

Figures In the Harriman Succession



LENOR F. LOREE, John C. Stubbs, men who have played important parts in the Harriman achievements and each a past master in his respective field of endeavor.

After the retirement of E. H. Harriman, the railway magnate, to his summer home at Arden, N. Y., public interest naturally turned to the next in command, Judge Robert Scott Lovett, Lenor F. Loree, Julius Kruttschnitt and John C. Stubbs.

The big man in the Harriman railroad world in the future will be Judge Lovett. He is the one man who is expected to bring about the co-operation of all the big interests involved. He will probably come nearer being to the lines what Harriman has been in the past than any of the others. Judge Lovett is a native of San Jacinto, Tex., and was born June 22, 1880. He was educated at the Houston (Tex.) high school and was admitted to the Texas bar in 1882. In 1884 Judge Lovett became local attorney at Houston for the Houston, East and West Texas railway company and has since continued in railway service as, consecutively, general attorney and general counsel for the Southern Pacific lines in Texas



JUDGE ROBERT SCOTT LOVETT.

and since 1904 general counsel for the Union Pacific railroad and Southern Pacific company and affiliated lines.

He is also president and director of the Houston and Texas Central Railroad company; Galveston, Harrisburg and San Antonio Railway company; director of the Oregon Railroad and Navigation company, Oregon Short Line Railroad company, Southern Pacific company, Union Pacific Railroad company and Wells Fargo & Co.

Lenor F. Loree, at the head of the Delaware and Hudson railway, has long been a prominent figure in the railroad world. He was born in Fulton county, Ill., in the year 1858, and when the Pennsylvania gained control of the Baltimore and Ohio he was detailed to that road. A year or so later, on June 1, 1901, he was elected its president and left that road to take the presidency of the Rock Island at a salary of \$75,000 a year. Since leaving the Rock Island Mr. Loree has been at the head of the Delaware and Hudson.

Since 1895 Julius Kruttschnitt has risen rapidly in the esteem of Harriman. During that year he was made general manager of all Southern Pacific lines and began extensive betterments, which resulted in the rebuilding of the system. Under his management as fourth vice president and general manager nearly \$70,000,000 was expended upon the system and great improvements were made on this line. When C. M. Hays was retired as president of the road Mr. Harriman selected Mr. Kruttschnitt to be the fourth vice president, representing Mr. Harriman as president. Since 1904 he has been director of maintenance and operation of the Union Pacific and Southern Pacific lines. Mr. Kruttschnitt was born in New Orleans July 30, 1854.

John C. Stubbs is traffic director of the Harriman lines and is perhaps the best example of what the traffic expert has become through the consolidation of railroad lines, controlling as he does the traffic of the biggest system in the country. He has been frequently spoken of as the traffic brains of Harriman. Mr. Stubbs is sixty-two years of age and a native of Ohio. He began his railroad work nearly thirty years ago and has been promoted to today he holds one of the most important posts in the railway world.



JULIUS KRUTTSCHNITT.

CAPTAIN AND ARTIST.

Master of the Devonian Also Writes Songs and Poetry.

It is no easy position, that of captain of a big steamship. Besides the multifarious duties of the office and the worry and responsibility, there are the nervous passengers to be looked after and given assurance that swordfish and whales are not going to attack the vessel.

Captain Alfred Trant, while always on the alert for the comfort of his



THE ARTIST-MARINER AT WORK.

passengers and the safety of his ship, is a master mariner, however, who finds time on a voyage to paint pictures in oil, write songs and compose verses that are of more than ordinary merit. For the past fifteen years he has been using the palette and brush and now has a collection of fifty paintings, some of which have been admired and praised by artists of national reputation.

When the weather is bad Captain Trant spends his spare time writing verse or composing songs. He is English bred and born and master of the Leyland liner Devonian.

JOHN R. BRADLEY.

The Man Who Financed the Expedition to the North Pole.

A man who shares in the honor and fame of Dr. Frederick A. Cook, discoverer of the north pole, is James R. Bradley, who financed the Cook expedition. Mr. Bradley is also an explorer of much fame, and as one of the most indefatigable hunters of big game in the world he has had thrilling adventures on every continent. In relating some of his hunting experiences recently Mr. Bradley said:

"I will never forget one experience which I had with a rhinoceros. I was going along one day through an open section of the country in equatorial Africa, my caravan plodding along behind me. About 300 yards away to the left I saw something which attracted my attention and, getting out my glasses, discovered a rhinoceros. "When I was within about 100 yards of him I fired and saw from the kick



JOHN R. BRADLEY SEATED ON RHINOCEROS HE KILLED IN AFRICA.

of dust from his thick hide that I had fired too high. In a second he had wheeled and was coming for me like a locomotive. I dashed toward my gun bearers and snatched from one my Winchester and with this opened fire on the rushing beast, and in eleven seconds more or thereabouts had pumped eleven bullets into him, most of them glancing off from his snout, but one fortunately breaking one of his knees. He is too heavy and clumsy a brute to do much on three legs, and I was thus enabled to maneuver so as to put a bullet through his brains."

How Mr. Bradley came to send an expedition to the north pole is an interesting story in itself. Primarily he did not equip his schooner, which later he turned over to Dr. Cook, for a strictly polar expedition of discovery; but having hunted big game in every other quarter of the globe and sighing for other game than lions, leopards, tigers and rhinoceroses to conquer, he determined to shoot polar bears, seals and such other game as could be found along the northern fringe of this continent. He wanted sport, and Dr. Cook, who had become notable as the first man to conquer Mount McKinley, in Alaska, the tallest and bleakest peak in North America if not in the western hemisphere, went along as a companion and to make scientific observations.

Dr. Cook's North Pole Trip

DR. FREDERICK A. COOK, the courageous explorer who has gained undying fame by his discovery of the north pole, is a resident of Brooklyn. For years he has given his attention to arctic explorations and in 1891-2 was surgeon of the Peary arctic expedition and in 1897-9 surgeon of the Belgian arctic expedition. He has received numerous decorations from the geographical societies of Europe for his research and writings in the polar field.

Dr. Cook started on his present expedition in the summer of 1907, sailing from North Sydney, C. B., on board the schooner John R. Bradley, built by John R. Bradley of New York, who financed the expedition.

The party was re-inforced with sledges, dogs and arctic equipment at Etah, Greenland, whence it sailed March 3, 1908. Dr. Cook's plan was to set aside all tradition by making the dash to the pole during the winter months, when the elements are considered least advantageous for an advance northward.

Without a big ship, without the company of a single white man, Dr. Cook's dash for the north pole was made under incredible hardships, and he had not been heard from in more than a year and had been practically given up



DR. FREDERICK A. COOK.

for lost. But his indomitable courage carried him through where whole ships' companies have come to grief.

The one man who started with him, Rudolph Francke, was left to guard the supplies at Annotok, twenty miles north of Etah, west Greenland. This man remained alone for several months and then seized the first opportunity to leave, when Commander Robert E. Peary arrived with his expedition on board the ship Erik. Cook had sent one letter to Francke by Eskimo messenger before Peary arrived, but if he sent any more or returned for supplies after Francke left it is not known. According to Francke, Peary insisted on obtaining a large number of valuable blue fox skins and narwhal horns which had been left at the supply station by Dr. Cook and which were expected to defray the cost of his return from the arctic.

There was some mystery about this affair when the news of it came out on Francke's arrival in New York, and charges and countercharges flew back and forth with increasing bitterness between the Cook adherents and the friends of Peary. As month after month passed without further sign from Cook there was talk of a relief expedition, Admiral Winfield S. Schley, the hero of the Greely relief rescue, was named as one of the leading figures in raising the money necessary for the movement to find Dr. Cook, and a short time ago an expedition started to seek the missing explorer.

Until recently no word was received from Dr. Cook since March 17, 1908. He was then on the polar ice north of Cape Thomas Hubbard, about 500 miles from the pole. He was the only white man, with several Eskimos and a big equipment of dogs, sleds and supplies. He was then on the eve of making a desperate dash for the pole over the ice. He was making a straight course for the pole and said that if he were lucky he might reach his supply station at Annotok by the end of May.

Dr. Cook's dash was hastily conceived. He started on a hunting trip in the spring of 1907 with John R. Bradley, a wealthy New Yorker who had hunted game in all corners of the world except the polar regions. Mr. Bradley bought a Gloucester fishing schooner with an auxiliary gasoline engine and in this vessel went north, Dr. Cook being in command.

The hunting trip ended in the latter part of August, 1907, and on Aug. 26 the schooner stopped at Annotok, on the northwest coast of Greenland. Almost up to the last it was thought that Dr. Cook would return to New York, but he decided to remain and make a one man attempt to reach the pole. One of the crew of the schooner, Rudolph Francke, a young German American, volunteered to stay at Annotok and guard the supplies.

The first week the two men began building a house for the long winter's habitation. Then they hunted for a month, laying in a stock of meat. The thermometer went down steadily with the approach of the long arctic night, and while they were hunting it was constantly between 30 or 40 degrees below zero.

They spent the winter preparing the sledges and the supplies for Dr. Cook's

Career of Famous Explorer

trip and discovered a way of preparing dog food which gave Dr. Cook a great advantage in weight over all previous explorers. During January the thermometer registered 73 degrees below zero, but Dr. Cook and his man went out to look for some people who were supposed to have been shipwrecked in Flagler bay, but found nobody.

The last two weeks were spent in testing out the sledges, the dogs and the supplies, and on Feb. 26 Dr. Cook started for the farthest north. Francke went with him as far as Flagler bay, and then Dr. Cook sent him back to Annotok on March 3, 1908, to guard the winter quarters. It was nearly a year later that Peary reached the neighborhood of Annotok, where Francke was keeping his lone vigil and who claims that Dr. Cook had ordered him to go back by one of the whalers' ships at the end of the preceding June.

It is no new thing for Dr. Cook to attempt difficult and extremely hazardous feats of exploration. In every case in which he has set out to discover new paths in the wilderness of uncharted seas or mountains he has displayed a dash and resourcefulness which marked him as extraordinary even among explorers. It was this valiant courage and resourcefulness, added to a very vigorous physique, which his many friends in Brooklyn had in mind when they assured anxious inquirers that Dr. Cook would appear somewhere in Norway or Greenland alive and well.

Dr. Cook is a married man and has a home in Brooklyn, where his wife and two children live. He is not often home, having been engaged in exploration work on and off for the past eighteen years. Dr. Cook was born at Callicoon Depot, a very quiet little hamlet in Sullivan county, N. Y., on June 10, 1865. He received his early education in Brooklyn and graduated with the degree of doctor of medicine from New York university in 1890. He was married in 1902 to Mary Fidel Hunt in Brooklyn.

Exploration at both ends of the earth and near the top of its highest mountains has attracted Dr. Cook for years. In 1891 and 1892, just after his graduation from the medical college, he served as surgeon of the Peary expedition to Greenland. In 1897-9 he was surgeon of the Belgian expedition to the antarctic. He tried to ascend Mount McKinley, in Alaska, the highest peak on the North American continent, in 1903 and failed. In 1906 he tackled Mount McKinley again and won.

He is the author of several books descriptive of his travels and discoveries, and he has lectured extensively. In an interview about six months before he left on the fishing trip to Labrador Dr. Cook said:

"Some day I am going to find the north pole."

Dr. Cook once had a scheme for sailing to the south pole, and he worked on this for some time, trying to figure out exactly how to do it. His trip with Amundsen gave him the inspiration for this. He finally, in his efforts to arrive at some method of reaching the south pole, hit upon the idea of an automobile with some arrangement for traveling over ice fields. He worked upon this machine for some time at Callicoon. The automobile was kept in a barn, and Dr. Cook would allow none excepting the workmen and himself to see it.

In speaking of the automobile at that time Dr. Cook said:

"The device I have invented for my automobile would not help at all in



DR. COOK ON MOUNT MCKINLEY.

getting to the north pole. Up there the pole is surrounded by a shifting sea of constantly moving ice. An automobile would be lost.

"At the south pole one can approach by ship no nearer than 750 miles. It then becomes necessary to travel over the fields of ice. The snow there has no crust and the ice is rough. I observed that in my trip to the antarctic zone. With the automobile I will be able to get over these fields. When I have the first one completed and have tested it I shall build others and then dash for the south pole."

Dr. Cook's dream of getting to the south pole never has been realized. He abandoned the idea some time later for the dash for the north pole which has been so successful.

MRS. BELMONT'S MEETING.

How the Noted Society Woman is Aiding the Suffragists.

Probably the most unusual gatherings ever held in this country to further the cause of woman suffrage were the recent meetings at Marble House, the famous Newport residence of Mrs. Oliver H. P. Belmont, and if there is anything in social prestige then the movement has had a tremendous wave of success.

To have Mrs. Julia Ward Howe, the aunt of the late Ward McAllister, at one of the meetings and to have this ninety year old pioneer of the woman's cause address the gathering was in itself an achievement of Mrs. Belmont. Another noted speaker was the Rev. Anna Shaw, who, because of an



MRS. O. H. P. BELMONT AND MRS. JULIA WARD HOWE.

accident which happened to her several weeks ago in Minneapolis, when she broke her ankle, was obliged to be brought in a wheel chair to the meeting. She was so splendidly enthusiastic and spoke with such fervor and brilliancy that her accident was unknown save to those who happened to see her wheeled across the lawn.

Mrs. Howe, who also came in a wheel chair, was helped to the platform by Mrs. Belmont, and her address was notable in that every word she spoke could be heard distinctly by every one present. The pioneer reviewed her work of fifty years' activity and remarked, "The changes in the position during the ninety years of my life have been marvelous, and today woman is entering her own."

For years Mrs. Belmont has been an advocate of woman suffrage, but only recently has she become one of its leaders.

HOYT'S NEW POST.

Former Solicitor General Now Counselor of the State Department.

A new and most important government office, that of counselor of the state department, was filled recently by the appointment to this post of Henry Hoyt, ex-solicitor general. The new counselor of the department will deal with all the large legal questions



HENRY HOYT.

and will have especial supervision over the negotiations of treaties. The important Japanese treaty is to be entered into within the next two years, and Mr. Hoyt will devote himself largely to the framing of this measure.

After completing his public school education in Wilkesbarre, Pa., where he was born fifty-three years ago, Mr. Hoyt entered Yale university and graduated with honors. He then attended the University of Pennsylvania, where he took up the study of law. He practiced in Pitsburg for some time and in 1883, through his father, ex-Governor H. M. Hoyt, was made assistant cashier of the United States National bank in New York. In 1886 he went to Philadelphia as treasurer of the Investment company, but resigned later and resumed his law practice.

Mr. Hoyt entered the office of Judge Shiras in 1890 and later became a partner of Colonel Dechert. In 1897 he was appointed assistant attorney general of the United States and later became solicitor general. His father was governor of Pennsylvania in 1879-82.

Both President Taft and Secretary Knox are delighted that they have been able to secure the services of Mr. Hoyt for the position to give the new office a proper dignity from the start.

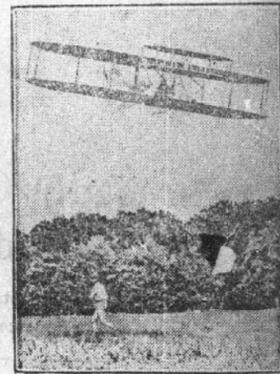
The American Victory at Rheims



LOUIS BLERIOT.

THE aviation contests at Rheims, France, marked a great step in advance in the effort to demonstrate the practicability of aerial flight by heavier than air machines. The entire week was so replete with record breaking achievements and thrilling flights that in keeping pace with the daily occurrences one almost forgot that only a year ago flights of a few minutes were heralded with even more acclaim than is now given those of one to two hours. As the opening days of September, 1908, made a new era in the aviation history of the world, for it was then that Orville Wright first showed the possibility of remaining in the air one hour and over at Fort Myer, so the Rheims race week will doubtless stand as the pivotal point in 1909 toward illustrating the brilliant advance of aviation.

A year ago even the Wrights had not demonstrated conclusively to the world that they had mastered the secret of flight. It is true they had done so in 1905 by their secret flights at Dayton, their best flight being slightly over thirty-eight minutes. This has since been accepted as correct, but all that the world knew one year ago of acknowledged flying was that Delagrange, by his flight of 15 minutes 25 seconds at Rome on May 30, held the record for the longest time in the air. Wilbur Wright arrived in France in August and on Aug. 13, 1908, made a flight of 8 minutes 13.25 seconds, simply a forerunner of what he was about to do a month later. Bleriot had made a few small flights with his monoplane, Farman had won the Arcedeccon prize and had succeeded in remaining in the air a few minutes, and in



CURTISS IN FLIGHT.

this country Glenn H. Curtiss, the famous aeronaut, was barely beginning his experiments.

The achievements of Curtiss at Rheims were a great triumph for America and an American machine and make him a figure of worldwide renown in aerial circles. His winning of the international cup means that the international aviation contests will be held in this country next year. On the second day of the meet at Rheims Curtiss flew six and one-fifth miles in 9 minutes 35.35 seconds, breaking all previous records for this distance. On Aug. 28 he won the international cup by flying twelve and two-fifths miles in 15 minutes 50.35 seconds, and the following day he flew 18.63 miles in 25 minutes 49.25 seconds, winning the three lap speed contest. Many of the other contestants did good work. On Aug. 24 Bleriot smashed the world's speed record by flying six and one-fifth miles in 8 minutes 4.25 seconds.

Curtiss has been manufacturing motor bicycles for several years at his factory in Hammondsport, N. Y. Quickly realizing the future of aerial flight, he was one of the earliest in America to devote careful attention to the manufacture of aero motors. He was invited by Professor Alexander Graham Bell to become one of the six members of the latter's Aerial Experimentation association, and with the exception of the experiments carried out at Baddeck, Nova Scotia, last winter the greater part of their work in solving problems of aerial flight was done at Hammondsport.

His machine, a biplane, is about thirty feet wide, with a total expanse of surface of 225 feet. The total weight of the entire machine ready for flight is 700 pounds, about 100 pounds heavier than the first machine used at Rheims.

The five types of machines that stood out prominently in the Rheims events were the three biplanes, Wright, Curtiss and Voisin, and the two monoplanes, Bleriot and Delagrange. The Voisin has shown to be a worthy rival of the two American makes, and the one used by Paulhan when he remained in the air hours 43 minutes 24.15 seconds, Aug. 25 possessed the additional safety of being fitted with the Gnome seven cylinder rotary motor.



LOUIS PAULHAN.