

The Roosevelt Children

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THEODORE JR.



MISS ALICE ROOSEVELT



KERMIT



ARCHIE



QUENTIN



ETHEL

THE CANADIAN PACIFIC R. R.

Wonderful Growth of a Wonderful System—The Road Is Practically Canada and Is Being Run on a Very Conservative System—Comparison With Some of the American Systems.

Special to The Journal. New York, Aug. 16.—The stockholders of the Canadian Pacific have not received an increase in their dividends, as was expected, but, instead, they have received a very gratifying report from the officers of the road. It is supposed that the company will need a big surplus to inaugurate certain improvements, some of which are already under way, and also to meet the expense which will be entailed by the installation of the fast steamship service to and from Europe. Like the Milwaukee and other high class American railroads, the Canadian Pacific is pursuing a very conservative policy, and has an eye single to the future development not only of the dominion itself, but also of the railway and its feeders. The New York Commercial Advertiser says: "The total gross earnings of the Canadian system—that is, the Canadian Pacific, the Duluth, South Shore & Atlantic, and the Minneapolis, St. Paul & Sault Ste. Marie—for the fiscal year of 1901 amounted to \$37,806,489. The gross earnings of the same period for the year just ended aggregate \$46,416,010. The size of these total figures and the proportion of increase in gross receipts in a single year indicate the tremendous strength and growth of the Canadian Pacific company. In the year ending 1901, the Milwaukee earned \$42,000,000; Chicago

& North-Western, \$43,000,000; New York Central, \$66,000,000; Lake Shore, \$29,000,000; Erie, \$29,000,000; Atchafalaya, \$44,000,000. Of these properties mentioned will show increased gross earnings for the year 1902, but as far as partial reports indicate none of them will show as great a percentage of increase of gross earnings as the Canadian Pacific company. The estimated earnings for the Northern Securities companies for the fiscal year just passed are as follows: Northern Pacific, \$23,000,000; Great Northern, \$11,000,000; The Canadian Pacific railroad is practically Canada. It serves practically all of the settled parts of that country between Quebec and the Pacific ocean. The most remarkable features of this remarkable development of a remarkable country and a remarkable railroad in the last few years is the tremendous expansion of the wheat-growing belt through Manitoba and into the Saskatchewan territory and the mineral development in Alberta and British Columbia. Canadian Pacific has not reached its full development, and we may expect to see continued increases in its earnings for several years to come. The Oregon is famous in every part of the world. Millions of people never knew that we built ships until after the battle of Santiago, and it is strictly true that the Oregon did more to the assistance of their comrades, Flat bricks, coal, anything that would serve as a weapon, was used by both sides. The news of the fight spread rapidly and soon the sailors were far outnumbered, and the negroes began to close in. But suddenly a cheer rang out, and down the hill at full speed came the boys of the Massachusetts, and a few from the Massachusetts, and the negroes, seeing them,

scattered and ran in all directions, although their numbers were still superior. There was an answering cheer from the crew and the whole party rushed in pursuit of the fleeing negroes. "They seemed to disappear like rats in the hold," said one of the group of lads who told the story. "We all returned to the wharf and then the natives began to collect again and to throw stones. We charged them but they ran and we could

BOSTON PETITION AGAINST A STRONG NAVY

New York, Aug. 15.—Citizens of Boston and vicinity, without reference to party relations, have united in this remonstrance against the proposed vast increase of naval expenditures. To the President, the Secretary of the Navy and the Members of Congress.—We regret to learn that the estimates for the navy for the fiscal year aggregate nearly \$100,000,000. This is about five times the amount expended only ten years ago. The new estimates amount to an average cost of over \$5

not get near them." One of the crew of the Indiana, whose name is not known, is said to have been severely injured in the fight and there were many bruised hands and cut faces, while some of the negroes had to be carried away on stretchers. It is understood that apologies for the affair were made by the commanders of the three ships to the mayor of Port-of-Spain, who was in turn fully as apologetic, and the affair was hushed up. We believe that it is a needless extravagance to take for this purpose anything like \$100,000,000 out of the pockets of the people. We hold that the maintenance of a vast machinery of war is not only a serious burden upon the people, but a positive menace to the peace of the world. For more than a hundred years the United States has borne the honorable tradition of a nation which had no need of great armaments. We urge all who believe in justice, good will and humanity as the great safeguards of the interests of the nation, to exert their influence to maintain this high distinction. This petition has the name of Edward Everett Hale at the head of it.

DR. GUNSAULUS WANTED IN LONDON. London, Aug. 15.—The report that Dr. Gunsaulus of Chicago will succeed Dr. Parker at the City Temple is premature, but consultations have been held during the week and he can evidently stay in London if he wishes to give up his important work in America. Dr. Gunsaulus' oratory and extraordinary energy and interest in industrial education have made a deep impression here. His American friends think, however, he will make a serious mistake if he allows himself to be transplanted to an environment so unlike what he is accustomed to in the west.

ABOUT THE CROWN PRINCE

He Plays Lawn Tennis and Is Very Susceptible to a Pretty Face—Story of the Troubles of Mrs. Deacon Who Was the Daughter of the Late U. S. Admiral Charles H. Baldwin.

London, Aug. 15.—The Berlin correspondent of the Telegraph recounts some of the characteristics of the crown prince whose name has been linked with that of Miss Gladys Deacon. He says that the crown prince is known to be very chivalrous towards young ladies just as his grandfather, Kaiser Wilhelm I., was in his younger days. The crown prince plays lawn tennis with them. He is also said to be extremely susceptible in the presence of a pretty face. It is said of him that so great is his impressionability that he falls deeply in love with nearly every good looking girl he talks to. He then becomes very sentimental. It is said that he is always falling in love but at the same time, the old adage about there being safety in numbers was applied to him. Mrs. Deacon is a daughter of the late Admiral Charles H. Baldwin, U. S. N., and was a New York belle at the time of her marriage to Deacon in 1879. Shortly after their marriage the Deacons moved to Paris, where they continued to live until the time of the scandal that broke up their family life. They moved in the best society and Mrs. Deacon was a favorite everywhere. Deacon himself was retiring by nature and of a somewhat eccentric mind, but their marriage seemed to be happy. Four children were born to them, all daughters, and were named Marie Gladys, Ida Audrey, Dorothy Evelyn and Edith Florence. As soon as Deacon had been released from the prison by President Carnot he went to Paris to bring his four daughters and for the custody of his children, who till then had remained with the mother. He also brought a similar suit in New York. Mrs. Deacon tried to head him off by a counter suit, but failed. He secured a divorce and the custody of all the children, but a settlement was shortly afterwards effected by which the two oldest girls were left with Mrs. Deacon. In 1896 Deacon returned to this country with Dorothy and Edith. Mrs. Deacon stayed in Paris, and for some time there was much talk of a marriage between her and the Count Louis de Turcotte—a union that seemed very desirable to Paris, and for some time Mrs. Deacon was credited with having a personal income of more than \$10,000 a year. Deacon developed symptoms of mental disease shortly after his return, and had to be confined in an asylum at Somerville, Mass. Previous to that Mrs. Deacon and the other two daughters had also returned here. Deacon died in the asylum on July 6, 1901. By his will his estate, valued at \$120,000, was equally divided between his daughters.

WHY THE EARL OF HOPETOUN FEELS HURT

Honolulu, Aug. 4.—The Earl of Hopetoun, formerly governor general of the commonwealth of Australia, is a returning passenger on the Mowara for England. The earl resigned because of the refusal of the Australian federal parliament to vote him \$50,000 a year in addition to the same amount he was receiving as governor general and which he said was required to maintain his office in the style desired by him. The earl feels bitterly toward the officials who caused his retirement. He refused to discuss the reasons leading up to his resignation and all interviewers were referred to a remarkable letter he issued upon his departure from Australia. In this the earl says: "I had formed my ambitions as to your governor general's position and as to the manner in which I could best serve the empire and the commonwealth. However, I was mistaken. But I cannot feel ashamed at having indulged my fancy in the contemplation of these dreams and ambitions, for surely they were neither mean nor selfish. My constant desire has been to place the office which I filled upon a pedestal. This I did, not for my own sake, but because I believed it to be the best way to make it an office of real usefulness to the empire and one acceptable to the people of this country. Referring to the refusal to allow him \$50,000 required to maintain his establishment, he says: "As was inevitable under the circumstances, certain matters which in normal conditions would have been of purely private interest to myself have been brought somewhat prominently before the public. I do not think that I need feel ashamed of the state in which my apparel has reached the public laundry; nor have I any cause to complain of the manner in which it has been returned to me."

GOLD BASIS FOR AUSTRIA-HUNGARY

Vienna, Aug. 15.—Elaborate financial arrangements have long been maturing for the restoration of the currency of Austria-Hungary to a gold basis. The Austrian financiers who are directing this great operation require more gold, and are, it is understood, willing to pay a sufficient premium for it to attract shipments to Vienna.

STREET RAILWAY WAGES

Chicago, Aug. 15.—A wage agreement asked by the employees of the South Chicago City railway was signed last night by the representatives of the company. The old scale was 17 1/2 cents first year, 18 cents second year, 18 1/2 cents third year and 19 cents after third year. The new scale is 25 cents first six months and 20 cents after that.

TIENTSIN GIVEN BACK TO CHINA

Peking, Aug. 15.—The government of Tientsin, which has been administered by foreigners for a long time, was today handed over to Yuan Shih Kai, in accordance with the agreement between the powers and China. Yuan Shih Kai made a triumphal journey from Peking to Tientsin.

SOMETHING ABOUT THE SHIPBUILDING TRUST

New York, Aug. 15.—Mr. Nixon, who has engineered the consolidation of the shipbuilding companies, makes the surprising statement that \$37,000,000 worth of ships are now under construction in the yards of the seven companies that go into the trust and that they have contracts in hand for \$13,000,000 more. The most of these are no doubt naval vessels for the government, but it is the most surprising because the trust does not include the Cramps or the Newport News yards, the largest in the United States, which are probably doing as much business as all the rest combined. It does include, however, the Eastern Shipbuilding company of New London, Conn., which was organized by James J. Hill to build the four Leviathans he designed for the trans-Pacific trade of the Great Northern railroad. These are to be the largest ships ever built in the United States, nearly as large as the Celtic, and even larger than the

Kaiser Wilhelm II., which was launched for the Hamburg-American line at Stettin yesterday. The new trust, or the United States Shipbuilding company, as it is officially known, has the largest and most complete plant in the world. It includes the Bethlehem Iron works, which furnishes the armor for our battleships and which refused to go into the big steel trust. It also includes the Union Iron works of San Francisco, which built the Oregon and gave the greatest boom to the export of American machinery that ever happened. It is a singular but a significant fact that the Oregon is famous in every port of the universe. Millions of people never knew that we built ships until after the battle of Santiago, and it is strictly true that the Oregon did more to the assistance of their comrades, Flat bricks, coal, anything that would serve as a weapon, was used by both sides. The news of the fight spread rapidly and soon the sailors were far outnumbered, and the negroes began to close in. But suddenly a cheer rang out, and down the hill at full speed came the boys of the Massachusetts, and a few from the Massachusetts, and the negroes, seeing them,

SAILOR BOYS HAVE A FIGHT AT TRINIDAD

New York, Aug. 15.—The crew of the training ship Hartford, recently arrived at the Brooklyn navy yard from a six months' cruise in the West Indies, tells of a stiff fight that occurred on March 15 between the natives of Port of Spain, Island of Trinidad, and the crews of the Hartford and the battleships Indiana and Massachusetts. The officers of the Hartford had little to say beyond admitting that a fight did occur, but the sailors tell an exciting story. The three ships were lying in the harbor at some distance from the shore. The weather was fine and the port watch of the Hartford, 150 strong, about 50 men from the Indiana and ten or fifteen from the Massachusetts were given liberty ashore. They separated into groups on landing and started out for a good time.

At 5 p. m. the Indiana tars returned to their launch. The last two of the boys to arrive were feeling quite happy and at the approach of the boat landing they stumbled over a fruit stand. "Curse from this negro owner provoked an altercation. 'Take that,' shouted one of the tars, striking the man a terrific blow. Immediately a fight was on, other negroes rushing to the scene and taking a hand in it, while the other Indiana boys went to the assistance of their comrades. Flat bricks, coal, anything that would serve as a weapon, was used by both sides. The news of the fight spread rapidly and soon the sailors were far outnumbered, and the negroes began to close in. But suddenly a cheer rang out, and down the hill at full speed came the boys of the Massachusetts, and a few from the Massachusetts, and the negroes, seeing them,



THE AMERICAN FARMER NOW PUTS MORGAN IN THE SHADE.