

"Uncle" Cannon Talks of National Affairs

Speaker of the House is an Optimist in America—His Struggles in Youth.

Speaker Cannon—The future of this country is the future of the world's civilization. This is the great breeding ground for the best of the human race.

By the close of this century we Americans will dominate this continent and this hemisphere. We must have a strong Army and Navy, not to wage war, but insure peace.

It was then, said he, that we emigrated from North Carolina to Indiana. We came over the mountains in canvas-covered wagons, sleeping in tents. We crossed the little Dan River.

His Quaker Ancestors. Then your parents were Southerners, Mr. Speaker? They were born in North Carolina, but they were Quakers of the old stock that went from Massachusetts South and emigrated to different parts of the West.

Cannon's First Five Hundred Dollars. It must have taught you to be economical as well. "Economic!" exclaimed Mr. Cannon. "Yes, indeed. I was usually a nickel and dime man."

The Delights of Youth. Then your boyhood was not an easy one, Mr. Speaker? Perhaps not, in comparison with that of the city boys of today.

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And yet the pleasures of my youth might be considered hardships now. In those days every day was a struggle to make the fire. You crept from the warm sheets out on the cold floor to dress. It might be that your boots had frozen over and you had to crawl to drive to pull getting them on.

The Prime of Life at Sixty-Eight. You are too young a man, Mr. Speaker, to think of retiring. You seem to be in your prime.

What books stand next to the Bible in your estimation? "Shakespeare has, I suppose, the second place, but I study Shakespeare still and find it ever fresh and ever new. Plutarch's lives I know almost by heart and their characters are very real to me."

College Educations for Congressmen. I here asked the Speaker as to what he thought of the benefits of a college education. He replied: "I have regretted that I was not able to go to college. The lack of such an education made it so that I have had to do my life work with but a single Education sharpened the intellectual faculties and the man who possesses it works more surely and safely. I have for years been on the appropriation committee of the House of Representatives and have signed conference reports appropriating more than \$1,000,000,000. I have had my say as to the contents of those reports but would not have attempted the writing of one for a fortune. Why? Because the reports are written in a hurry and the misplacing of a single comma might have cost the Nation millions of dollars and brought me everlasting disgrace."

Schools That Make Men. But schools like yours have their advantages over the colleges, Mr. Speaker, said I. "It is such schools that make men."

There are greater disadvantages than having to work one's way through life. Such work brings out the man and hardens his character. Those who are doing things in the world today are largely men schooled as I was. They come from the country. They have had to fight their way upward and through fighting they grew. I learned much in that country store. It taught me exactitude, industry and the value of the nickel. Only the fewest people ever learn that 20 nickels make a dollar. In that store the accounts had to be exact. I remember we sold a calico dress for a dollar and it then took just eight cents to make a dress. We measured it off with the yard stick—just eight yards, not a quarter of an inch more, not a quarter of an inch less. Eight pounds of coffee were sold for a dollar and I learned to measure out just eight pounds. I think we put the paper on the scales first. Another common article we sold was tobacco, which cost 40 cents a plug and was usually sold in 10-cent cuts. I learned to cut a plug in eighths and to put the other seven-eighths away in a glass jar for future customers. All this taught me to be exact."

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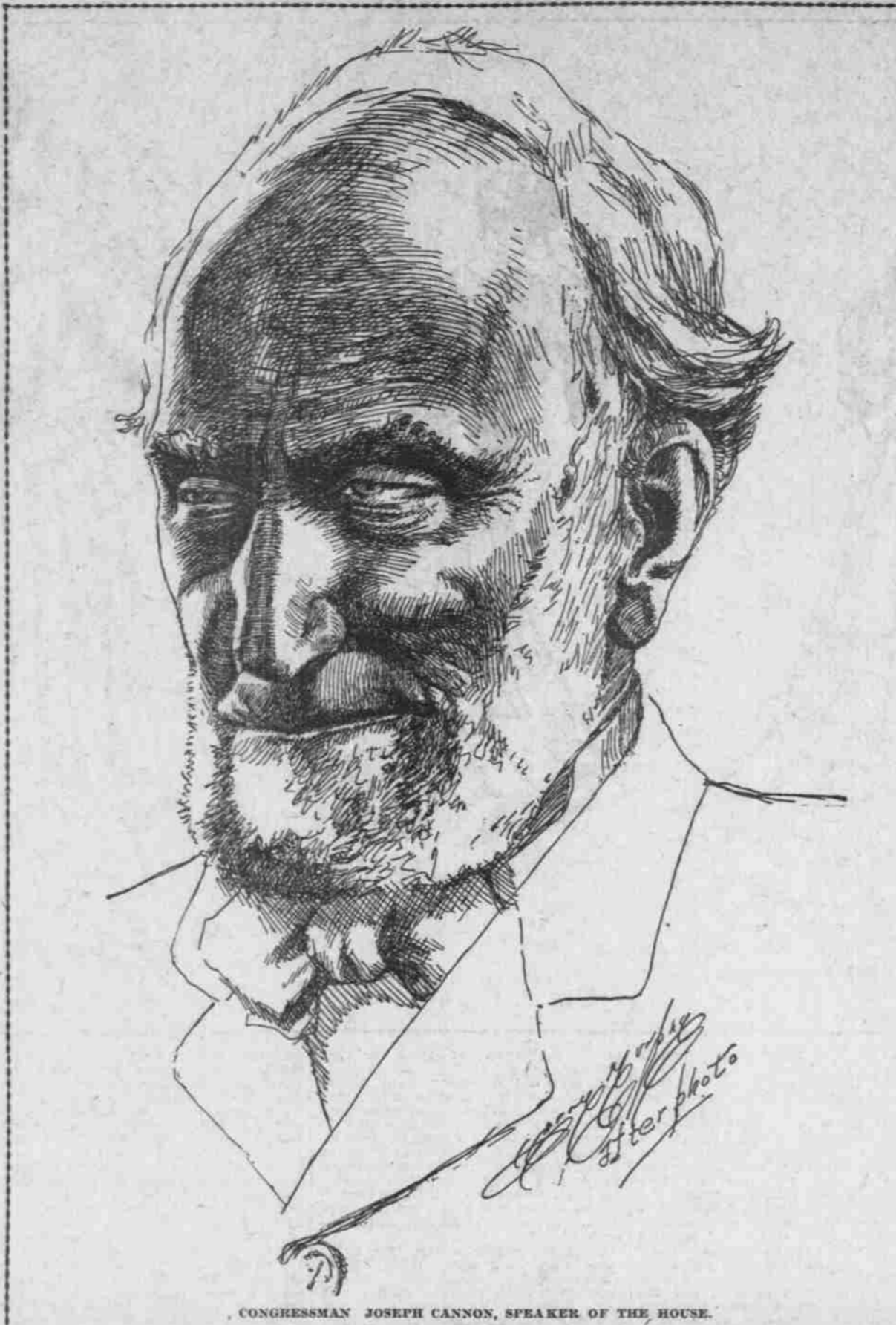
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CONGRESSMAN JOSEPH CANNON, SPEAKER OF THE HOUSE.

By the close of this century we Americans will dominate this continent and this hemisphere. We will have passed beyond Mexico, Central America and the Isthmus of Panama, and will have inclosed here South America in the grasp of our influence.

Uncle Sam and His Hemisphere. The conversation here turned to public questions, and I asked Speaker Cannon his opinion as to the future of the United States. He replied: "The future of this country is the future of the world's civilization. This is the great breeding ground for the best of the human race. It is the future of that element which does things, controls things, creates things. We have \$9,000,000,000 people now. Within another 100 years we shall have \$30,000,000,000 and will have spread beyond our borders on the north and south."

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It will become American in sympathy and more and more American in population and industry. Canada is one of the growing countries of this time. I look for an enormous emigration there from the United States. It is a land of vast undeveloped resources, which are to be opened up by our people.

Yes, to a great extent, said Mr. Cannon, "but we are now a world Nation and we are reaching out in every direction and across every sea. The earth is old, but it is hardly touched as far as modern development is concerned. There are vast areas of new country in South America, Africa is still an unknown continent and so is almost the whole of Northern Asia. The world is said to have 1,800,000,000 people. There is room upon it for double that number, and many parts of it will support ten times now support one."

Not at all, we have only \$9,000,000 and by intensive cultivation we could sup-

port ten times that number. It is said that Texas alone would feed the United States. And then our mineral resources. The country has not been scratched and we do not know what we have under the soil. We are already the greatest manufacturing Nation of the world, producing more than Germany, France and England, our three greatest competitors. We send only 3 per cent of what we make abroad, but that 3 per cent forms 25 per cent of our exports, and we are now the greatest exporting Nation on earth. Indeed, we make one-fourth of all the factory goods made by the world.

The basis of our manufactures is our home-market," continued the Speaker. "It was at the time of the Scriptures that the possible way for it is the foundation of our property and of our enormous possibilities. There is no market like this. We have more wants than any other people, and we can use more money to satisfy them. We consume three times as much per capita as the people of Europe. Our \$9,000,000,000 in that respect are equal to any other \$30,000,000,000 in the world. Only consumers to two-thirds of all the people of Europe. This market we must keep to ourselves, and the tariff must be no adjusted that there will be no danger of losing it."

Great Fortunes and Their Dangers.

I know we are rich, Mr. Speaker. But are not we growing too rich? Are you not alarmed over the growth of the great American fortunes?

No. Most of our great fortunes have come from small beginnings. They are the result of the brains and industry of the men who own them, and when their owners die they will disappear. I do not know many of the multi-millionaires of today.

Take Marshall Field. When I first saw him he was a boy clerking in a store. He is worth many millions now. John Rockefeller, who started life poor, is said to be worth hundreds of millions, and the same is true of Andrew Carnegie and others. When those men die their fortunes will disappear and their children will be left with nothing. It is not long, replied Mr. Cannon. "It is an old saying that it is just three generations from shirts to shrouds."

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Such things, however, are, after all, in the hands of the people," continued the Speaker. "It is they who make the laws regulating the accumulation and continuance of wealth. In many of our states there are now inheritance taxes graded according to the size of the estates of the deceased. There may be no tax at all on the first \$500, 1 per cent on the second \$500, 2 per cent on the third \$500, 4 per cent on the fourth \$500, and so on. The people can say that they should do so, but they have the power, and if at any time great fortunes are dangerous, some way will be found to reduce or distribute them."

Do not misunderstand me," said Mr. Cannon. "I do not deplore the great fortunes. So far I think they have been for the good of the people. It requires great capital to do great things, and the masses are enormously benefited by the enterprises of the rich. I am only saying that the people have the power, and that, after all, the future is in their own hands."

The Government and Its Expenses. It seems to many, both rich and poor, Mr. Speaker, that our taxes are very high now. Are you not alarmed at the increasing expenditures of the Government?

No. We spent last year in round numbers something like \$700,000,000, or over \$2,000,000,000 for each working day of the year. The sum is enormous, but you must remember that this is an enormous country, doing an enormous business. Our business is growing much faster than our population. According to the postal receipts it has increased 170 per cent since 1850 and it has doubled within the past ten years. We are also doing more in the work of human progress than any other nation on earth.

The Presidential Bee. I should like to ask you, Mr. Speaker, if you have any ambition to go higher. Would you not be glad to be President of the United States?

Glad to be President of the United States? said Mr. Cannon. "Of course, I should be glad to be President if the people think me worthy and if I have the opportunity. There is no ambition of mine to fill that place which would not be glad to have it. The President of our people ranks higher in my mind than any monarch of the world. I have never ruled on earth. As to worry, I do not worry about anything. What is the matter with that? I do the thing that is before me as best I can, and then take up what comes next."

The Responsibility of the Train Dispatcher

What Duties are Required of the Man Who Must Keep Traffic Moving.

The position of train dispatcher is certainly the most responsible one connected with the transportation department. It is indispensable that they be first-class telegraph operators; must be thoroughly posted on the rules and regulations governing the movements of trains, and must have a clear head and, what is most essential, to know how to retain their coolness under the most trying circumstances. He should be conversant with the feelings of those who, for the time being, are placed under his orders. While strictly maintaining discipline, he should be affable to all other employees with whom he may come in contact. He should not scold trainmen, engineers or operators for apparent shortcomings. There is a trainmaster or assistant superintendent who will do all the "giving-up" which may be necessary. The grumpy clerk will never meet with that measure of success which attends the efforts of the affable, cheery fellow, provided that the ability of the one approximates that of the other. But here are a few of the bits of knowledge he must have at his fingers' ends, and not only must he know but he must know how to apply his knowledge to the best advantage.

He must be familiar with and have in his mind's eye at all times when on duty, the topography and conditions obtaining upon the particular division of the road. He should know the capacity of every engine and conductor for "getting over the road." Weather conditions are also controlling factors which govern his judgment in handling trains. An engine, the hauling capacity of which, under favorable conditions, may be 5,000 tons, might not be able to handle 3,000 tons, or even less, during a snow storm. There are from two to 50 wires strung along the right of way of all railways, a certain number of which are assigned to the railway company for their own use, the remainder being for the use of the telegraph company which owns those wires and which has been granted a right of way along the railway, but in case of storm or accident, if any one wire remains in working order, that one must be turned over to the train dispatcher. On

hourly as to the state of the weather, and he must arrange his plans accordingly. It is the dispatcher who takes the trick from midnight until 3 A. M., however, who has the greater responsibility of all, for the reason that he is entirely alone and has not the advantage of the dispatcher who works from 8 A. M. until 12 midnight. He fills in from that time until midnight in having the advice and assistance of the chief dispatcher, trainmaster or superintendent. He is placed entirely upon his own resources and exercises his own gray matter until, if the situation is serious enough to warrant it, one of those officers appears in answer to his summons. The chief dispatcher generally arranges the program for the night before he leaves for his home. This is always done when practicable. On hilly or mountainous roads, where there are known as helping engines are stationed at points where they can be used to greatest advantage in assisting trains over heavy grades, and an accident or even considerable delay to one train after the program has been arranged for the night might result in the derangement of the plans for the entire night, and, exactly as in chess, the situation must again be carefully studied out and other plans formulated, which may also in turn be destroyed by adverse circumstances, but he must be in mind the essentials of getting all trains over the road with the least possible delay consistent with safety and with the least possible expense.

A good dispatcher will more than earn his monthly salary in a single night by a careful disposition of his helpers. When regular trains become late, as is also the case when extras or specials are running, the dispatcher changes the established "meeting" points of regular trains and makes other and arbitrary meeting points, or arranges for opposing trains, as well as those running in the same direction to take a certain portion of the time of the belated train or trains, as for instance, No. 3, a passenger train, becomes an hour and 15 or 30 minutes late, and there are other trains which cannot move without encroaching upon the time of that train, the dispatcher first puts out orders to No. 3, and to all trains which it is necessary to help by a time order, which will be something like the following: Train No. 3 will run 15 minutes from Jimtown to Janesville (generally a stretch of 40 or 50 miles, thus allowing No. 3 some margin for making up time). This order is signed

by the dispatcher in the name of the superintendent, trainmaster or other officer named in the rules and regulations. This order is first repeated by the operator at the station at which it has been sent for train No. 1. The repetition of this order by the operator is an acknowledgment by the operator that he will hold No. 3 until he has delivered that order to the conductor of that train who will sign his name to the order. The operator will then transmit to the dispatcher, the signature of the conductor, and the order will then be completed or "O. K'd." The other trains involved are not necessarily held up awaiting the signature of the conductor of No. 3, but as soon as the first operator has repeated the order concerning No. 3 the dispatcher will at once start any other train against the time deducted from No. 3. The manifold system of train orders is now uniformly used by nearly every railway system in this country. The principle thereof is that when it becomes necessary to issue an order concerning more than one train, that order shall be transmitted simultaneously to each and every train involved. This practically eliminates every element of risk as far as the dispatcher is concerned.

The signal "on" is used by operators to attract the attention of the dispatcher to the fact that he is about to report on the wire the arrival or departure of a train at or from his station. This report the dispatcher enters upon what is known as a train sheet which is made up at midnight daily and which is framed in principle just like a timecard. This shows to the man on duty the position (referring to telegraph stations) of every moving train or engine upon a division, and enables him to issue his orders understandingly.

Work Without Hope.

Sampel Taylor Coleridge. All Nature seems at work. Slugs leave their lair—The bees are stirring—birds are on the wing—And Winter, slumbering in the open air, Wears on his smiling face a dream of Spring: And I, the while, the sole unbusy thing, Nor honey make, nor pair, nor build, nor sing. Yet well I ken the banks where amaranths blow, Have traced the fount whence streams of joy do flow, For me ye bloom not! Gild me, rich stream, with lips unbrighten'd, glide, rich stream, I strol! And would you learn the spells that drowse my soul, Work without Hope draws nectar in a sieve, And Hope without an object cannot live.

Mrs. Maybrick First Sang "The Holy City"

This Famous Song Was Composed by the Brother of Her Murdered Husband

Jerusalem! Jerusalem! Hear the angels sing; Hosanna in the highest, Hosanna to the King.

It is not difficult to imagine Mrs. Florence Maybrick, the woman who was convicted of the murder of her husband and now released, after spending many years in an English prison, singing the refrain of Stephen Adams' popular sacred song, "The Holy City," says the New York Sun. But it is not generally known that hers was the voice which first gave utterance to the strains which were destined to become so world famous as those of Sir Arthur Sullivan's "The Lost Chord" or "The Palm and the Pine."

The song was the work of the younger brother of the man Mrs. Maybrick was convicted of poisoning. Its composer was her most relentless enemy and was mainly instrumental in securing her conviction.

Few English composers have more successful songs to their credit than Stephen Adams. Few have made such a fortune out of royalties as he. It has been stated that "Nancy Lee" alone netted him a quarter of a million dollars. His "Warrior Bold," "Midshipmite" and "Blue Aislian Mountains" were scarcely less successful.

He is now extremely wealthy, a Justice of the Peace and a member of the Victoria Yacht Club, and he has served two terms as Mayor of Ryde, Isle of Wight. And I, the while, the sole unbusy thing, Nor honey make, nor pair, nor build, nor sing.

Stephen Adams is merely the name under which Michael Maybrick publishes his songs. Mr. Maybrick began his musical career as a baritone singer at local concerts around Liverpool. He is the son of a well-to-do shipping agent of Liverpool.

He and his brother were widely distinguished in tastes, character and physique. The elder was a weakling, feeble of mind and body, a hypochondriac, addicted to the use of drugs and with a mind fixed upon commercial enterprises. The younger Michael, was a magnificent specimen of humanity, tall, broad and athletic. Of artistic temperament, he quit the counting-house and studied music in Milan and Leipzig. The elder remained at home, always ailing, always scheming to secure more wealth. The brothers had only one trait in

common. They were both enthusiastic yachtmen.

Mrs. Maybrick was a good musician, had a great liking for music, an excellent voice and a love of conviviality. Thus she drew together to some extent the brothers who had drifted apart.

Her husband owned a fine yacht, a feature of which was a music saloon. There many well-known singers and musicians met. It was here that Michael Maybrick, who had just learned to sing, as the composer of "Nancy Lee," but as yet had not gathered in enough of the profits to indulge his passion for owning a yacht, met from time to time.

It was on one of these musical evenings, while the yacht was anchored in the Mersey, that Michael Maybrick produced from his pocket a manuscript song which he had just written that afternoon, while dreaming the time away in his cabin, and listening to the splash of the water. He had caught the inspiration of Weatherly's words, but the voice part only had been jotted down. The accompaniment had still to be filled in.

Sitting at the piano, he vamped an introduction and asked his sister-in-law, Mrs. Florence Maybrick, to sing "The Holy City" from the voice part. She was an excellent reader, and readily did this, he filling in an extemporized accompaniment.

Thus it was her voice which, for the first time, stirred the air with strains destined to become almost classic.

It was some years after the trial of Mrs. Maybrick, and while she was shut out from the world, buried within prison walls, that "The Holy City" was published and became popular. Publishers to whom it was submitted shook their heads, and declared it too sombre in character and tone.