

BURNED TO DEATH

Charred Remains of Maj. Halstead Found in Hermitage Ruins.

HE MAY HAVE KILLED HIMSELF

The Funeral Will Be Under the Direction of the Excelsior G. A. R. Post.

Major George B. Halstead, known for many years as the hermit of Minnetonka, was burned to death in the fire which destroyed the Hermitage. His charred remains were found by searchers yesterday afternoon, the discovery confirming the worst fears of his friends and neighbors, who were greatly worried when the major could not be located. Strangely enough, the major was the third member of his immediate family to meet a violent end. "Pat" Halstead, a brother, was shot; and Captain Frank W. Halstead, the

original hermit, committed suicide through despondency over a love affair. The circumstances surrounding the major's death are somewhat peculiar, and it may be that he followed his second brother's example. The Hermitage is a small, one-story frame building, and it is difficult to understand why he could not have escaped the flames had he wished to do so. His remains were found near the blackened springs of what had been the bed, and it was quite evident that he had been lying there at the time he met his death. Close by was a lamp from which the fire probably started. Major Halstead was 71 years old, and had been in poor health for some time. He was a cousin of Murat Halstead, the well-known writer and newspaper man. The major was a graduate of Princeton university and a man of rare mentality. Although moody and somewhat taciturn to strangers, among his friends he was known as a delightful talker, having the gift of expressing himself forcibly and lucidly. His manner of living undoubtedly did much to increase his natural despondency. The funeral of Major Halstead will take place to-morrow at 2 p. m. and will be under the direction of the Frank W. Halstead Post of the G. A. R. at Excelsior. The remains will be buried beside those of his brother on the Hermitage grounds.



MAJOR GEORGE BLIGHT HALSTEAD, THE HERMIT.

THE RAILROAD TOWNS

How the Canadian Pacific Made Ft. William and the Canadian Northern Revived Port Arthur—Some Interesting History.

From a Staff Correspondent. Port Arthur, Ont., Aug. 27.—Several references have been made in this correspondence to Port Arthur and Ft. William as towns which being at the Canadian head of the lakes, hope to emulate Duluth and Superior. That the towns have so grand ambitions there can be no doubt. They think that after years of waiting, they are now approaching the entrance to the promised area of prosperity. What they will ever reach sufficient importance to be compared to the cities at the mouth of the St. Louis river, the two Canadian towns are deserving of attention. Port Arthur, like Duluth, is not so much so, is built at the bottom and on the side of a hill that slopes back from Lake Superior. It looks out on Thunder Bay which, being some eight miles across and thirty miles long, is said to be the finest natural harbor in the world. A view of this bay with the imaginary "Sleeping Indian" point of land that terminates in towering Thunder Cape 1,400 feet above the lake, on one side of the entrance and massive Pigeon and on the right and Mount McKay off to the right on the main land, is one of the most impressive views in America, east of the Rocky mountains. During the day, time, even in the hottest summer days, there blows from this great bay a breeze that is at once tonic and sportive in its effects. You feel that it is making you stronger every breath and at the same time sleepy. In consequence, you find that here, as at other points on the north shore of the world's most majestic lake, your appetite and your love of sleep seem to be striving to outdo each other.

Ft. William's Location. Ft. William lies in the rather swampy flat between Port Arthur and Mount McKay on and just above the mouth of the Kaministiquia river. The lake breezes do not reach this town and in consequence it is hotter in summer and colder in winter than Port Arthur, only four miles away. The Kaministiquia river is one great ship for the coast navigation of the lake steamer. It has plenty of water for miles and miles from its mouth and the boats run alongside the wharves that line its north shore. The "fort" being the Canadian Pacific town, it has several large warehouses for its late and rail business and four large elevators, including one steel tank structure, besides roundhouses, shops, division headquarters, etc. At Port Arthur the docks are built out into the bay behind the shelter of a breakwater and it is said that the lake captains prefer running their boats up alongside the Kaministiquia locks to putting into those at Port Arthur.

Tale of Two Towns. The way the pendulum of success has swung back and forth from Ft. William to Port Arthur is interesting. Ft. William was established at the beginning of the last century by the North West Fur company. After the Grand Portage-Pigeon River route of reaching the fur regions of the northwest was abandoned consequent upon the cession to the United States of what is now Minnesota at the conclusion of the revolutionary war, Ft. William took the place Grand Portage once had held and Pigeon river gave way to the Kaministiquia as the route of the fur trade upon the cession to the United States and the Hudson's Bay companies, the fort passed to the latter company, and the old structures were standing and in use when the Canadian Pacific railway was built through these towns. With the completion of that great transcontinental road the old route and the later Dawson road were no longer needed and there was no further use for a fur-buying post. The old buildings were included in the railroad yard and all but a stone building were torn down. This now does duty for the railroad as an oil storage house.

Ft. William a Favorite. Some of the Hudson Bay people were intimately connected with the Canadian Pacific railway, and they used their influence to have the railroad town located there instead of at Port Arthur, which had been located on Thunder Bay. Just outside the Hudson Bay lands, in the early seventies, but Port Arthur, pending the completion of the railroad, grew into quite a town, while Port William did not amount to much. When the Canadian Pacific railway began to put in its terminal improvements at Fort William, the latter place took a boom in itself and soon left Port Arthur quite in the rear. So far the railroad company had favored Fort William, but was not especially inimical to Port Arthur. Then occurred an episode which is still related in Port Arthur with great gusto, an episode which earned for the town the active opposition of Sir William Van Horne, then president of the Canadian Pacific railway.

Port Arthur's Mistake. The railroad had allowed its municipal taxes to go unpaid for several years and ignored all attempts to collect them. At length Mayor Gorham, resenting the corporation's lax policy of regarding it as a matter of course, took heroic measures. He seized and held the engine of a through freight train on the main line. The railroad officials knew when they were up against it. They couldn't delay their trains and the only way they could avoid doing so was to pay up. They did pay up and the engine was released. And Port Arthur has been

paying for that rash act ever since. What the railroad company has been able to do for Port William and against Port Arthur, which, by the way, used to be called Prince Arthur's Landing, it is generally believed to have done. From that time until two years ago Port Arthur waned and Port William waxed. Grass grew in the busiest streets of the former, its wharves rotted and there was scarcely a leader town in North America. Nevertheless the citizens did not despair, and protected themselves by an undertaking which was highly successful—that of building an electric railway to Fort William. This unique enterprise will be described in a later letter.

Luck Changes. Then came the Canadian Northern, or what is now the Canadian Northern, and began work on the new line from Winnipeg to Port Arthur. The new road made Port Arthur its special favorite, although it has never taken an attitude of enmity to Fort William. It placed its headquarters at the town on the hillsides and made it the supply depot for construction work. That was the water front that the Canadian Pacific did not already hold, they new road bought at its own price. It is now at work on a 1,500,000 bushel elevator worth \$300,000, and will, it is said, erect another of the same capacity next year. McKenzie & Mann, the Canadian Northern promoters, have acquired a hotel site and will erect a \$150,000 hotel. They will put in ample terminal yards and offices and shops and build new docks. Their one dock, to be sure, if they find occasion to build any, are going in on the Kaministiquia at West Port William, but Arthur is the Canadian Northern town. All of this explains why Port Arthur is booming. It is a matter of convenience. It gets a foothold in the street in scores of new buildings are going up; why rents are high, trade active and municipal improvements galore.

Ft. William Larger. In the meantime Fort William has been quite prosperous and when the census was taken was able to lead Port Arthur by 400, the figures being respectively 3,200 and 3,200 though both towns, and especially Port Arthur, have a considerable floating population which does not appear in these figures. That Port William is not dead is shown by the fact that it paid the new railroad \$15,000 to move its tracks so that they would run through instead of around the town.

Canadian Pacific Relents. The Canadian Pacific is said now to have got rid of its reputed enmity to Port Arthur. It is said that it will sell the Canadian Northern will erect a new depot in Port Arthur next year, a depot somewhere near the center of town instead of a mile away as at present. Certain it is that the Canadian Pacific railway has persuaded the Pigeon River Lumber company to locate its new mill, work on which has already begun, at Port Arthur. This will employ 300 men. At present the company uses a small mill located at Fort William. The reason of this move is said to be the company's desire to have the big mill located where the tracks of the new railroad company would be accessible. Port Arthur at present has one elevator on the Canadian Pacific tracks and another is to be built.

The Outlook Good. Between these two big railroad companies, and the expansion of the agricultural and commercial interests of the Canadian west there should be a great shipping business at Port William and Port Arthur in the near future. Citizens of these towns count upon the Canadian Northern to assist them to supplant Port Arthur in supplying the Rainy river and lake regions. This rich trade has heretofore been handled exclusively through Port Arthur with the exception of some shipments from Tower on the Minnesota side. They count also upon its creating much new business in hitherto undeveloped timber and mineral regions, especially the Atkoton range. The business of the Canadian Pacific will also tend to increase as the country develops. The country immediately around Port Arthur and Fort William is very sandy when it isn't rocky and doesn't look like a good country, but some of the land is cleared and dried, good vegetables and oats can be raised. There are a few farmers, but not enough to supply the home demand.

American Railway Connection. At present Port Arthur and Fort William are not easy to reach from the American side during the winter. As long as Lake Superior is open several steamship lines, notably the Booth line with the fine steel steamer Argo which has become favorably known to many excursionists this summer, make it easy to reach the North Shore from Duluth. In the winter it is necessary to go to Winnipeg and take the Canadian Pacific railway east. The completion of a connecting link of some sixty miles between the Duluth and Iron Range road and the Port Arthur, Duluth & Western within a year will make the towns directly accessible from Minneapolis, the total distance being a little over 400 miles. —Theodore M. Knappen.

THE ICE YACHT CLUB HOUSE.

A PICTURESQUE AND COMFORTABLE RENDEZVOUS IN BAY ST. LOUIS, MINNETONKA.

—Photo by A. S. Williams.

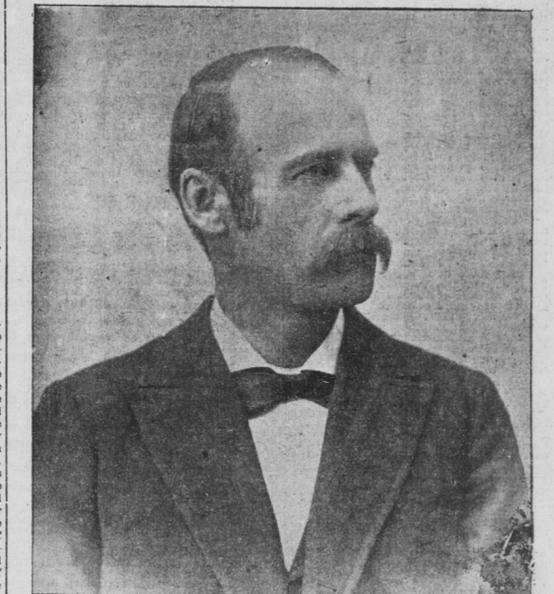


"In every country the materialism finds reasons for its exercise. In America for a long time past and in Australia, as the recent census shows, it has taken a firm hold, as it has now among ourselves. It is very natural for young people with small incomes to say 'We can more easily live in the station in which we were born, and bring up our children, if the family be limited to one or two.' They forget that the affection of a large family and their mutual help in the struggle of life are often the stimulus of what is best in character, and even in temporal well being. The French are justly alarmed. But the French have no real colonies, and they have a comparatively small commerce. To us the whole world lies open. Our three great groups of colonies, in Canada, Australia and Africa, can absorb all the surplus population of the British Isles for an indefinite time to come, and colonization no longer means expatriation. In the presence of those possibilities is not the wilful diminution of our race a crime against humanity and its Author?"

Another View of Mormonism. To the Editor of The Journal. Miss Babcock's ideas on Mormonism, recently published in The Journal, so falsely represents the facts that I am impelled to enter my protest. I cannot understand how any woman can say what she says. A great many things she says are certainly not true. I care not what college she is a graduate of, her ideas of morals and religion seem to me to be very peculiar. She says among other things that the Latter Day Saints do not smoke. I have seen them smoke, and most of them are beer drinkers. She says they had no saloons and no houses of prostitution in Utah until they were brought there by the gentiles. Why should they have houses of prostitution when under their system of polygamy practically the same conditions of things obtain? The morals of the younger Mormons have become the subject of comment, but what is to be expected of a state of society, the high priest of which has been a man who has had twenty-two different mothers? This may be regarded as plain talk, but the subject calls for it. As for saloons, I do not think they would have offended Brigham Young's ideas of morals if he could have derived all the profits from them. I was like Miss Babcock when I went to Salt Lake City, knowing nothing of Mormonism, and not interested in them particularly, but I commenced to study their "Book of Wisdom," which book is the vilest of the vile. I ask you to publish this, as it seems right to let such statements as those of Miss Babcock go unswayed. —Mrs. Mary Wiltzie, New Rockford, N. D.

Union ex-Prisoners of War. To the Editor of The Journal. The Minnesota Association of Union ex-Prisoners of War, has indorsed their worthy comrade, Isaac C. Seeley, of this city, for the position of commander-in-chief of the national association, to be filled at the meeting in Cleveland this month. No man in Minnesota has done more for the welfare of the state organization than Mr. Seeley, and he has also been an active and zealous member of the executive committee of the national association. Public Opinion, a paper published in Chambersburg, Pa., publishes an extended notice of Mr. Seeley's services, and among other things says: "Commander James T. Atwell of Pittsburg, who has been honored by re-election to the position of commander-in-chief of the National Association of Union ex-Prisoners of War, has performed excellent service for the association in years past, and this year one of nature's noblemen, Comrade I. C. Seeley of Minnesota, is to be placed in nomination for the position, and should be elected, as he has been generous in his expenditure of time and money to secure legislation in behalf of the union ex-prisoners of war, and to advance the welfare of the association." These sentiments find hearty indorsement here in Minnesota, where Mr. Seeley is so well and favorably known as an energetic, patriotic, public-spirited citizen; and as Minnesota hopes to furnish the next commander-in-chief of the national department of the Grand Army of the Republic, in the person of Ell Torrance, and to welcome the grand encampment of 1902 to the twin cities, it will be peculiarly appropriate that the responsibility for the care of the interests of the veteran ex-prisoners of war, and their entertainment here while transacting the business of the order, be confided to the industry and skill of Isaac C. Seeley, whom every one in both cities joins in indorsing. With Torrance and Seeley at the wheel of the union veteran's ship, every sea will be safely piloted and the mutual interests of these grand armies of 1861, be guarded by faithful sentinels who are in touch with each other. System and push must be the watchwords of the falling veterans of the union armies, if comfort and peace are to be assured to their declining years. —C. E.

South Dakota's New Law Dean.



THOMAS STERLING OF REDFIELD, FIRST DEAN OF THE NEW LAW SCHOOL.

He Helped Take "Aggy."



CAPT. HARRY W. NEWTON, WHO HAS RETURNED TO HIS HOME IN WEST SUPERIOR AND BEEN SIGNALLY HONORED BY HIS FELLOW CITIZENS FOR HIS SHARE IN THE CAPTURE OF AGINALDO.



THE HERMITAGE.



BED WHERE THE HERMIT SLEPT. His bones were found in the ashes beneath the springs of this bed.

"The Paraluna"—Is't for a "Pair o' Loonies"?

O, there was a little maid, and she had a little shade; And she called that little shade a "paraluna." She said it was to keep the moonbeams from her cheek. As she walked along the beach 'neath crescent moon, O, But another little maid, a jealous little jade, Whom the "paraluna" craze had never struck, O, Said the flimsy little toy of concealed a flirty boy, Underneath its trills and laces and its tuck, O. —Modern Ditty.

discovery. He says that moonbeams are very bad for the complexion; makes it sallow and unpleasant to look at. Some people believed him, or pretended to do so, and the "paraluna" is the result. The first one to reach here was carried by a young lady who has just returned from the east, and who coquetishly displayed her acquisition upon the verandahs of the Ice Yacht club, one evening last week. Her friends were properly impressed, but graduates from the school which inculcates the principles of first aid to the flirtatious, smiled knowingly with an "I-couldn't-if-I-would" expression that told its own story. The "paraluna" is quite popular abroad, and was used considerably at American seaside resorts during the past season. Whatever its utility, it is a pretty ornament, and is probably harmless. Whether or not the fad will become popular here, time alone can decide. It is too late in the season for the little toy to attain any widespread use this year.

MADE IT PLAIN. New York Times. He was a German, and couldn't understand the intricacies of the law. He was trying to mortgage his share of the old homestead. The lawyer couldn't quite see what he was driving at, and at last the German, in desperation, cried: "Well, at the expiration of my mother's death dot property is to be divided yet!"

HE WAS SORRY. New York Weekly. Housekeeper—This is the twentieth time to-day that I've had to come to the door to tell peddlers that I did not want anything. Peddler—Very sorry mum! Housekeeper—It's some comfort to know that you are sorry, anyhow. Peddler—Yes, mum, I'm very sorry you don't want anything, mum.

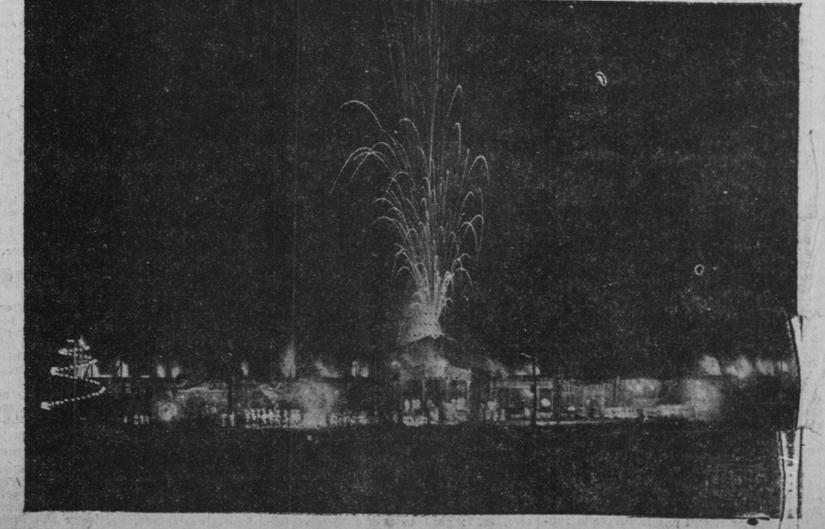
FALLING BIRTH RATE IN ENGLAND

English Statisticians Are Alarmed at the Recent Showing—Dean Fremantle on Its Causes and Consequences.

London—Englishmen have long been proud of the prolificness of their race, and consequently the story told by the last census that the English birth rate was declining even more rapidly than that of France, came as a rude shock. Dr. Fremantle, the Dean of Ripon, points out in a letter to the Times that "all Europe, except Russia, is going in the same direction, and England is leading the way. In the year 1875," he says, "there were born in the United Kingdom thirty-five children for each 1,000 of the people. In the year 1900 there are only twenty-nine. That is, for every 1,000 of our 50,000,000 population there are now born 6 fewer than 25 years ago; and this means a loss of 249,000 each year. This is a new and strange phenomenon in England, but what is still more startling, it implies a much more rapid decline of the birth rate than that of France, where the process has gone on gradually throughout the century. A well-known statistician—Mr. Holt Schooling—has recently summed up an exhaustive inquiry by pointing out that, whereas in 1875 the excess of births over deaths in England was 8.5 greater than in France, it is now only 6.8; and he adds that this has come to pass despite the continuous and material decline of the French birth rate during the whole period, a decline, however, which has been exceeded both actually and relatively by the decline of our own rate. "This state of things has been little noted in England because of two causes: First—Part passu with the decline of the birth rate there has been a large decline in the death rate. This stood in 1875 at 21 per 1,000; in 1900 at 18. That is, while we are losing six for each three by the lessened births, we are gaining three by the lessened deaths. We lose a quarter of a million annually by the birth rate, we recover half of it by the death rate. Second—The immigration has largely increased. Whereas in former decades the

emigrants exceeded the immigrants by 68,000 a year, in the last decade they have been nearly balanced. "Our loss by the birth rate is largely made up, like that of France, from abroad. But this increased immigration is by no means a satisfactory thing. And as to the death rate, it has reached a point beyond which it can hardly go. It now stands at 18, which means that every child born in these islands lives on an average fifty-five years. We must expect that in the next decade there will be little or no compensation for this source for the diminished birth rate. What, then, is the prospect which this dim outlook opens to us? We have seen that the decrease is going more rapidly here than in any other country, France not excepted. Since 1875, (the year, I think, in which Mr. Bradlaugh's book, "The Fruits of Philosophy," was published) the decrease of our birth rate has been 6 per cent, from 35 to 29. If this continues in the next twenty-five years it will have come down from 29 to 23 per cent, and in less than fifty years from this time it will have been reduced to 17, the lowest figure which we can imagine the birth rate to reach. There will then be no increase of the nation, but, as now in France, the prospect of actual diminution. "But there is more than this. The process has hitherto affected only special parts of our country. In London the annual birth rate is about 29 per 1,000; in Westmoreland it is about 20. At Gateshead it stands at 33; at Huddersfield at 22. In the latter town, though it is a flourishing manufacturing center, there are actually 400 fewer people in 1901 than there were in 1831, and the school board cannot fill their schools. There is no reason to doubt that the lot of millions of families will go on beyond any assignable limits unless the conscience of the nation awakes to its tremendous danger.

NIGHT PHOTOGRAPHY AT THE FAIR.



A PHOTOGRAPH OF PAYN'S "LAST DAYS OF POMPEII" MADE BY A. S. WILLIAMS.