

HEADS AND HORNS IN AMERICA



Head of Siberian Argali.

Efforts are now being made in this country to form a national collection of heads and horns, and Dr. W. T. Hornaday has given impetus to the movement by presenting his private collection of over 100 rare specimens as a nucleus. Besides Dr. Hornaday, who represents the Camp Fire club in the movement to establish the collection, the other immediate promoters of the enterprise are Mr. Madison Grant for the Boone and Crockett club and Mr. John M. Phillips for the Lewis and Clark club. Circular letters have been addressed to all the sportsmen and travelers of America and others likely to be interested in the matter calling attention to the scheme and thereby giving them an opportunity of obtaining niches for all time in the Temple of Nimrod.

The collection will be under the direction of members of the big game hunting clubs, as well as of sportsmen at large, and the committee, selected from them to acquire specimens and to pass judgment on gifts, will maintain a high standard as to the test for admission.

The New York Zoological society will maintain the collection temporarily in the picture gallery of its administration building in Bronx park, New York city, when completed, and it is expected that in the course of time, a separate building in the park may be provided by the city for its housing. "Sportsmen and scientists and all nature-lovers are showing the keenest interest in the project," declares Dr. Hornaday. "Indeed, valuable gifts are

being received, and the imagination which cannot foresee the intense interest which would attach to certain groups, such, for example, as the Cervidae (antlered ruminants), when it is possible for the eye to comprehend at one sweep the long line of forms related to the Altai wapiti. Imagine, also the distribution of the genus Ovis (mountain sheep) from western Mongolia southward to India, westward to Sardinia and Mo-



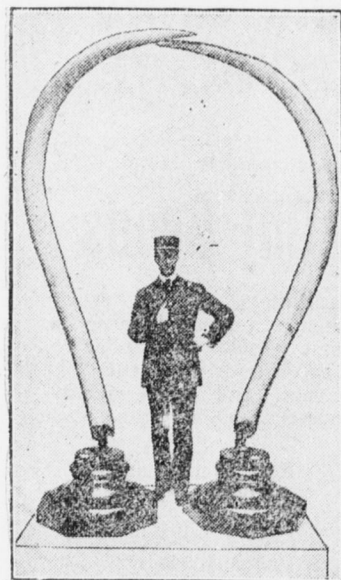
White Mountain Goat.

recco and northeastward by the grand loop to Kamtchatka, Alaska and Mexico. Then a second series will display the ungulate resources of the continents. It will be made of great zoological value by maps illustrating the geographical distribution of families, of genera and of species.

One of the features of the collection just begun is a pair of elephant tusks that is said to be the largest known. The left tusk measures on the curve 11 feet 5 1/2 inches and the other 11 feet, the net weight of the two being 293 pounds. They are, in fact, so large that one who first sees them is prone to believe that they have survived from some mammoth long extinct. They were once the property of King Menelik of Abyssinia, who gave them to a European officer. In the course of time they were brought to the London ivory market, where they were purchased by Mr. Rowland Ward, from whom they were bought by Mr. Charles T. Barney, chairman of the executive committee of the board of managers of the New York Zoological society. Two other especially remarkable heads are, one of a Rocky Mountain bighorn, the other of a white mountain goat, which were obtained from the northwestern wilds of America. To stalk either of these animals, the sheep in particular, is work that exercises all the hunter's qualities, physical and mental. The sheep, inhabitants of the mountains, at home among terrifying crags and precipices, perched on appallingly precarious heights, and leaping across bottomless depths, issue one of the noblest challenges to man's hunting instinct, and the mounted head of one makes an effective monument to the prowess of his conqueror. One pair of horns in the collection is from the great Siberian argali, the largest mountain sheep in the world, and welder of the largest horns of his species, a picture of which is shown in our large illustration. They are nearly five feet in length, and measure in circumference at their base a little less than two feet. They were obtained for Dr. Hornaday in the Altai mountains, in Mongolia, by the agents of Mr. Carl Hagenbeck during the expedition he sent out to secure specimens of the Prjevalski horse.

The Real Question.

Broker—Say, Flush, could you lend me a hundred?
Flush—That's not the point, don't you know—could I lend it—but could I get it back?



A Magnificent Pair of Tusks.

coming in rapidly; in fact, the average is something of value at least every other day. Within the past few days a gift of great importance and value has been made, in camera, and for certain reasons it cannot be announced for another month or so. When the announcement is finally made it will both surprise and delight all persons who are interested in the collection because of the importance of the addition. All American sportsmen feel that owing to the rapid disappearance of the big game animals in America, as in most of the remaining quarters of the world, it is expedient to gather together all the evidences that are accessible for recording the existence of species that may soon be extinguished. The exhibit, as at present proposed, will be arranged in two series—zoological and geographical. The first will be grouped in accordance with the system of nature, to show evolution and relationships. Dull, in-

Beach Yields Prehistoric Treasure.
Rare prehistoric relics have just been unearthed on the ocean shore between Redondo and Fisherman's cove, says the Los Angeles Times. The finds include a small but exceedingly smooth blue stone mortar and pestle, half a dozen cylindrical stone beads, seven arrowheads, two life-like carved bone fishes and an awl or dagger of what seems to be seal bone.
The find was made by F. C. Morse of Scranton, Pa., at a small spring where good soft water trickles from

the rocky bluff and loses itself in the sands. Above the spring the bank slopes back gradually to the level of the mesa, changing from soft stone to dry soil, which is constantly crumbling and being swept away by the winds and winter storms.
Just above the spring, and a foot or so below the top of the bank, Mr. Morse found the mortar, partly exposed by a slip of the soil. A few inches back of it he dug out the other objects.

PEOPLE TALKED ABOUT

WILL DON GORMAN'S TOGA



John Walter Smith, the man who engineered the campaign that brought about the Democratic sweep in Maryland and put himself in line for United States senator, was an almost unknown man in politics six months ago. He had been governor of his state and on retiring had been promised election as United States senator, but the leaders of the party turned him down and gave the coveted seat to Isidor Rayner. Smith took it to heart, but made no complaint and remained in the party. He quietly made his arrangements and at the Democratic state convention when all the delegates were at sea as to the best material for a slate, he stepped in and nominated the whole slate himself, from governor down. He had been credited with ten votes in the convention, but he soon developed a strength of 114.

Having nominated the slate, it was up to Smith to elect them, and he carried 90 out of 128 seats in the legislative assembly. He put Judge Crothers into the governor's chair and made himself safe for United States senator, the height of his ambition. One of his lieutenants will contest the other seat with Senator Rayner when his term expires and Smith will be the dictator of Maryland with none to say him nay. Never before has a man emerged from comparative obscurity and reached such a commanding position in so short a time. And it was all his own work, moreover. He had determined to get both his revenge and the seat he was after, and he gets them both as a result of quiet working and scheming.

Smith is a self-made man in every respect, in business as in politics. He has made millions in lumber and other large commercial interests, and is prominent in financial circles, being director of several banks. Politics is with him merely a hobby, for he has no material ends to serve. On the other hand, it costs him immense sums, for no one has contributed to the Democratic funds more liberally than he. He was born in 1845 and his father died in 1850, leaving his estate so involved that it scarcely served to pay the debts, and Smith and his mother were plunged from affluence into poverty in an instant. He has risen from a penniless orphan to one of the greatest capitalists of his native state and one of its greatest politicians.

NEW CINCINNATI MAYOR

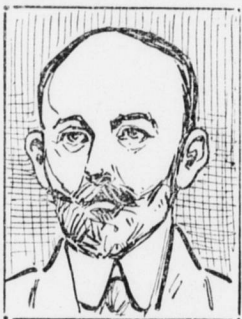
Leopold Markbreit, who has just been elected mayor of Cincinnati, is a soldier, a lawyer and a newspaper editor, besides being one of the most popular men in his town. He was law partner of Rutherford B. Hayes when the civil war broke out, and it was agreed between them that Hayes was to go to the war and Markbreit was to stay behind to attend to the office. Hayes was in command of a regiment at the battle of Carnifex Ferry, and was in a very tight position when he saw a new force debouching from the woods on his flank. He was about to order his men to turn their guns on this new enemy when he recognized their leader as Markbreit, whom he believed to be practicing law in Cincinnati. Markbreit was coming up to reinforce him, but the greeting he received was gruff: "What are you doing here? Why aren't you attending to the office?" But in the heat of the battle Hayes forgot his wrath and made no further objection to Markbreit remaining with the army.



Markbreit was wounded and had to return home, for his legs had become paralyzed and he was forced to drag himself along with the aid of crutches. His misfortune served only to endear him with the people. Although crippled he is still an active man and has been for years editor and principal owner of the Cincinnati Volksblatt, one of the leading German papers in the country.

Markbreit is about 65, was born in Germany and came here as a boy. He has a sunny, genial disposition, with a kind word for everybody. In his youth he was an ideal soldier, a man whose commanding presence attracted the attention of the late William McKinley, even on the field of battle. Now he will have to be carried from his carriage into the mayor's office.

HAS FOUND 15 ASTEROIDS



One of the most successful discoveries of asteroids in America is a young astronomer who has graduated but eight years ago from Amherst college, and is now instructor and serving astronomer of Princeton university. He is Raymond Smith Dugan, of Montague, Mass., who has the fame of finding no less than 15 asteroids.

Most people would imagine that this infers principally good eyesight and ability to sit out in cold observatories on dark nights, in ambush for any hapless asteroids that might be incautiously loafing about.

But as such work is so largely done by photography, the successful asteroid pursuer wins through patience and a good head for mathematics. It is a matter of patient setting of photographic traps to catch unwonted visitors among the heavenly company, and a long search through these pictures after any intruders that may have wandered in.

Then there comes the interminable calculation of orbits to determine whether the new-comer is some previous acquaintance or an untaged stranger, though this may not be done by the observer.

Mr. Dugan took a B. A. at Amherst college in 1899, an M. A. at the same institution in 1902, and from 1899 to 1902 he was acting director of the observatory at the Syrian Protestant college at Beirut, Syria. He then became first assistant astronomer at the grand dual astro-physical observatory at Konigstuhl, Heidelberg, taking the degree of Ph. D. at Heidelberg university in 1905. Mr. Dugan was also in charge of the photograph work for the Lick eclipse expedition to Spain in 1905.

The name Montague, given the asteroid for Mr. Dugan's home, has recently been submitted to the Reichsinstitut in Berlin, where the very laborious asteroid computations are largely done, and has passed without objection. The celestial Montague is about 15 miles in diameter, and its force of gravity, as Mr. Dugan remarks, is not sufficient for the inhabitants to feel sure of staying on the ground if a slight breeze is blowing.

FRIEND OF THE SIRLOIN

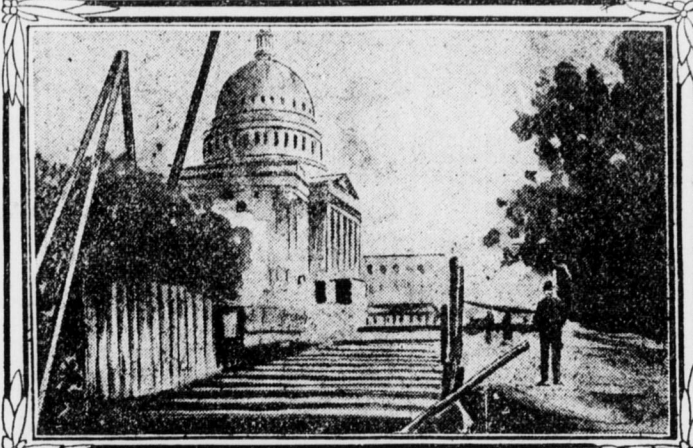
Sir James Crichton Browne, whose recent vigorous onslaught on vegetarianism and sturdy defense of the mutton chop and sirloin of beef has aroused the ire of the London food faddists, is the "Teddy Roosevelt" of the British medical profession. He is always going for something and he goes for it as hard as he knows how. In consequence he gets an amount of free advertising which the old fogey doctors regard as downright scandalous and opposed to the most sacred ethics of the medical profession.

But Sir James does not care for their criticism any more than the president does for the threats of the trust magnates. He delights in a controversial shindy. He says things with the deliberate purpose of provoking folk into hitting back. Thus, for instance, when he told the dietists that instead of being health reformers they were merely "cultivating insanities on lentils and distilled water," he calculated on making the vegetarians angry.

He is a man who would have made a name in any profession had not medicine, and especially the study of lunacy, claimed his energies and talents at an early age. He was born in Edinburgh in 1840, and was the son of Dr. W. A. F. Browne, who was the royal commissioner in lunacy for Scotland, so that it has been said jestingly that Sir James has insanity in his family. He to-day is one of the greatest English specialists on mental and nervous diseases. In addition to being an M. D., he is an LL. D., a fellow of the Royal society, a fellow of the Royal Society of Engineers, and of many other learned societies, so that it will be seen that his attainments are decidedly Catholic. He holds so many honorary professorships that he probably would be stumped if called on to name them off-hand.



UNDERGROUND RAILROAD FOR CONGRESSMEN



DIGGING THE TUNNEL BETWEEN THE CAPITOL AND THE HOUSE ANNEX



Notwithstanding the provisions of the railroad rate law passed at the last session of congress prohibiting the members of congress from accepting or traveling upon railroad passes there will be one line of road on which the congressmen will not pay fare, and one which will, therefore, prove exceedingly popular with them. While not a long line, it will be as important in its way as any one of the transcontinental lines and will probably carry more passengers in a day than are carried on the through passenger trains of any one of the big roads of the country. This road will be for the exclusive accommodation of congressmen, and for this reason will partake of the nature of a private line. No dining or sleeping cars will be run, for the trip from one end of the line to the other will take only two minutes, and during the busy hours of the day there will be a continual procession of the trains speeding up and down the underground track, for this road is to run between the capitol building and the magnificent house and senate annex building now in course of construction.

The two buildings are not very far apart, and yet far enough to make it expedient that a rapid and convenient means of transportation be provided for the members of congress in passing to and fro between the senate and house chambers and committee rooms, and the private offices of the individual members in the new building, which has come to be known as the "congressional flat houses," even before they have been finished and occupied by the busy legislators. The most novel and luxurious appointments which the genius of man can devise will be features of these two marble palaces, and not the least interesting and novel, as well as useful, will be the underground railroad. This white-walled subway will be as bright as day with the electric lights which will extend the entire way, and through it will run elegant little open coaches under the control of a uniformed motorman. Each of the cars is of steel and 16 feet long. The depot in the house annex will be under the rotunda of the building, and will be round in form, having a diameter of 75 feet. The rotunda extends clear up through the four stories of the great marble structure, terminating in a dome under the roof.

Into the depot beneath this rotunda will run the trains from the capitol, and thither the members of congress and other people whose privilege it may be to use the trains will come by means of quick-running elevators. Each of the cars holds ten, so that the entire train will accommodate only about 60 persons. A moment later the conductor gives a signal, the motorman turns on the electric current and the train starts on its journey.

It looks more like a toy train than a real grown-up one, this effect being heightened by the circumstance that all of the cars are, so to speak, open-faced. That is to say, one side of each vehicle is entirely absent, being replaced merely by a safety rail, so that there is only one bench running lengthwise. Passengers entering at either end, seat themselves upon this bench and look out through the open side of the car.

The trip to the capitol occupies exactly two minutes and is made through a tunnel lined with white brick, arched overhead, and brightly illuminated by great numbers of electric lights. Inasmuch as the tunnel is artificially heated in winter, as well as ventilated, there is no danger that the passengers on the open-faced cars will catch cold. The distance to be traveled is short, however, being just about one-seventh of a mile, or 750 feet.

On reaching the end of its journey, the toy train pulls up alongside of a platform and the passengers, hastily disembarking, enter a waiting room in the capitol basement, which occupies part of the space formerly taken up by the bathrooms of the house of representatives. New and very beautiful bathrooms, eight in number, have been provided in the annex, thus making it possible to do away with the old accommodations. These bathrooms, by the way, are lined with

white marble, provided with porcelain tubs and equipped with all the latest and most expensive conveniences for ablution.

While the newly-arrived people crowd into the elevators and are thus conveyed from the basement to the main floor of the capitol, the train takes fresh passengers aboard and starts on its return trip to the annex. It is a busy hour of the day, and so no freight cars are running—though at other times the second track passing through the tunnel is utilized for trucks (roofless like the passenger cars), which fetch fuel and all sorts of other supplies to the storage rooms in the terrace of the capitol.

Under the halcyon regime that is about to dawn upon the Indiana delegation every Indiana representative will have a room 16x25 feet in dimensions, which will be his office at the national capitol. There will be a marble lavatory with plenty of soap in each room, so that the congressman can keep his hands and face at all times in an immaculate condition of cleanliness, and there are bathrooms in the building for the use of members only, where he can take a sponge all over as the spirit moves him.

Each room will have a clock, run by electricity, which will keep the time to a gnat's heel of accuracy. There will be a telephone at his desk with local and long distance connections.

And his desk will be worth sitting before, if for no other purpose than to admire it. It will be a handsome creation of mahogany, and, while it will cost Uncle Sam a pretty penny, it is counted economical in the long run, as it will stand refashioning times without number, and the furniture experts say it will last 100 years and then be as beautiful as at the beginning.

There will be a mahogany desk and chair also for the congressman's secretary, a combination mahogany bookcase, file case and wardrobe and a big, soft leather chair, which will be the seat of honor for guests.

In the center of the room will be a work table (mahogany also), five feet long, and around it will be grouped four mahogany chairs. On the floor will be almost as fine a rug as money can buy—a rug fit for the parlor of a king. There are no poor rooms in the building, as the interior rooms face a large court and are as well lighted and almost as desirable in every way as those facing on the streets. There are 420 office rooms in the building, and every room bears as close a resemblance to every other as one pea to another pea. It will remain for congress itself to say how the rooms shall be allotted, but it is probable that the allotment will be by state delegations. If that plan is followed the Indiana members will be housed in 13 adjoining rooms. Thirteen is an unlucky number on general principles, and if any of the Hoosier members are inclined to be superstitious they may raise a point of order against being grouped together in a constellation of 13.

It is all very interesting—even though the description above given represents a glance at things as they will be two or three months from now. Though matters are being rushed with the utmost possible expedition, the tunnels connecting the capitol with the new annexes of the house and senate, respectively, are not yet finished. They are exactly alike in all important respects. It should be said, too, that whereas the house annex is nearly completed that of the senate is not so far advanced in construction, and will not be ready for occupancy until more than a year from now.

It is expected, however, that the rooms assigned to the members of the house in their annex will be furnished, decorated and placed at their disposal not long after the opening of the next session of congress. Some additional months may necessarily elapse before the great caucus room and the superb dining hall are finished—not to mention a variety of other more or less ornamental details. Both of the new buildings, which will cost \$2,500,000 apiece, are to be veritable palaces, vying in the luxury and elaborateness of their equipment with the finest hotels in the world.