

John Bigelow

Veteran Diplomat, Who at Ninety Is Wide Awake and Interested in the World's Affairs—Friend of Tilden, Minister to France and Panama Canal Critic.

JOHN BIGELOW, ex-minister to France, who at ninety has just published a pamphlet on the subject of the Panama canal, was the oldest man on the train which made the initial trip under the Hudson on the opening of the new tunnel from New York to New Jersey on Feb. 25, but in feeling he was one of the youngest. With his daughter, Miss Grace Bigelow, at his side, he nimbly climbed the steps of the station at Hoboken and proceeded to the platform where the opening ceremony was to take place. He remarked:

"For the greatest joys of my whole life I am indebted to the Hudson river. I was born on its banks, I sailed on its waters in dories and on cakes of ice, I have drunk it and have swum in it, but if in the wildest fever of my imagination as a young man I should have thought of having the pleasure of crossing under the river I should certainly have been pronounced a lunatic. And today I have crossed in that way. It is a new and very different pleasure and on the whole is the one of which as a citizen of New York and an American I am most proud."

Mr. Bigelow calls what he has just published about our great engineering undertaking on the isthmus "The Panama Canal and the Daughters of Danaus." It is a satirical production, claiming that the job of canal building has been botched by the president and his advisers, and the critic of the performance asks: "How much longer is this scandalously wasteful policy to be tolerated? Shall this isthmian commission be permitted to pour out the gold of our country as the maiden daughters of Danaus were condemned in hades to pour water into a bottomless vessel eternally?"

Mr. Bigelow was a member of Governor Samuel J. Tilden's canal investigating board, and later for the New York chamber of commerce he visited the isthmus of Panama and studied the operations of the French there un-



JOHN BIGELOW AT NINETY.

der De Lesseps. He now claims that the American engineers are not doing as well as the French did. Mr. Bigelow is the father of Poutney Bigelow, another critic of canal affairs. John Bigelow was a great friend and admirer of Governor Tilden, of whose estate he was executor and trustee. There has come from the press of the Harpers within a few days a two volume work entitled "Letters and Literary Memorials of Samuel J. Tilden," edited by Mr. Bigelow and another proof of his extraordinary mental strength at fourscore years and ten. It is his last service to his long departed friend and the third work he has issued on the subject of Tilden's career. Originally he and Mr. Tilden were not of the same political views. It was for his efficient presentation of antislavery opinions that William Cullen Bryant invited Mr. Bigelow to become his associate in the editing and publication of the New York Evening Post. Tilden bitterly expostulated with the Post editors for their support of Lincoln and on leaving the editorial rooms of that journal one day exclaimed:

"I would not have the responsibility of William Cullen Bryant and John Bigelow for all the wealth in the treasury. If you have your way, civil war will divide the country, and you will see blood running like water in the streets of this city."

One of Lincoln's first acts on becoming president was the selection of Bigelow to take the Paris consulate, from which post he was later transferred to that of minister to France. In this position he did perhaps the greatest service of his career, as his efforts were directed toward securing a strictly neutral attitude on the part of France in the struggle between the warring sections of the Union. Altogether he was in residence in France from 1861 to 1867. The only political position held by him since that time was that of secretary of state of New York under his friend, Governor Tilden. For many years his life has been one of dignified retirement, occupied with literary and benevolent pursuits, and it was singularly appropriate that at eighty-eight he should have published a work glorifying labor for the sake of labor and giving his secret of perpetual youth. It was entitled "The Useful Life a Crown to the Simple Life."

MISS HELEN TAFT.

The Clever Daughter of the Able and Versatile War Secretary.

Secretary and Mrs. William H. Taft have three children—Robert Alphonso, now an undergraduate at Yale and nineteen; Helen, who led her classes at the Cathedral school in Washington, and Charles P., who is about ten and who loved to play tricks on his good humored father while travelling with him in the now famous Taft journey around the world. Miss Helen is at a very interesting age and is studying hard at Bryn Mawr. In the event of her father's elevation to the presidency she would occupy a position in the social world much like what President Roosevelt's eldest daughter Alice held before she became Mrs. Longworth. So fertile in resource is Miss Helen



MISS HELEN TAFT.

that if she were a man she would be likely to follow in the political footsteps of her father. When the war secretary returned from one of his journeys to the Philippines, his daughter presented to him a book in which were pressed flowers. "These are from the graves of famous men," said she. She had spent the winter in England, and she wanted her father to see she had profited by her travels. The book had flowers from the country churchyard where Gray wrote his elegy. There also were pressed blossoms from the tombs of illustrious men in Westminster abbey. "But, my dear," expostulated the secretary, "how could you pick flowers from these old tombs?" "Well, I know they don't grow there," she replied; "but, you see, I wanted to get a collection from all the tombs of great men I saw, so I just bought a bunch of marigolds, and when I got close to the tombs I just laid them on for a while. Then they really came off the tombs, didn't they? I took marigolds because they keep their color so well in pressing."

WILLIAM S. SIMS.

Lieutenant Commander in Navy Whose Testimony Made a Sensation.

Lieutenant Commander William S. Sims created a sensation when in his testimony before the senate committee on naval affairs he declared, "The most disgraceful exhibition ever witnessed on the face of the globe was the shameful state of inefficiency displayed by the United States navy during the Spanish war."

Other witnesses before the committee disagreed with the statements of Commander Sims, particularly Rear Admiral Capps, who maintained that conditions in the navy at the time of the encounter with Spain were not nearly so bad as represented by Sims. The latter was a participant in the Spanish conflict and an inspector of target practice in the navy, and this fact made his testimony more impressive when he said regarding the battle of Santiago: "Nine thousand projectiles were fired, and only 120 hits were recorded, or about 1 1/2 per cent. The



LIEUTENANT COMMANDER WILLIAM S. SIMS.

exhibition of marksmanship was disgraceful. If there had been any decent display of marksmanship on the part of the Spaniards, they would have got away, and our guns would not have stopped them. Cervera did not have proper ammunition to fit his guns. If he had, he would have made trouble for our fleet. As it was, he was worse off than our ships."

According to Commander Sims, conditions were bad up to 1903, but have been greatly improved since then. As to armor belts, he thinks they are placed too low on all our battleships.

Lieutenant Commander Sims is naval secretary to President Roosevelt. He was appointed to the navy from Pennsylvania in 1876.

Frank Munsey

Hustling Editor Who Owns Three Big Daily Newspapers and Half a Dozen Magazines—His Views Concerning Journalism and His Offer to Arthur Brisbane.

IT is not an exaggeration to speak of Frank A. Munsey, who recently purchased the Baltimore News, as a human dynamo. His record in the publishing field indicates that he is as full of energy as a 5,000-horsepower electric generator. The fact of his purchase of the Baltimore News is suggestive both of his seemingly exhaustless supply of motive power and of the boundless possibilities of his policy as a publisher, for Mr. Munsey now owns three daily newspapers and over half a dozen magazines and still years for more journalistic fields to conquer. Besides the Baltimore News, his newspaper property includes the Boston Journal and the Washington Times, and his magazines are known as Munsey's Magazine, the Argosy, the Scrap Book, the All Story Magazine, the Railroad Man's Magazine and the Ocean. The Scrap Book is practically two magazines, as it is issued in two sections. This is an age of combination, and Mr. Munsey does not see why the principle that has been applied so often in commerce and industry should not also be applied in the publishing field. As he himself puts it:

"There is no business that cries so loud for organization and combination as that of newspaper publishing. If the extensions of the paper trust are to be met, organization is necessary to the very existence of many newspapers. The waste under existing conditions is frightful and the results miserably less than they could be made."

For one thing, the number of newspapers is at least 50 per cent greater than we need. As a result of the overproduction the publishers suffer, and as a direct consequence the public suffers.

If I controlled 500 newspapers, I would have them as small in size as business conditions admitted, but every line in them would be as nearly a masterpiece of editing and reporting as it was possible to turn out.

Think of the possibilities involved in a chain of 500 newspapers under a single

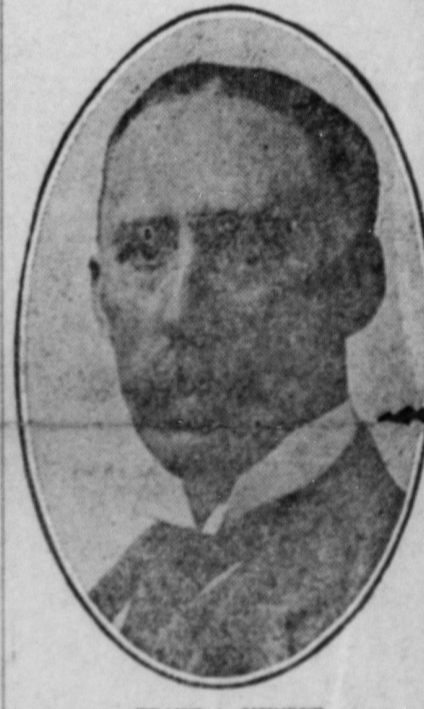
control. Such a faculty could be maintained as no college could support; the greatest authors, artists, essayists, engineers and statesmen would write with authority on every question of importance, each of the 500 papers getting the benefit of these great minds, while maintaining their individuality on purely local matters. There could be a \$100,000 or a \$200,000 a year man at the head of the editorial force and another God made genius in charge of the business end.

As to paying \$100,000 to an editor in chief, there is evidence that Mr. Munsey would be willing to back up his theory on this subject. The evidence came out quite accidentally at a dinner given not long since by the Periodical Publishers of America in compliment to Stephen Lauzanne, the French journalist, then on a visit to America. There was a little good natured sparring between Mr. Munsey and Arthur Brisbane of the New York Evening Journal, and the latter remarked in the course of it: "I will tell you a secret. Mr. Munsey offered me \$52,000 a year to run the Daily News for him. I declined, and the Daily News is dead."

Mr. Munsey was on his feet at once. "I don't believe now that even Brisbane could have kept the Daily News alive," he exclaimed. Mr. Munsey said his recollection was that he had first offered Brisbane \$25,000 a year, then had doubled the sum. There was a lively dispute between the two over circumstances upon which their recollections did not agree. Finally when it was adjusted the magazine publisher suddenly exclaimed: "Anyway, I will double the offer again if you will come with me."

Mr. Brisbane bowed his appreciation of what evidently was more than a mere compliment, but explained that he had just signed a new contract with William R. Hearst.

Mr. Munsey is fifty-three and exemplifies the saying of Tennyson, "Better fifty years of Europe than a cycle of Cathay." He was born in Maine and learned telegraphy as a young man, being placed in charge of the Western Union office in Augusta. Becoming possessed of the idea that he could succeed as a publisher, he started for New York and there began the issue of the Argosy, which last December celebrated its twenty-fifth birthday anniversary. In his earlier career he went up against obstacles which would have completely discouraged men of less determination and perseverance. Time and again it seemed that he would surely be down and out, but in the end pluck and endurance won, and he was successful in establishing himself as an important factor in the publishing world.



FRANK A. MUNSEY.

PATENTS, Trade Marks Labels.

Send for my new free book "How to Get Them." Invent something useful. There is money in practical inventions, whether larger or small. Send description for free opinion as to patentability.

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BEST SHOES MADE

We buy our Men's Shoes from Makers who have a reputation for making the best of Men's Shoes. We never offer our trade uncertain Shoes—or Shoes we can not guarantee.

The Man, who has bought Shoes here, will be sure to come again.

The man, who has never bought Shoes here, can learn something about Shoes, if he will step in "just for a look."

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Yours and Ours

We supply to your children just as good food as we demand for our children.

We know that the wheat should be steam-cooked for six hours. So we do that.

Each berry should then be flaked so thin that the full oven heat gets to the center.

Then a fierce heat must be applied to break down the granules of starch. So we toast the flakes, for 30 minutes, at 400 degrees.

To make **Mapl-Flake** requires 96 hours.

There are many ways where this work could be slighted, and the taste would not show it.

Flaked wheat can be made, and is made, in one-fourth of the time we spend on it.

We could sell you the package for 10 cents instead of 15 cents, if we made those economies.

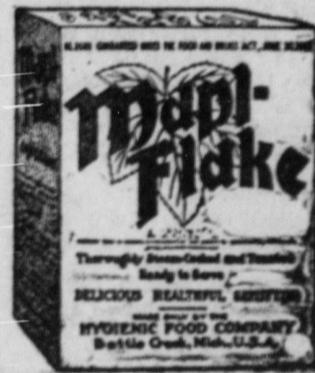
But we would not give half-cooked wheat to our children, so we don't to yours.

We know that starch, unless properly cooked, is insoluble. The particles are not separated so the digestive juices can get to them. So we spend 96 hours to get a food that's all food, all digestible.

And we flavor it with pure maple syrup, so that the food which is best for the child will be the food that it wants.

This flavor is expensive, of course, for we boil the pure maple syrup with the wheat when we cook it. But a child chooses food largely by taste. It is wise, for all concerned, to thus induce the child to eat the food it should have. Mapl-Flake is the only wheat food which entirely digests. Our long process does all that is necessary. We use it in our homes. Please try it in yours.

The only food served in individual packages in hotels, clubs, cafes, and on dining cars.



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