

MADAME JUSSERAND

AMERICAN GIRL WHO MARRIED A FRENCHMAN, NOW IN DIPLOMATIC SWIM.

French Ambassador at Washington Given Position Largely on Account of Wife's Nativity—New Embassy Building Projected.

How much a wife can do to help her husband in a public career is convincingly proven by the married life of Madame Jusserand, the American wife of the French Ambassador at Washington.

Madame Jusserand, although American born, spent most of her life, up to the time of her marriage, in France.

Her husband has a great admiration for the American people—possibly because he is so fond of his wife.

AN INSEPARABLE COUPLE.

Both M. Jusserand and his Yankee helpmate are very genial and hospitable, but they are manifestly much

However, the government at Paris recently purchased a good-sized tract of ground in the most desirable section of Washington and will erect thereon a splendid embassy home of its own.

INSURANCE SIDE LIGHTS.

Methods Employed for Gouging the Hard Worked Agent.

During the recent scandal and the airing of insurance methods in general which followed, one of the tenderest spots of that business was left untouched.

The taking of arrears and advances occurs weekly on the book of every agent, when the agent must pay for each week on every policy which is beyond the grace period allowed by the company, namely "four weeks."

Superficially it would appear easy to obey the company's rules or supposed rules; but the cancelling of a policy or policies might precipitate what is known as "thrown off claiming," whereby the company refuses to pay further special salary until a sufficient number of substantial applicants are approved to offset the cancellations.

Unless he be an uncommonly good writer, or an exceptionally wary man, the web tightens and his source of

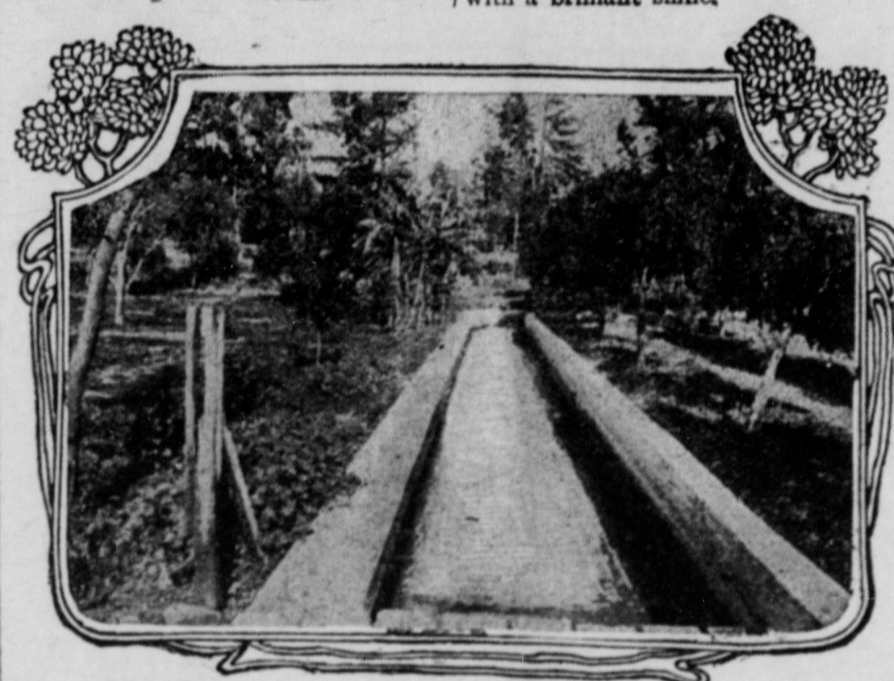
SOUTHWEST'S SMALL FARMS.

WONDERFUL CROP RESULTS FROM A SINGLE ACRE OF GOOD IRRIGATED LAND.

Instance of a Man Who Makes Good Living and Lays by Four Hundred Dollars a Year—No Fear of Drouth or Failure.

WILLIAM E. SMYTHE. The Sacramento Valley of California is a land of big farms. Private estates run all the way from one thousand to one hundred thousand acres.

Although this valley is blessed with most abundant water supplies, irrigation is not generally employed. There is little rainfall from May to November, yet grain and deciduous fruits are grown without artificial



HOW THINGS GROW IN THE SOUTH-WEST UNDER IRRIGATION.

moisture. But the big farms are not prosperous. They are largely cultivated by tenants and are strangely devoid of features which make the true southwestern farm one of the most delightful home-spots in the world.

I have been visiting a farm in the Sacramento Valley which consists of one single acre of irrigated land and which makes a better home and larger net income for its owner than many of his neighbors enjoy on pieces of thousands of acres each.

Mr. Cleeks tells me that he has no difficulty whatever in making a comfortable living from this one acre of irrigated land. Not only so, but he is able to save an average of four hundred dollars a year beside. He has money to loan, as well as fruit, vegetables and poultry products to sell to those who are getting poorer every year in carrying on big farms without irrigation.

ON A SINGLE ACRE.

- Barn and Corral space..... 75 x 75 feet
Rabbit Hutch..... 25 x 25 "
House and Porches..... 30 x 30 "
2 Windmill Towers each..... 16 x 16 "
Garden..... 46 x 94 "
Blackberries..... 16 x 90 "
Strawberries..... 65 x 90 "
Citrus Nursery, in which there are 2500 budding orange, lemon and lime trees..... 90 x 98 1/2
1 row of Dewberries..... 100 feet long.
4 Apricot trees,
2 Oak trees,
3 Peach trees,
6 Fig trees,
10 Locust trees,
20 Assorted Roses,
20 Assorted Geraniums,
12 Lemon trees, bearing, seven years old,
1 Lime tree, nine years old and bearing, from which were sold last year 300 dozen limes.
8 Bearing Orange trees,
4 Breadfruit trees,
5 Pomegranate trees,
1 Patch of Bamboo,
3 Calla Lillies,
4 Prune trees,
3 Blue Gum trees,
6 Cypress trees,
4 Grapevines,
1 English Ivy,
2 Honeyuckles,
1 Seed-bed,
1 Violet-bed,
1 Sage-bed,
2 Tomato vines,
13 Stands of Bees.

ERA OF THE SMALL FARM.

Time was when the man who had said that a living could be made from 5 acres, much less a single acre, would have been considered a dreamer or a greenhorn. Now, however, all through the Southwest, in great sections of California and Arizona, where the sun is warm, the soil is deep and fertile, and the water for irrigation ample, little farms are making for their owners more money than many of the big ones.

ing conditions are superior even to those of southern California. There is a great future for this southwestern corner of America, and it will some day be peopled as extensively as its wonderful ruins show it to have been unknown centuries ago.

The Wanderer Returns.

It was old-home week, and the returned sons and grandsons had been telling with more or less pride of the changes time had wrought for them. At last Edward Jameson spoke: "I went away from here twenty years ago a poor man, with only one solitary dollar in my pocket. I walked the four miles from my father's farm to the station, and there I begged a ride to Boston on a freight car. Last night I drove into town behind a spirited pair of horses, and my purse—guess how much my purse holds in money to-day, besides a large check," and Mr. Jameson looked about him with a brilliant smile.

THE ARMY TRANSPORT.

PACIFIC SQUADRON IS A MODEL FOR HANDLING THE GOVERNMENT'S TROOPS.

Private Steamship Companies Said to be Unequal to the Task of Transporting Soldier Boys—The Cost is Greater.

Along the Pacific Coast the army transport service in operation with the Philippines and intermediate points, is not regarded with favor. Private steamship companies covet the business which is now being done by the dozen and a half vessels making up the transport fleet.

During the last fiscal year the Sheridan, Sherman, Logan and Dix carried to Honolulu, Guam and Manila 31,000 passengers, 115,000 tons of freight, 800,800 pounds of United States mail, and \$2,478,000 in United States money, besides a considerable amount of Philippine pesos coined in the San Francisco mint; and in January, 1906, the schedule was doubled, that is, instead of one sailing a month there are now two.

The army prefers to do its own freight and passenger business on the Pacific for the following reasons:

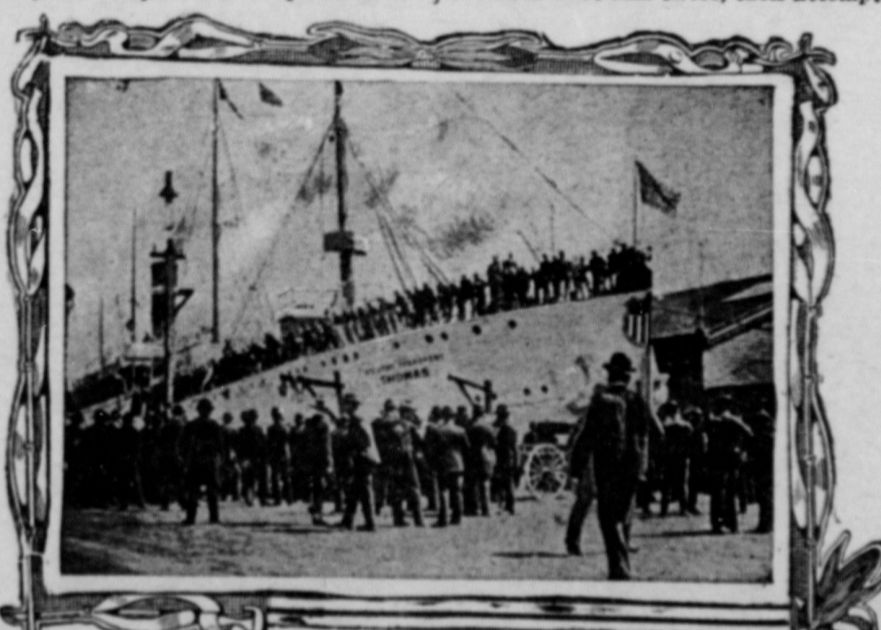
Primarily, private companies securing contracts could not furnish the service desired without specially constructed vessels, an expense which, though demonstrated absolutely necessary by experience, they would not undertake owing to the uncertainty of the traffic.

Secondly, the present service is found more economical, the cost of operation last year amounted to \$750,000 less than the lowest estimate presented by any of the private concerns bidding for the business.

Lastly, the exigencies of the service which might at any moment demand the rapid transportation of large shipments of troops and supplies would necessitate the holding in reserve of a considerable number of vessels, an impossibility to a private steamship company which is forced by competition to operate with strictest economy.

COMBINED COMFORT AND CAPACITY.

In explanation of the first of these reasons—the average transport is a type of marine construction peculiarly individual. While exteriorly it has all the appointments of a modern ocean-going steamer, it differs essentially in its interior arrangement. The transportation of large numbers of troops across an ocean distance of 7,000 miles, the greater part of this mileage lying within the tropics, demands the best possible ventilation and sanitation. The sleeping accommodations for soldiers are between decks, and the entire space allotted for this purpose is often from end to end. Metal berths in tiers of three, one above the other, make the place resemble a giant honeycomb. Shower baths, reading and recreation rooms are provided, and a regularly equipped hospital with isolation wards is in charge of a surgeon and assistants drawn from the army Medical Corps and the Hospital Corps. These quarters are



TRANSPORT "THOMAS" ABOUT TO SAIL FOR THE ORIENT.

FREIGHT TRANSPORT "DIX" LOADING ANIMALS FOR PHILIPPINES

not such as are provided for steerage passengers on the Pacific, and if vessels so equipped were owned and operated by a private line, that line would be long in getting rid of them, should the army be suddenly recalled from the Islands. Furthermore, the army transport must carry a battery of rapid fire guns in her bows, something for which private steamship companies have very little use.

The second argument advanced by the adherents of the present system needs no comment.

The third and last contention is best supported by a report made on January 14 of this year by the General Staff of the Army to the Senate Committee on Merchant Marine, in which it was stated that "to embark a division would require ten 6,500-ton ships and nine 5,500-ton ships. With the strength of the regular army two divisions could be made ready to em-

bark in fifteen days. Assuming this ratio, it would require, to strike the first quick blow of a force corresponding to our present military establishment, the entire shipping on the Atlantic and more than the entire tonnage of the Pacific." It is doubtful if any private line would care to hold enough ships in reserve to transport two divisions on a fortnight's notice. The Quartermaster General gave it, as his opinion that, "In view of the futile efforts of the Quartermaster's Department to obtain suitable transports from the merchant marine in 1898 for the transportation of the army to Cuba, and of the further fact that when withdrawn from regular line service the transports can not be advantageously disposed of, owing to their peculiar interior construction, it would be wise policy to retain a sufficient number of boats as part of the equipment of the army, to be economically cared for and kept in such condition as to be promptly available for any emergency which may arise requiring the transportation of troops on the ocean." Since the whisper of trouble in the Orient, two first class troopships have been held at anchor in Manila Bay, and until January all the freighters of the transport service were out of active service, with the exception of the Dix.

PACIFIC FLEET A MODEL.

The army has built up its Pacific transport fleet after long and trying experience, and it is generally conceded that the vessels are models of their kind. Representatives of foreign governments have asked for and received copies of the specifications.

The transportation of live stock has been fruitful of disasters. The first consignment of mules shipped to Manila was a source of great anxiety. Every precaution was taken, and finally the fatal precaution of belly-banding the animals caused the loss of all but one, who became known in Manila as the hundred thousand dollar Jack. The rest all died of the unaccustomed exercise of swinging on their stomachs.

LEARNS LANGUAGES IN JAIL.

Berkman, Who Tried to Kill Henry C. Frick, Becomes Linguist.

When Alexander Berkman left the Allegheny County prison in May last, after having served fifteen years for an attempt to kill Henry C. Frick, the coke and steel magnate, he found himself able to converse fluently in eight languages.

The years behind prison bars have converted him from an avowed anarchist to a student and philosopher. Many persons have forgotten both Berkman and his crime, yet they started the nation during the days of the great Homestead strike of 1892. Mr. Frick was one of the managers of the steel industry when it grappled in the gigantic struggle with its workmen. Berkman was so radical, at the other end of the scale, that he was classed as a leading anarchist.

During the excitement of the industrial controversy Berkman found his way into the Allegheny offices of Mr. Frick, reached that magnate's presence and shot him twice, then attempt-

ing to complete the work with a dagger.

Overpowered before he could accomplish his full purpose, Berkman was hurried to jail. Being convicted at his trial he was given a fifteen year term in the penitentiary for attempt to kill. This was supplemented by a one-year term in the Allegheny County workhouse for carrying concealed deadly weapons.

Once behind prison bars he gave up all his leisure time to study. At the beginning of his term he could read and write English and German. During the first years of his imprisonment he eagerly perused all books in those languages that he could secure. In course of time he mastered the Slavic, Polish and Hungarian languages, and also acquired a good general knowledge of Italian, Spanish and French.



MADAME JUSSERAND—WIFE OF THE FRENCH AMBASSADOR.

wrapped up in each other. Indeed, when the French Ambassador visited the St. Louis Exposition alone by reason of the fact that Madame Jusserand was prevented from accompanying him because of an abscess on her forehead it was the first time in their married life that they had ever been separated, even for a few days.

Madame Jusserand is rather dark-complexioned and in many respects has the appearance of a typical French woman. She is a firm believer in outdoor life as a source of health and pleasure. When in Washington or at their summer home on the coast of Massachusetts she and her husband daily indulge in long walks and spend hours playing tennis. Madame Jusserand is a most charitably disposed woman and since her arrival in America has constantly but inconspicuously aided many causes. She has no children, but on several occasions she has given parties at her home for the French children residing at the national capital.

NEW FRENCH EMBASSY.

The lady is looking forward to having the privilege of fitting up a new French Embassy at Washington that will be in keeping with the dignity of our sister republic. For years the "branch office" of France in the United States was located in an old residence in Washington that was at one time the home of Admiral Porter. Then a few years ago the French establishment was moved to the house owned by Bellamy Storer—the house which President Roosevelt leased just after his election as Vice-President and before he had any thought that he would be called upon to go to the White House when he took up his residence in the city on the Potomac.

Never Drink Water.

There are many different kinds of animals that never in all their lives sip so much as a drop of water. Among these are the llamas of the Andes and the gazelles of the far East. Many naturalists believe that the only moisture imbibed by wild rabbits is derived from the green herbs they eat.

Ocean steamers carry from six to ten cats, whose duty is to keep the passengers' quarters free from mice and rats. If the cats are not rat eaters, they are dismissed.

The Other Fellow.

The butcher thinks the baker has an easy time through life; The baker thinks the doctor's path is ever free from strife; And to us all this truth comes home as through this life we bob— It's the other fellow every time that has the easy job.

Football as Played.

"I hear your son has been winning high honors at college?" "He has, indeed. He has been a quarterback, a halfback, a fullback, and now—" "Yes, what is he now?" said the speaker eagerly. "Now," replied the other, "he's a hunchback."