

Mrs. Julia Ward Howe



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Latest portrait of one of the most famous women in America, taken at her home at Newport, R. I.

FIRST STEAMER ON SUPERIOR.

Independence Made Initial Trip Sixty-two Years Ago.

Sault Ste. Marie, Mich.—In these days of 600-footers it is interesting to note that it will be 62 years ago this coming season that the waters of Lake Superior were first navigated by a steam vessel. This ship was the screw propeller Independence, a craft of small burden, but at the time a veritable queen of the lakes.

The Independence was built at Chicago and steamed up to St. Mary's falls, where it was carried overland for seven-eighths of a mile, across the portage at that point. The vessel was capable of making five miles an hour with her steam and was supplied with a foresail and mainsail, which added to her speed in accordance with the wind. Capt. A. J. A. Well was master of the Independence and the vessel was built by his father.

Landing ports on Lake Superior were very few in those days. Duluth was hardly a name then, the principal place at the head of the lakes being the town of Superior, which is now known as Old Superior. All steam vessels sailing on Lake Superior for the ten years succeeding the first trip of the Independence were carried around the portage at the falls in St. Mary's river, while in the meantime the ship canal was under construction. The first vessel to pass through this canal was the side-wheeler Illinois, the date being July 17, 1855.

The second steam vessel to sail on Lake Superior was the Julia Palmer, which made her initial voyage in these waters in August, 1846.

CARRIAGE 125 YEARS OLD.

Belonged to General Henry Knox. Is Still in Good Repair.

Boston.—Doubtless the oldest private carriage in existence in the United States to-day is that which belonged to Major Gen. Henry Knox of Thomaston, Me. The vehicle is about 125 years old, and in it Gen. Knox used to drive over his vast estate. It is now owned by Frank B. Hills, first selectman of Thomaston, who purchased it of the Alden Gay estate in 1895. After the death of Gen. Knox, which occurred Oct. 25, 1905, Alden Gay's father bought the carriage of the Knox estate, and it remained with the Gays until Mr. Hill made his purchase. The carriage, coming as it does from so famous a man as was Gen. Knox, first secretary of war under Washington, makes it a decidedly more valuable relic. Nor is it a relic in the sense that it is something that has become useless, for Mr. Hill takes a ride in this ancient carriage once in awhile, and it is in almost as good condition as the day it came from its builders. It was probably manufactured in Boston, as General Knox operated a packet line of small sailing vessels between Boston and Thomaston, and at that time there were no carriage builders in Thomaston.

KILLS WIFE WITH FUNNY STORY.

New Jersey Man Makes His Spouse Laugh Herself to Death.

Trenton, N. J.—A hearty laugh over a funny story related to Mrs. Mary Elizabeth Bennett a few days ago by her husband, Frederick H. Bennett, resulted directly in the woman's death. She continued to laugh several minutes so violently that she burst a blood vessel. The husband's mirth was cut short by his wife's sudden illness.

A physician was summoned, but he could do nothing for Mrs. Bennett. She suffered excruciatingly for three days before she died. The fatal joke, which was told while the Bennetts were at dinner, was as follows:

"A young fellow came into the office this morning and asked if he could have the telephone. I said he could if he didn't take it away with him. So, calling up his home, he telephoned to his wife: 'Say, Mame, Uncle Bill, Aunt Sallie and grandma and Cousin Em, Cousin Liz, Cousin Tom and Uncle Joshua and the Brown family are all coming over for dinner.'

"The young fellow paused long enough to get his breath, and then concluded: 'Go out and get a slice of ham, and we'll have a big dinner for 'em.'"

CONVICT HONORS MAN HE SHOT.

Borrow \$5 to Buy Wreath to Put on Coffin of Policeman.

Baltimore, Md.—William Howard, a convict who is serving a 20-year term in the Maryland penitentiary, borrowed \$5 from Warden Weyler, with which he bought a wreath to be placed upon the coffin of ex-Policeman Doyle of Catonsville. It was for putting seven bullets into Doyle 17 years ago that Howard is now in the penitentiary.

Howard and a companion escaped from Westminster jail. Doyle came upon them in a hayrick, and they crawled underneath, the policeman after them. When the officer got to the other side Howard was ready for him and fired seven times. One shot was nearly fatal, but the policeman recovered. Howard was captured after a desperate fight in Harrisburg, brought back and convicted.

He said he wanted to pay tribute to the pluckiest man he ever had met.

Sulphur Yellow in Vogue.

London.—According to the Drapers' Record sulphur yellow, which already has aogue in Paris, will be the popular shade this year both for women's frocks and for household decorations.

BUFFALO HEADS DEAR

RELICS OF DEPARTED BISON ARE BECOMING VERY SCARCE.

Few of the Mounted Trophies of Almost Extinct Monarch of the Plains Are Now for Sale at Any Price.

Kansas City, Mo.—Mounted buffalo heads are becoming scarce. A buffalo head in good condition will sell readily for \$400 to \$1,200, according to size and condition.

And only 30 years ago thousands of them were left to rot upon the western plains.

Not many weeks ago Frank Rockefeller of Cleveland brought a buffalo head to Kansas City from his ranch in Kansas. He sold the meat to a butcher. But the head and hide he sent to his home. It was a magnificent specimen.

"Mr. Rockefeller valued the head and hide at \$1,200," said A. Weber, "but it was not for sale at any price. The old buffalo weighed 2,500 pounds. Think of it! A buffalo bull weighing more than a ton. A long beard hung from his chin and his coat was shaggy. But the buffalo was 27 years old."

Along in the late '70s officials of the Kansas Pacific railroad bought 38 buffaloes that were shot on the plains of Kansas. A buffalo head was the road's trademark. These 38 specimens were handsomely mounted and distributed throughout the tows along the length of the road. Some of these heads are still seen in the offices of the Union Pacific railway. One is in the Kansas City ticket office at Ninth and Walnut streets.

"I do not know its value now," said Thomas A. Shaw, the assistant ticket agent. "But I should say \$1,000 would not buy it."

In the museum at the public library is the head of a big buffalo bull, which has a history. The animal was one which roamed the plains in the Panhandle of Texas, the leader of a herd. He was a surly brute when captured on the Goodnight ranch, in 1839, and loaded in a car for Kansas City. A butcher, who wished to supply some fancy meat for his customers, bought him and sent him to a parking plant to be killed. But the buffalo taught the butchers a lesson in "buffalology."

The old bull was driven into the killing chute. The man with the ax steadied himself, and swung a terrific blow squarely between the animal's eyes. But the old bull shook his shaggy head and bellowed. Again the executioner swung the ax. This time the bull objected to such tiring torment and leaped from the chute.

"Bring a rifle," ordered the chief executioner, "and we'll shoot him."

The rifle was brought, but the bullets rattled off his hide like shells from armor plate.

"Lasso him!" was then ordered.

When the bull was down, he was again shot, but little damage was done. The butchers in desperation then wound the lariar about the old bull's neck and choked him to death. But he died game, fought until unconscious.

BLUE ARMY WAGON NO MORE.

Painted Olive Drab Now to Match the Uniform of the Soldiers.

Fort Sam Houston, Tex.—The army men at this post are bemoaning the fact that the blue army wagon is no more. The order recently came from the war department to paint every army wagon an olive drab color.

It was with regret that the order was carried out. It was like attending the funeral of an old friend, army men say.

Ever since the United States had an army wagon blue was the color they were painted. It was a color that appealed to the patriotism of the soldiers and was the pride of the teamsters.

No matter how hard the service, how long the trip or how muddy or dusty the road, the wagon always retained enough of its original color to be quickly recognized as belonging to the army when it hove in sight. Blue has come to seem as much a part of the service as the wagon itself.

It is supposed that the change was made from a desire that the color of the army wagon should be in harmony with the drab uniform of the soldiers.

Plans Tax on All Bachelors.

Peterboro, Ont.—Alderman Tovey, chairman of the finance committee, has submitted to the city council a proposition to tax all bachelors, owing to the alarming increase in the city's debt. He suggested the following schedule: Between 20 and 30 years of age the proposed tax will be five dollars a month. From 30 to 35 the tax will be ten dollars a month, decreasing to five dollars again when the man has reached 40. At 50 the tax is set at \$20 a year, and after he has passed 60 years the bachelor will be exempt.

Indians to Wash Clothes.

Lawton, Okla.—The Kiowa, Comanche, Apache, Caddo and Wichita Indians of southwest Oklahoma will be given their first real experience in industrial work other than farming this year. Indian Commissioner Leupp has awarded contracts for the installation of steam laundries at the Lawton and Anadarko Indian schools and these institutions are to be operated by the Indian pupils. It is expected that work in the institutions will begin by April 1.

LEADS AS A PAPER MAKER.

This Country the Greatest Producer, With Germany Following.

Washington—Consul William C. Teichmann of Eibenstock advises that the Revue Scientifique recently discussed the consumption of paper by the principal nations of the world as reflecting modern progress of civilization because of its extensive use for printing purposes. It places the United States in the front rank as the greatest paper-producing country of the world, with an annual output of 639,734 tons (avoirdupois). Germany follows with a production of 393,654 tons; England, 216,051; France, 196,942; Austria, 147,706; Italy, 121,028.

One American corporation is declared to be the greatest paper manufacturing enterprise in the world, possessing 31 factories, with 96 continuously running machines, the company using almost as many machines as are operated in Italy and the Netherlands together, and its annual production exceeds that of all the paper factories in Austria-Hungary and almost equals that of the British ones. Its capital amounts to more than \$110,000,000.

While America leads in production, Germany has become the largest exporter of this article, with 51,000 tons annually, England following with 49,210, the United States 16,880 and France 13,090. The United States' export goes principally to South America, but also to Canada and Australia. Notwithstanding its large production, England remains a good buyer, having imported 147,706 tons last year.

Regarding the direct consumption of paper, it is an interesting fact that the United States leads with an annual figure of 38.6 pounds per capita, England coming next with 34.3, Germany, 29.96, France, 29.5, Austria, 19; Italy, 15.4; Servia showing the lowest European figure, 1.1; India shows only 0.22 and China 1.1 per capita. Nearly half of the paper manufactured in the world is used for printing purposes. Twenty per cent is absorbed in the trades and industries. Almost an equal proportion is applied for official and school purposes. The remaining ten per cent serves the demand for private use.

40,000 HORSES EATEN IN A YEAR.

Consumption Increases Fast in Paris and is Aided by Doctors.

Paris—According to official statistics 40,000 horses were eaten in Paris last year. This represents about 11,000,000 kilograms of horse-flesh, as compared with the earlier figures of 1899, when a total of only 5,000,000 was eaten. This branch of the butcher business in Paris seems to be growing rapidly in favor, so that the horse butcher is assuming the position of quite a respectable competitor with the beef butcher.

Horse butchers' signs, with a gilded horse's head above the door, are numerous in certain quarters of the city, and horse butchers are rapidly pre-empting spaces in the market halls. This is particularly the case in well-to-do sections, and the fact almost prompts the suggestion that the doctors are in league with the horse butchers.

Doctors are more and more recommending for certain patients who are in need of building up their shattered systems a bit of horse-flesh, and for persons whose constitutions are thoroughly run down with weakened stomachs they prescribe the juice of horse-flesh, prepared under certain simple conditions, instead of the fresh meat itself.

At the markets during the early morning hours each day men and women stand in line waiting their turn to be served by the horse-butcher. They call for a nice steak or filet, and being well versed on the matter of quality, are very particular in their selections. Some butchers make a specialty of mule meat, which contains more fatty matter than horse meat.

GROWS RICH AND AIDS WAIFS.

Man, Once a Foundling, Devotes Fortune to Assist Others.

St. Joseph, Mo.—Eugene Purdy, who was sent west in 1886 by the Children's Aid society of New York, one of a carload of waifs, and was adopted when eight or ten years old by Henry Berning, a farmer of Chillicothe, Mo., returned from the Klondike last October with \$150,000, which he made in six years in gold mining.

He has now learned from the Children's Aid society that he had two brothers older than himself who were sent out for adoption by the society before he left the institution. He has also heard of a sister who once lived at Binghamton, N. Y., but he has been unable to get any trace of her.

"The first thing I want to do," Purdy says, "is to find my brothers and sister. After that I intend to devote some time to an investigation of what becomes of thousands of foundlings sent from New York to western cities. The society tries to keep in communication with them or with the people who take them, but communication ceases after a few years and nobody knows what becomes of them. I know from investigation I have already made that many of these unfortunate children go to the bad."

Whipping Post Again in Use.

Baltimore.—The whipping post is to be revived in Maryland after having been in disuse for 20 years. Sadler Brooks, colored, was sentenced to receive nine lashes in addition to a jail sentence of two months for brutally beating his wife.

PRISONER 50 YEARS

JOHN WARREN'S FRIENDS WILL CELEBRATE IT DULY.

He Has Been in Wethersfield, Conn., Jail Half a Century and is Florist of the Institution—Twice Tried to Get Away.

Hartford, Conn.—A golden anniversary is being planned for the first time in the history of the state prison at Wethersfield, and is said to be the only celebration of the kind ever known in the country. John Warren, the prison florist, will celebrate his fiftieth anniversary as an inmate of the prison in December next.

Warren has just passed his seventieth birthday. Twice since he was taken prisoner for the murder of his girl wife he has made a dash for liberty, 30 years apart, and both times he failed. For ten years he has been the model prisoner of the institution and since he has had charge of the grounds and greenhouses of the prison he has never attempted to break jail.

Warren was the son of a Yankee farmer, Ziba Warren of Mansfield, and when a lad in his teens married Julia E. Towne of Belchertown, Mass., who had just passed her fifteenth birthday. Later he hid her head under two feet of water until she drowned. There was another woman in the case.

While awaiting trial in the Tolland jail he escaped and an investigation resulted in the discharge of the jailer. For three months he lived in a hole dug under his father's barn. A hole dug under his father's barn. A threat to burn him out made him surrender. For 20 years he was a model prisoner. One night in August, 1886, he was missing at rollcall. Three days later a low plank in the floor of one of the new shops pointed the way of escape of Warren. A passage was found under the floor and this led to an old airshaft, but no trace of the missing prisoner was to be seen.

As the investigating party were about to retrace their steps one of the number stopped back, remarking: "Hold the lantern away and I'll empty my six shooter into the shaft."

"Hold on, don't shoot. I'll come out," said a weak voice in the dark hole. For three days Warren had lived in that shaft without water and with only the little food that he had stored in his pocket before his flight.

For the last few years Warren has developed a great love for his flowers. He knows all his plants and flowers by name and greedily reads all the books on botany that the state prison library affords. Occasionally he contributes a little article to the Monthly Record of the prison, in which he tells the other prisoners about his pet flowers. His conduct as a model prisoner entitles him to numerous privileges.

Some months ago Warren hoped to get out on reaching his seventieth birthday, but his petition to the board of pardons was refused and he served down again, prepared to spend his last days in the only home he has known for the last half a century.

BALLOON TO OFFSET SNAKES.

Men of Town Say Antidote for Poison Should Be Easy of Access.

Williamsport, Pa.—Tioga county has long been known as the home of the "bellbird" or rattlesnake. They are very common there, particularly on the huckleberry mountains, where parties go and camp several days at a time, gathering the big blue berries and laying in their winter supply of rattlesnake oil, a common household remedy.

There is a new mining town in Morris township, about ten miles south of the county seat, built by Aylesworth Bros. of Blossburg, and so frequently were these poisonous Tioga county "singers" found in its construction and about the mines that the town has by common consent been called "Rattler."

There are rattlesnake stories told about the settlement of the place that make one's blood run cold—how a woodsman awoke and found one in bed with him, and another coming into a log stable at night slammed the door after him on account of a storm and a big yellow fellow was jarred off the beam over the door and dropped about his neck like a necklace.

A prosperous little town has grown up about these mines, and an enterprising citizen has applied for a wholesale license, against which there is said to be no remonstrance. Among the arguments advanced for the necessity of a license at "Rattler" it is said that the liability of the inhabitants to snake bites is so great that a plentiful supply of the never failing popular remedy as a preventive and cure is an absolute necessity. What weight it will have if made to the court is to be determined.

England's Navy Cheapest.

London.—Great Britain has the cheapest navy in the world, according to the report of Admiralty Secretary Robertson. It costs \$445 a ton. Russia's cost \$465 a ton. In ten years 1,132,295 tons have been added to the navy, while Russia, Germany and France together only added 1,108,280 tons. Two years hence Great Britain will have completed six new battleships, including three of the Dreadnought class and three armored cruisers of the invincible class, while neither France nor Germany will have a single ship of those types completed.