

NOBLES TO WED.

A BATTLE-AX MAYOR.

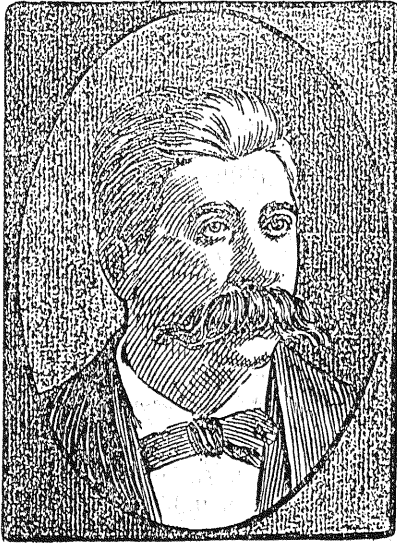
THE LATE MR. GLEASON, OF LONG ISLAND CITY.

The Most Unique Figure in American Municipal Politics—His Stormy Career—A Fighter in Every Sense—Street Railroad Magnate.

One of the most unique figures in American municipal politics, Patrick Jerome Gleason, died of heart failure the other day at his home in Long Island City, a mayor and absolute monarch of which he achieved a celebrity which made his name as familiar to newspaper readers for a time as that of the president. Gleason was a fighter, figuratively and literally. He thrived on contention and his love of strife continued from the day he whipped all the boys of his native parish in Ireland until he made a physical attack on the property of a railroad corporation in Long Island, ripping up its tracks with his own hands, smashing its fences with a broad ax and gaining for himself the sobriquet of the "battle-ax mayor." Though his powers were curtailed by the incorporation of Long Island City into Greater New York, he remained active in public affairs, and even at the time of his death men were discussing what he would do in the next primaries.

A Natural Fighter.

Born in Tipperary, Ireland, April 15, 1844, he came to this country at the age of 15 and worked in a brewery. It is said that on the day of his arrival in this country he got into a fight with two volunteer firemen and whipped both. When the civil war broke out he was one of eight brothers who went to the front. He was 6 feet 2 inches in height and the smallest of the lot, his twin brother Philip being 6 feet 7 inches tall. During the war he was somewhat slender, but in later years took on flesh and weighed 250 pounds. His war record was a good one, his giant frame always appearing where the fighting was the thickest. At the close of the war he engaged in the distilling business and made a fortune in a few years. While in this business he was charged with defrauding the government out of \$415,000, but was



Mr. DION BOUCICAULT.

Since then they have never been members of the same company.

Miss Van Brugh is the sister of another well known actress, Violet Van Brugh, Mrs. Arthur Boucher, but does not come from a theatrical family. She went upon the stage in 1888, when a young girl. For several years she played a round of small parts. Her first appearance in a part of large importance was in that of Lady Rosamond in "The Liar," in 1897. Her after rise was rapid, Mr. Pinero choosing her the following year to create the role of Sophy Fullam in Mr. Pinero's "The Gay Lord Quex." By reason of her American tour with Mr. Hare's company, her imperturbance also won her international reputation.

Dion Boucicault is the son of the Irish actor-dramatist of that name. He is older than his future wife, being now about 40 years of age. He was born in New York and made his first appearance on the stage as Dauphin in "Louis XI." at Booth's theater, New York, in 1880. He went to London a few years later, and today is known as an excellent actor of character and eccentric parts.

EX-MAYOR GLEASON.

acquitted. In 1872 he entered politics, running for assembly, and was defeated. He had spent all his money and took the defeat so much to heart that he started for California. On the way he was shipwrecked off the coast of Mexico. Reaching San Francisco he sold a distiller's secret to a brewer for \$5,000 and upon this foundation built a fortune of \$20,000, serving beef under contracts to institutions.

Street Railroad Magnate.

Returning to Long Island, he secured a contract to build a street railroad. He worked with a pick and ax with a gang of men building the road, and when it was completed he drove the first car over it, and continued to do this until he could afford to put more cars on the road. He acted not only as driver, but as conductor, starting, cashier, treasurer, president and palmer of the line. He had one car and three horses. Afterward he became president of the company. He continued to extend his railroad enterprises until he owned several lines in Long Island City.

His Political Career.

Early in the '80s, when he was elected alderman, began Gleason's career as the most dominant force in Long Island City politics. He caused an investigation of city affairs, in consequence of which the mayor was arrested and the city treasurer committed suicide, while Gleason was hailed as a public benefactor. In 1887 he was elected mayor.

The city's affairs were in a wretched condition. Its treasury was empty, its school teachers, the police and other city officials were in some cases two years in arrears for salary. There was no fire department, no street or gas fund, and the civic credit was gone. In a short time Mayor Gleason changed all this; he straightened out the tangles in every department of the city's government, and from the verge of bankruptcy the city was restored to a solid financial basis. He established a paid fire department, built school-houses and an excellent water supply system, wiped out the floating debt and reduced the tax rate, which was at one time as high as six per cent.

Fighting Street Railroads.

Next to Gleason's fight against Mayor De Bevoise the struggle of his life was with the Long Island Railroad company, which had closed up various city streets with gates and sheds.

It was the big mayor's custom to rally out ax in hand and chop down these obstructions himself. On one occasion he armed the entire police force with axes, and made a clean sweep of all the railroad property which he thought was on city lands. For five years, too, he fought the Standard Oil company, and though he made a determined

stand he was finally forced to admit that the undertaking was too much, even for the champion of fighting mayors. But he kept right on fighting telephone, telegraph and lumber companies; he fought Union College, which is Protestant, and Calvary cemetery, which is Catholic, and he fought the ferry companies, reducing the fare from four to three cents. After being mayor for two consecutive terms of three years each Gleason was defeated in 1892 by Sanford. He wouldn't admit the defeat, though—that wasn't his way—but remained in possession of city hall until January 20, 1893, when the police, acting under an order from the court, ejected him. He was elected again in 1895 and served until consolidation wiped Long Island City, as a separate municipality, off the map.

MISSISSIPPI RIVER DISASTERS.

Appalling Loss of Life in Wrecks During the Past 60 Years.

The recent loss on the Mississippi at Brunkhorst, Ill., of the steamship City of Paducah calls attention to other dreadful tragedies "on the mighty father of waters." Since the beginning of 1837 there have been 43 disasters in which great loss of life resulted. On Oct. 29 of that year the Monmouth exploded its boiler and became a total wreck. It had on board 480 emigrant Creek Indians, 234 of whom were drowned. Shortly after the General Brown ran upon a snag and sank, losing 60 lives. The De Soto, Nov. 15, 1844, collided with the Buckeye and lost 60 lives. In 1849 the Louisiana, while racing, exploded its boiler and lost by burning or drowning 100 lives. June 13, 1858, the Pennsylvania raced and exploded, losing 100 lives. Later in the same year the Ben Lewis exploded while racing and lost 35 lives. June 24, 1860, the Miami just after it had left Cairo exploded its boiler, killing in the fire or water 150 passengers. Near the same place, a little below Cairo, Oct. 27, 1869, the Stonewall burned in broad day, causing the loss of 200 passengers. The whole number of the lives that were lost in the 43 terrible steamboat disasters is 1,760. This number does not represent, probably, one-quarter of the actual total of the losses of human life in the hundreds of minor accidents on the "father of waters" in the last 60 years.

SCARED BY RUSSIA.

Norway and Sweden Alarmed Over Possible Muscovite Designs.

Norway and Sweden are suffering from a Russian scare. The people fear that the Russianizing of Finland is only a preparatory step to making the Scandinavian peninsula feel the claws of the northern bear. The first step to this would be the massing of Russian troops in Finland. This may take place sooner than most people expect. The ground has been prepared carefully and from the crushing of a subject nation Russian activity in Finland may grow into a direct menace to two independent kingdoms, changing from a domestic tragedy to an affair of grave international concern.

The population of Sweden and Norway is only about 7,000,000, as compared to Russia's 130,000,000. The standing army of Sweden and Norway amounts to less than 60,000 men, as compared with Russia's standing army of 896,000. To seize upon the Scandinavian peninsula, thus commanding the entrance into the Baltic and making that body of water practically a closed sea, and to have Norway and Sweden to draw upon for seamen for her navy and merchant marine, would add immensely to the preponderance of Russia in Europe and increase her power more than any other single conquest the armies of the Czar ever made.

Prussia to Husband Her Coal.

As a measure of self-preservation Prussia, it is reported, will nationalize some of her coal lands. The radical legislation to that end will not be, however, on Henry George's line of confiscation. A fair price will be paid to the present owners. The state will thus acquire sufficient fuel to operate the most important railways and it will work the mines on a system of the utmost justice to the miners. The step, if taken, will be the first official confession that Prussia feels the approaching diminution of the British coal deposits, a fear emphasized by an export duty being put on German coal to keep it at home.

President Loubet a Literary Man.

President Loubet of France is a literary man. He has read enormously, and because of his habit of early rising, quite common among country people, even at the Elysee palace, he finds time to read; and not only read newspapers, but the reviews and books. He reads quickly, seizes well the gist of a writing, criticizes fairly, and in consequence gets much profit from his reading. Besides that, he is assisted by a fine memory, which not only recalls to him what he has read, but also every scene through which he has passed. In that way he has accumulated a vast experience relating to men and things.

Spanish Stoves.

In many parts of Spain the "stove" in general use is made from an empty petroleum oil can, by cutting a hole near the bottom on one of the sides to make a draft, the can being lined with gypsum to the pleasure of the constructor, giving the fire space accordingly. The stove thus made, primitive as it is in its appearance, is effective in purpose and costs the equivalent of but a few cents of our money.

The grape has more sugar in it than any other fruit, nearly 15 parts in 100 being sugar. The peach has least, only 1½ per cent.

A MARCH OF DEATH.

THE MOST TRAGIC RETREAT IN HISTORY.

In the Mountain Passes and on the Plains of Afghanistan, 16,000 People Perished During the English Retreat from Cabul.

The news that has lately come from Cabul is anything but encouraging to the British connections in the land of the great Ameer and recalls an event which took place in that country in 1841-2 and in which British soldiers took a most wretched part.

The winter of the years named was cruel and severe in the mountainous regions of Afghanistan. Wild storms swept over the mountains. The steep passes were banked with snow and the streams were locked in ice. In the weakness and desolation of this awful winter the withdrawal from Cabul of the English forces and dependents was determined upon. Akbar Khan had made himself the military ruler of the province. Shah Soojah was powerless to aid the soldiers who had restored him to the throne. The British Gen. Macnaghten had been murdered and his mutilated body displayed in the bazars of Cabul. The English were disheartened and ready to submit to any terms by which they might succeed in reaching India. The agreement which Akbar Khan had made with Gen. Macnaghten was renewed and the surrendered garrison was to have a military escort to insure its safety during the retreat. Accordingly the evacuation of Cabul commenced.

The remnant of the British army, with its Indian allies, which but a few months before had overpowered and banished Shah Dost Mahomed, was now in the power of Akbar Khan, the deposed ruler's son.

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Cabul Pass, Akbar Khan, who had promised an escort, constantly appeared on the scene of terror. It is said that he tried to protect the unfortunate band, but with his force of only a few hundred horsemen he was utterly incapable of doing so. However this may be, it is probable that the misery and sufferings of the fugitives gave him more pleasure than pain, but his occasional appearance served some good purpose, for it seemed to give the English a temporary hope of protection.

The straggling remnant of the army was slowly moving southward when Akbar Khan appeared and made the startling proposition that the women and children should be handed over to his custody to be conveyed in safety by him to Peshawar. There was no alternative but to submit and finally the husbands of the married women were permitted to accompany their wives. Although this surrender of helpless women to a dreaded enemy seemed cruel at first, later events proved it to be a most fortunate occurrence. The women and children could never have endured the horrors of the journey which yet lay before the fugitives.

The march was resumed and the scenes of carnage and death were renewed. Trails of blood and scores of corpses marked the way. Again Akbar Khan presented himself to the British commander. He feared the English force at Jellalabad near the northern entrance to Khyber Pass. It will be remembered that in the early negotiations at Cabul one condition of the surrender was the withdrawal of the English from Jellalabad. To insure the carrying out of this agreement Akbar Khan now insisted that Gen. Elphinstone, his second in command, and one other officer should surrender themselves to his as hostages. He promised that if this were done to exert himself more than ever to restrain the fanatical tribes and to provide the retreating body with provisions. Again there was submission and the English general and his subordinates became, with the women and children, captives in the hands of the Afghan chieftain.

Massacre of Jugdulluk Pass.

Without a general the army of confused and dejected humanity resumed the tragic journey. The Jugdulluk Pass lay before it. This gorge, like the Koord Cabul, was dark, steep and narrow, but not so long. Hopeful of soon passing through it, the fugitives entered. They were entrapped. The implacable Afghans had barricaded the gloomy defile and herein the army of Cabul was forced to make its final stand and herein it was almost completely exterminated. The savage fanatics fell upon the fugitives, who fought with the desperation of doomed men but who at last were shot and stabbed to death. The gorge was piled with heaps of the slain and the mountain torrent ran red with blood. Only a few members of the retreating rabble escaped from the slaughter. While on the road to Jellalabad, where Sale and his little garrison were holding their own, the small remnant of fugitives was set upon and all but six were killed. During the remaining 15 miles of the journey to the fort, five of this number were killed by marauders and one man, Dr. Brydon alone escaped.

The One Solitary Survivor.

Haggard, faint and reeling on his horse this one solitary survivor appeared under the walls of Jellalabad. He, alone, bore the tidings of the most thrilling tragic and disastrous retreat in the history of warfare.

Before Dr. Brydon's arrival the garrison at Jellalabad had received an intimation that it was to abandon the fort and march into India. Gen. Sale flatly refused to carry out any such agreement, made, as he said, by men with knives at their throats. Akbar Khan besieged the place, but was finally defeated and driven away. This was the turning point in the war. The English were soon afterward in possession of Cabul again and strange as it may seem restored Dost Mahomed to the throne.

Hostages and Captives Restored.

After the British had regained possession of Cabul Gen. Pollock, who was now in command, insisted that an effort should be made to rescue the prisoners and hostages who were in the hands of Akbar Khan. Gen. Sale, the husband of Lady Sale and the hero of Jellalabad, was assigned to this noble duty. His task was not as difficult as he expected. The fortunes of Akbar Khan had waned and the captives were in charge of one of his soldiers who had no desire to follow his chief in defeat. The English prisoners accordingly bribed him to escort them to Gen. Pollock's camp. On the way they were met by Gen. Sale and his command. The joy of the rescued prisoners was indescribable. They had almost despaired of ever being united with their friends and loved ones again.

Nails in Shoes Cause Explosion.

Workmen in American gunpowder factories are not allowed to wear steel or iron nailed shoes for fear the possible friction may cause an explosion, but this precaution does not seem to be followed in certain factories abroad. A report on a recent explosion in a gunpowder factory in Chilworth, England, shows that it was due to one of the outside workmen, who was carrying a barrel of powder to the corning house, slipping on the track of the hand railway. He wore hobnailed shoes, and contact with the rails caused a spark, which ignited some powder which had fallen from the barrel. The result was the death of six men and the injuring of one other.

The woman who has pretty feet is not apt to wear ugly shoes.



Miss IRENE VAN BRUGH.

The announcement of the engagement of Miss Irene Van Brugh to Mr. Dion Boucicault has been followed by the statement that the wedding will not take place until autumn.

The romance between the actor and

the actress began when both were playing in Arthur Wing Pinero's comedy, "Trelawney of the Wells," three years ago. Miss Van Brugh was the Rose Trelawney and Mr. Boucicault the Sir William Gover of the cast.

The Australian Swindlers.

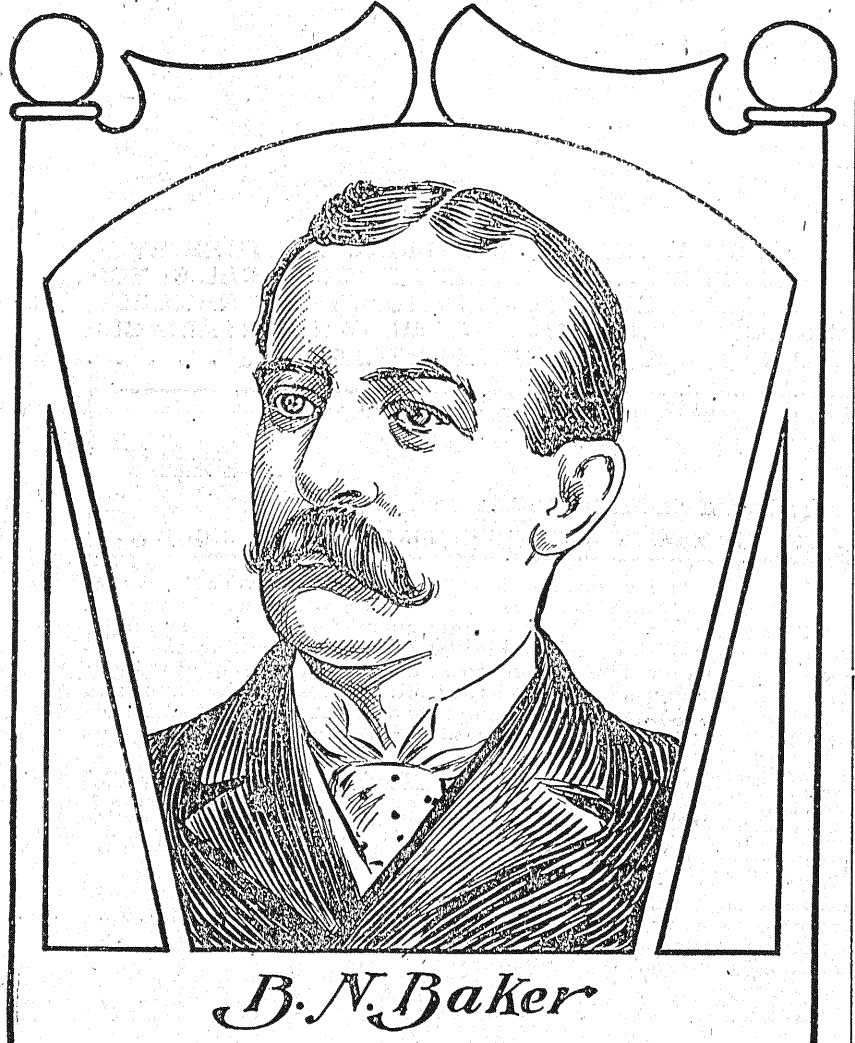
The victims of a great gold mining speculation in Australia have taken it into their heads that they can get some of the money back. It appears that the promoters sold shares to the amount of \$350,000,000 in the aggregate to people in Australia and Europe, whose haste to get rich made them too credulous. Now these people, or some of them, hope to find part of their lost cash through an investigation by the parliament of the new Australian federation. They admit that \$70,000,000 used in "develop-

ment" is gone beyond recovery and that the market value of the \$350,000,000 in stock for which they paid more than par is \$30,000,000. They are out for the remaining \$320,000,000, alleging that the promoters got the money from them by false representations. From this we learn that they are still credulous. All they can get back from the swindling promoters will not help them much. Possibly, however, if they do not hunt with a brass band they may have the satisfaction of seeing some of the swindlers behind the bars.

Baker to Rival Schwab.

B. N. Baker of Baltimore will, in all probability, soon be to the steamship business what Charles M. Schwab is to the iron and steel trade—the head of the largest syndicate of its kind in the world. Mr. Baker is president of the Atlantic Transport Line. Before the two return to America it is expected that the Atlantic Transport Leyland and several other big steamship lines will have been consolidated into one company, with a capital of \$150,000,000, and with Mr. Baker at its head. Mr.

Baker is a hustling financier of the highest type. Not only has he built up a great steamship line, but he has done a number of good deeds that should, and probably will, secure him a place in American history. When the Spanish-American war broke out Mr. Baker gave to the United States government these of the big steamer Missouri, free of all cost. The Missouri was used as a hospital ship and operated for nine months by the regular officers and crew at an expense to Mr. Baker of \$5,000 a month. No sooner



B. N. Baker

New York's Tramping Party.

Walter Page of New York has organized a party to walk through the most romantic parts of the mountains of North Carolina this summer. An old negro—"Uncle Isaac," a former slave of the Page family—will act as guide and drive a strong pair of mules to a wagon which is to contain the tents and provisions. There are to be fifteen in the party, and they will tramp for 30 days.

The young sultan of Johore will spend the summer in Europe and is now in Paris with a large party. The sultan was born in 1875 and succeeded to the sultanate on the death of his father six years ago. He is fond of sport and has a large string of race horses, his colors being well known on the courses in Singapore and Calcutta.

In a special workshop in Constantinople more than fifty men are employed in making the various objects which the sultan gives away as presents. He usually examines the designs and sometimes makes suggestions.