother Lode," in Calaveras, Tuolumne and Amador counties. The gold diggers called up Sacramento and San Joaquin rivers to Stockton, where many outfitted for the mines. All mining counties will be asked to assist in the celebration, which should have many picturesque features.

Judge Warren T. Sexton, of the Superior Court of Butte County, died suddenly at Oroville this week of neuralgia of the heart. The judge had been one of the Republican leaders of Northern California for twenty years.

WILL PORTRAY NATURE

COLOR "PHOTOS" SOON TO BE PRINTED.

Remarkable Results Already Attained Seem To Be Harbinger of Complete Success.

Latest achievements in the development of color photography point to the probability that negatives made by the autochrome process will soon be transferred to paper. In brief, color photographs will probably become subject to a printing process believing in the science of photography. It is a common day for the photographer, the publisher and the consumer of the output of both when this comes to pass. When the autochrome image can be transferred to a sensitized paper just like ordinary photographs and reproduced in books, magazines and daily newspapers and even enlarged without losing a tint, the average mortal will realize that the printing machine is not the only great and useful invention of the twentieth century. There is much to be said about the beauty and usefulness of color photography in its present state of development, but it is practically a "stained glass window" stage. It is a fixed and enlarged replica in glass of what one sees in the finder of his camera. He cannot frame it or hang it except in a window, nor can he duplicate it. Break it, and the picture is destroyed forever.

The progressive among professional and amateur photographers are now familiar with the commercial process, and find it absorbing and profitable. The results they are able to obtain are almost unbelievable in significance, for while the printing machine reproduces a phase of nature with weeks of labor, the camera man does it in a few minutes, and his picture cannot be adversely criticised because it is nature. Many a mere copyist of faces and fields has given up his labors with the brush for the quicker, easier, surer and more truthful autochrome plate.

John W. Alexander, the portrait painter, has taken considerable interest in the possibilities of color photography in connection with his own work and that of other painters, landscape artists, especially. Mr. Alexander's interest in color photography was aroused by a young artist who gave up the brush for the camera. Not long ago his work made several color photographs of Mr. Alexander's studio, and the painter, speaking of the incident afterward, said:

"This studio of mine doesn't seem very interesting material for a picture of any sort, but my friend transformed that corner over there where there is a heap of odds and ends, an old curtain and a gilt frame into a thing of beauty in his picture. After some time spent in arranging the light to suit him, he made a picture that turned the corner into something new and attractive, giving its lights and shades a meaning I had never realized. He realized more thoroughly than ever what an artistic eye can make of commonplace subjects. My friend showed he had preceived his picture by his very arrangement of detail in order to produce certain color tones.

"From such a piece of work as that, for instance, the painter may learn a useful lesson. With a camera to help him he may seize and fix, in a few moments, a transitory phase of color or lighting and shade to reproduce at leisure with his paints. Changing cloud effects, even rainbows, may become stationary and permanent models. Portrait painting may also be assisted and facilitated by color photography. This work is difficult for many reasons, but one of them is the weary sittings subjects must submit to. In color photography the impressions, changing shadows and contrasts of light and shade because he cannot work fast enough and the phases do not recur. That is where the camera and the color plate may come in handy, and with it the painter may supplement his sittings to advantage.

IN THE LANDSCAPE FIELD.

"Landscape painting, in which American artists have reached such a high plane that they occupy a field almost entirely their own, will undoubtedly owe a debt of gratitude to color photography. Nature changes too rapidly for the man with the brush to follow it. The colors of our doors are a shifting kaleidoscope, and there are momentary conditions which even the observer does not see. The camera sees everything in front of the lens and crystallizes the scene. When he has it all before him as it actually existed—not as he remembers it, or thought he saw it, but as it was—the painter can translate it into his own picture in terms of his own individuality.

Mr. Alexander said that there was no better proof of the color photography than the impressionistic school was correct in its theories.

"The color photograph shows positively," he said, "that the impressionists are right. The color photograph is nature's faesimile. In it the shadow is composed of the complementary colors of the high light. This is the theory held by the impressionists and long fought after. Now we can prove that it is the true color of nature as it really is, after years of the first practical experiment with coloring schemes." Many professional photographers are making it a part of their regular work. Others are exhibiting prints tinted by water colors and labeling them "color photographs," indicating that the wealthy are no longer satisfied with mere black and whites. But these, of course, are not "color photographs." It must be remembered that the real color photograph is effective only when mounted on a stand with a reflector where it may appear by transmitted light.

The color photograph has other uses for the present and the future besides those mentioned. Fine paintings may be reproduced in all their wonderful coloring and used by lecturers on art by throwing them on a screen. The educational value of the color photograph must in time become widely appreciated.

It was Antoine Lumiere and his sons who gave the present commercial process to the world. Their first commercially available autochrome plate was shown in Paris in June, 1907, and soon afterward was manufactured in quantities and placed upon the market. The Lumieres experimented for years before they made known the successful results of their work. The first plates were expensive. They were subject to certain imperfections, and many of the first negatives were spoiled by spots and streaks. All these have been eliminated, and the cost of manufacture has been wonderfully reduced. But the inventors have realized the need of a printing process, and the success of their experiments along this line is daily looked for by the camera world.

DU HAURON A PIONEER.

The principles of the autochrome process were first described by Ducons du Hauron in 1861, and the fundamental idea of three-color photography is said to have originated as early as 1861 with Maxwell. Among the inventors who have been and still are working on polychrome screen processes are Brasseur, MacDonough, Smith, Meek, Powrie-Warren, Joly and Krays. The Société Joule, of Paris, it is said, will soon put on the market a new plate patented by Ducons du Hauron and Raymond Bergscol. It is asserted that this plate is better than the Lumiere's.

The most wonderful process of color photography was invented by Professor Gabriel Lippman, who received the Nobel prize last year. The Lippman plate is colorless, no coloring matter being employed. When it is seen by reflected light at a certain angle an image appears which, when projected by a lantern upon a screen, is startlingly realistic. But the process is not, of course, commercially practicable.

Among color photographers who have achieved most notable results and fame are Baron A. de Meyer, of London, whose still life is his best work; Eduard Steichen, Frank Eugene and Alfred Stieglitz. A recent exhibition in Fifth avenue of color photographs by J. Nilsen Laurvig showed some noteworthy examples, especially of white light.

FAMOUS PERSONS WHO BORE YOUR OWN FIRST NAME

Edwards Have a Way of "Getting There" Rather Early in Life.

CHAPTER X. [Copyright, 1909, by Frances Marshall.] While it would hardly be within the facts to write that they are names more or less synonymous with the terms infant or child prodigies, still it is a fact that most of the great Edwards, Edgars and Edmonds of history (all are from the same base) gave promise, at least, while they were still young of the work for which their names stand in history. Of course, there are some famous bearers of the name of Edward, or its variations, whose careers prove the exception to the rule. For example, Edwin Stanton, American statesman, was forty-four when he became Lincoln's Secretary of War, 206 seven years older when he was appointed a Justice of the United States Supreme Court. Edward Gibbon, the English historian, did not publish the first volume of his "History of the Decline and Fall of the Roman Empire" until 1776, when he was thirty-nine—not a very great age, after all, for a work which required in its preparation almost a lifetime of research. The late Edward Everett Hale was the same age when his "Man Without a Country" appeared, although before that time his life had been filled with activity. And Bruce and tyrannical old Sir Edmund Andros was almost fifty when he gained the hatred of New Englanders because of his high-handed methods as Governor. But the list of Edwards who did something for which they are remembered before they were thirty is a long one. Five men of the name were among the youngest kings ever crowned in England—Edwy the Fair, Edward the Martyr and Edward V, who were each ten years old when they were crowned. Lord Edward Bulwer-Lytton wrote his first book, "Falkland," in 1827, when he was twenty-four, and his popular "Last Days of Pompeii" when he was thirty. His son and namesake, whose pen name was Owen Meredith, published "Clytemnestra" when he was twenty-four. Edgar Allan Poe's "Tamerlane" appeared when the author was eighteen, although his "Raven," which made him the literary lion of the West in America, did not appear until 1845, when he was thirty-six. The late Edmund Clarence Steadman, the famous banker-poet, although he did not write most of his poems until later on, was the editor of a New England newspaper when he was only nineteen. Edward Winslow, one of the founders, in 1620, of Plymouth Colony, and later Governor, was only twenty-five when the colony was established, and he was already recognized as a leader in the little band of pilgrims who came with him to New England. Edmund Burke, the English statesman, whose speech on the conciliation with America later made him famous, published when he was twenty-seven, in 1776, "A Philosophical Inquiry into the Origin of Our Ideas of the Sublime and Beautiful," surely an erudite work for one of such tender years. And although the American Edward Everett did not enter upon his career of statesmanship until he was thirty-one, when he became a member of Congress in 1828, at twenty-five he was a professor of Greek at Harvard, and a year

later editor of one of the most conservative monthly magazines in the country. Edward Jenner, one of the greatest benefactors of humanity produced by the eighteenth century, did not publish the account of his work which procured for him a grant of £10,000 from Parliament until 1782; but he began to practice medicine when he was twenty-four, and even before that he had begun the researches which eventually led to his wonderful discovery of vaccination to secure immunity from the dread scourge of smallpox. Undoubtedly the biggest man of the name in recent years besides King Edward, is Edward III, Harbinger. He, too, gave early promise of the ability and energy that made him perhaps the greatest financial and railroad power in the country. He entered Wall Street, in the humble capacity of broker's clerk, when he was fourteen. The name Edward is interwoven with the history of Scotland's years of struggle for independence—a struggle which probably had its beginnings away back in the tenth century, when Edgar the Peaceful, brother to Edwy the Fair, already mentioned, was forced to cede certain possessions to Kenneth, the King of the Scots. Three centuries later Edward Longshanks—so called because of his great height and awkwardness—was fighting valiantly in the East with the Crusaders when his father died, and he became Edward I of England. His whole reign after that was occupied with keeping Scotland at peace with herself and the world. When Edward reached home he found that there were two claimants to the Scottish throne, John Balliol and Robert Bruce, and he was appointed arbiter. He decided in favor of the former, and what with helping Balliol, and then, when Balliol formed an alliance against him in France, of forcing him to resign the crown, Edward certainly had his hands full. He was on his way to Scotland to put down a revolt when he fell mortally ill, and then suddenly remembered that in his youth he had vowed that he would return again to the Holy Land to finish his work there. So he ordered that his heart, according to the custom of the day, be sent to Jerusalem, an order, by the way, which his Jewish son failed to respect. With this matter off his

mind, Edward thought again of Scotland, and his dying words were these: "Garry my bones before you on your march to Scotland, for the rebels will not be able to endure the sight of me, alive or dead." In the reign of Edward's grandson, Edward III, there arose another claimant to the Scottish throne—Edward Balliol. He gained the friendship of the English King, who even went so far as to acknowledge Scotland's independence. The reign of each of the English King Edwards—excepting that of the second, who was deposed, and of the fifth, who was murdered as a child—stood for the beginning of some institution of real worth in England. Edward the Confessor built Westminster Abbey. Edward I organized Parliament and put it on a sure footing. Edward III introduced the wool industry in his realm. Printing was introduced in the reign of Edward IV. Edward VI established the Protestant Church as a permanent English institution. The reign of Edward VII is already a reign of importance, because for the first time in English history, the Socialists are an acknowledged political party; and it may stand also for the introduction of aerial navigation and the acknowledgment of woman suffrage. The name is derived from "ead," an Anglo-Saxon word which means wealth or happiness. Edith, Ida, Editha, Ada and Edna are among the feminine names from the same source. The latter name was first borne by St. Edna, of Ireland, and has been made popular in recent times by Edna Lyall, the novelist. An Edith in the eleventh century was betrothed to Harold, King of England; but for state reasons they were not married. They always loved each other, and tradition has it that Edith sought alone for Harold's body on the field of Hastings, and when she found it died.

Edward the Confessor's Queen was the most noted woman of her name. She was Editha, and famous for her great intellectual powers and great beauty. There is an old story that she used to stop the little children on their way home from school to question them about their lessons, and if they gave her learned answers, she gave them silver from her purse and goodies from the royal pantry. Thus she furthered and encouraged the learning of her day. The name of the queen was Editha, and famous for her great intellectual powers and great beauty. There is an old story that she used to stop the little children on their way home from school to question them about their lessons, and if they gave her learned answers, she gave them silver from her purse and goodies from the royal pantry. Thus she furthered and encouraged the learning of her day.