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PAGES 1 TO 4.

GIBSON GIRL WEDDED.

MRS. NANNIE SHAW, SISTER-IN-LAW OF ARTIST, BRIDE OF WALDORF ASTOR.

One of the Five Virginia Beauties.—A Daring Horse Woman and Fond of Exercise.—Five Million Dollar English Estate a Wedding Present.

A "Gibson Girl" is the talk of all England, for she has married a young man of that country who is heir to an estate of more than \$400,000,000. The bride is none other than Mrs. Waldorf Astor, and a sister-in-law of Charles Dana Gibson, the celebrated American artist.

Mrs. Astor is one of five sisters, all natives of Virginia and belonging to a family numbered among the F.F.V.'s, standing high in the aristocracy of the South. She was a Miss Nannie Langhorne and later the wife of Bobby Shaw, from whom she was divorced. All of the Langhorne sisters are remarkable beauties, paying particular attention to every detail of face and figure. A Virginia lady who knew them in their girlhood days stated that their rules of living were something like this: "Breakfast early and exercise briskly for an hour or two. Have a luncheon and exercise again, this time riding. Luncheon again and then a long, vigorous tramp or a cross country ride to bounds, just for the pleasure of it, then a hearty supper, then a long walk in the southern twilight, and then bed."

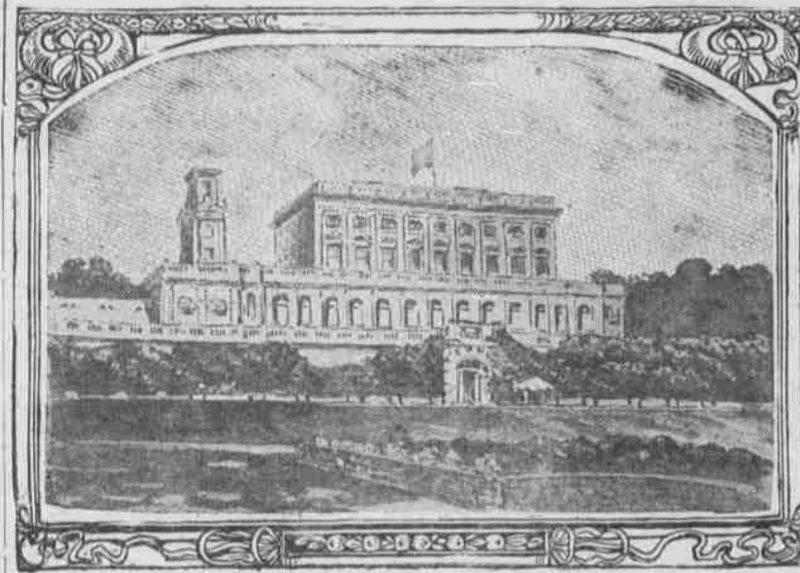
SPLENDID WOMAN RIDER.

With a strong horse beneath her, and the pack in full cry, to see Nannie Langhorne riding to hounds was a sight for men and gods. In the days of her girlhood, at the Deep Run, in Virginia, she was Diana stirruped, and it is no stretching of facts when one avows that men came from far afield just to see her, with her pink cheeks aglow and her fair hair loosened to the breeze, pound the sod in a madcap abandon for the brush. Nothing daunted this young Virginian in the way of ditch or fence, hill or hollow, and at 16 she was famed as the most intrepid and brilliant horsewoman in her native State.

Two things won for Mrs. Langhorne Shaw the heir of William Waldorf Astor: the beauty of her being, when on horseback, and her bubbling irrepressible Americanism. Young Astor, when he beheld her in her glory

mond, given by Mr. Astor to his daughter-in-law, which later on is to be reset and worn on her presentation at court. This historic gem belonged to Charles the Bold, the Duke of Burgundy, and fetched \$100,000 at the sale of the Denton collection in 1865. It was secured by Mr. Astor some years ago from a millionaire purse, Sir C. Jeejeebhoy, for \$170,000. Mr. Astor also gave one of the finest Taras in London, (which cost more than \$100,000), as well as the title deeds to Cliveden mansion and estates, with the many treasures he has added thereto, including a magnificent suite of old Chippendale furniture, and some wonderful French china, originally from Versailles, and once the property of Empress Eugenie. The value of this latter gift probably exceeds \$5,000,000.

It is understood that the young couple plan to make their home at Cliveden. In 1893 Mr. Astor purchased



CLIVEDEN MANSION ON THE BANKS OF THE THAMES.

the beautiful country house from the Duke of Westminster and paid \$1,250,000 for it. Cliveden is situated in the heart of the boating and picnicking region of the Upper Thames.

OFFENDED THE POPULACE.

After acquiring it, Astor had an opportunity to show himself more exclusive than the Duke of Westminster. That potentate and all previous owners of the estate had allowed the common

WARSHIPS NOT WANTED.

"FIGHTING BOB" EVAN'S SHIPS ORDERED TO LEAVE NEW YORK HARBOR.

United States Battleships and Cruisers Obstructions to Navigation—Thousands of Gallons of Oil Released by Fouled Anchor.

New York City in its hurry and rush of business did not seem to stop for patriotic reasons to enjoy the sight of a dozen United States warships anchored in her harbor. The American fleet riding majestically at anchor in the North River, attracting the attention of thousands of sight-seers, was requested to "move on." The stalwart battleships and armored cruisers with their great length and in command of no less a personage than

says Crawford was in good health and good spirits.

While Mr. Crawford was in Beirut American missionaries attempted to dissuade him from entering on the trip, and pointed out to him the great danger of the undertaking. He was firm in his resolve, however, and left on January 9th.

Before departing the skater left his itinerary with Dr. Williams, an American dentist, whose guest he was temporarily. Crawford's intention was to strike out over the hard road to Bagdad, which is about 600 miles from Beirut. Thence he intends going southeast 300 miles to Bassorah, at the mouth of the Euphrates and near the Persian coast. He was undecided whether he would travel by land or sea over the 1,200 miles to Beloochistan.

His plans included many excursions through Beloochistan, a journey across the Gulf to India, and a year or more in that country. He purposes to accomplish all this on money he may earn along the way.

NEW RAIL AUTOMOBILES.

Each Machine Runs Independently by Its Own Motor.

The craze of autoists to build palace touring cars for pleasure trips has caused railroad corporations to dabble in the novelty of motor vehicle transportation. Some of the unique cars that patents have been applied for are certainly freak products.

A car that resembles a huge steel battering ram has been completed at the shops of the Union Pacific railroad, at Omaha, Neb. It is a big steel structure especially designed for climbing grades and run by its own gasoline motor, over standard gauge rails. On its trial trip it developed a speed of forty miles an hour, climbing, it is said, a grade of 20 per cent.

RACED THE STEAM CARS.

It was given its first long-distance trial on April 14th, when it left Omaha as the second section of train No. 1, known as the Overland Limited. The motor car gained on No. 1 to such extent that at Fremont, 46 miles from Omaha, the motor car was held on the block six minutes. Owing to a heavy wind and meeting trains from this time on, No. 1's schedule was not maintained; however, the total time of the motor car from Omaha to Grand Island, 153.6 miles, was 5 hours and 12 minutes, with delays amounting to 40 minutes on account of orders, meeting trains, etc. The actual running time for the 153.6 miles was 4 hours 32 minutes, or 34 miles per hour. There was no delay whatever on account of the motor car, and the machinery was in almost constant motion from Omaha to Grand Island. On the return trip April 15 the actual running time was 4 hours 10 minutes, or 36.3 miles per hour. From Elkhorn to South Omaha, a distance of 24.3 miles was covered in 36 minutes, or 42 miles per hour. A maximum speed of 53 miles per hour was attained on this trip.

Railroad officials witnessing the machine's trial trip expressed much gratification. Some of the officials go even so far as to predict that the gasoline motor will ultimately revolutionize interurban railroad transportation.

SCHEME OF VENTILATION.

This machine has several new arrangements, the most conspicuous of which is the ventilation of the cars. The windows are round, similar to port holes on steamships, and are air, water and dust proof. The cars have entrance in the middle instead of at the end.

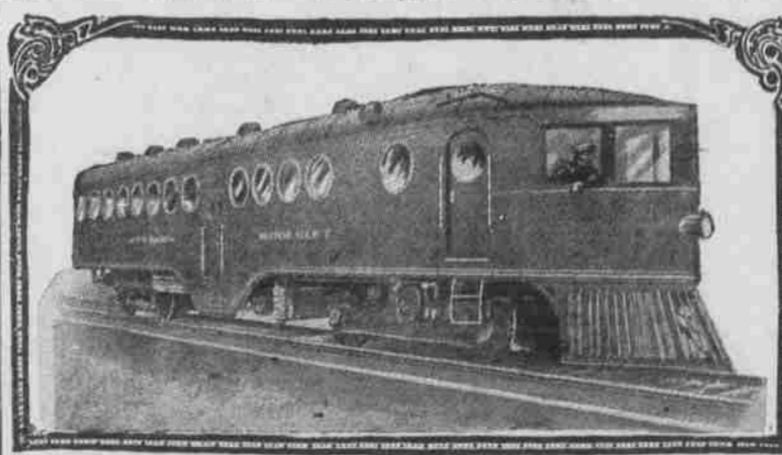
The new method of ventilation fairly well avoids the close and sometimes foul atmospheric conditions so often encountered in electric and other transportation cars, sufficiently so as to predict complete success in this direction. The vibration and noise of the engine were largely eliminated and mechanism of the car worked splendidly on this trial run.

The cars will accommodate sixty passengers each, with comfort. They have every modern convenience, and

Rear Admiral "Fighting Bob" Evans were found to be in the way. Dispatches from the metropolis say that the supervisor of the harbor of New York called on Admiral Evans and served a formal notice on him that the ships were taking up too much room in the river, and were seriously interfering with navigation. While it was admitted on the United States vessels that they were well out in the usual channel taken by steamers, they could not anchor further inshore on account of the shallowness of the water.

There is probably no place in the world where the great white and buff ships of the American navy show off to better advantage than in the North River. The dozen warriors strung along at anchor at intervals of about 400 yards stretching from the foot of Riverside Drive at 72nd Street to Grant's Tomb at 125th Street and beyond. When Prince Louis of Battenberg had his British armored flyers in the New York port they were given berths in the North River and only a few weeks ago the Paul Jones French fleet was in the stream. The New York people could not be hospitable to these fleets on account of the international aspects of things, but when the American ships arrived, waiting their turn to go to the repair docks, they were ordered to move away and give the tug boats and scows engaged in the Hudson River trade a chance to pass.

During the short stay of the fleet in New York the battleship Illinois in dragging at anchor suddenly ripped open a Standard oil pipe line laid across the bed of the river. This line it seems was not charted and no one in authority seemed to know just how or when it got there, but nevertheless the Standard Oil Company had been pumping thousands of gallons into New York City through it every day for years. When the Illinois fouled the pipe line the officers on board the ship could not imagine what the anchor had taken hold of until the surface of the river became a shining mass, bright with the hues of petroleum. Before the pipe line could be repaired more than 85,000 gallons of good



AUTOMOBILE CAR OF UNION PACIFIC R. R. CO.

Standard oil went skimming down the Hudson into the ocean. There appears to be no way in which the oil company can collect for the petroleum thus wasted, as there is no official chart showing the location of the line in the river bed.

Traversing Russia on Roller Skates

A caravan which recently arrived at Beirut from Bagdad reported having passed near the city of Unah about 100 miles east from there, an American named Arthur Crawford, who left that port early last month with the intention of proceeding through Asia Minor and India on instruments which he called road skates. The leader of the caravan

will be devoted especially to touring parties throughout the West. The cars will be run either separately or in trains. In the latter case one car can easily be fitted up as a combination observation dining car. Later on equipments for transforming the cars into palace sleepers will be installed.

President Believes in Exercise.

President Roosevelt once rather shocked a mothers' meeting by announcing that a boy who wouldn't fight was not worth his salt. "He is either a coward or constitutionally weak. I have taught my boys to take their own part. I do not know which I should the more punish my boys for, cruelty or finching. Both are abominable."

SHERLOCK HOLMES.

CREATION OF MOST WONDERFUL AND PUZZLING OF DETECTIVE CHARACTERS.

Sketch of Discouragements of Conan Doyle to Break into the Field of Literature—Manuscript, Regularly Returned.

The author of "The White Company," "Sir Nigel," "Study in Scarlet" and other Sherlock Holmes stories—Sir Arthur Conan Doyle—was born in Edinburgh, Scotland, on Mar. 22, 1859. He comes of an artistic family, and is the grandson of John Doyle, the famous political caricaturist, whose pictorial sketches appeared for more than thirty years under the initials of "H. B.," without disclosure of the artist's



SIR A. CONAN DOYLE.

identity. Many of these were so famous in their day that they were frequently purchased at large prices by the British Museum. John Doyle had four sons, who also became artists. His eldest son, Charles Doyle, was the father of the novelist, and another son was Richard Doyle, who came by his nickname of "Dicky" Doyle through his signature of a "D" with a little bird perched upon it, which may yet be seen on the cover design of Punch.

Conan Doyle's education began in England, where already in his tenth year he exhibited a wonderful precocity for telling stories. But even at the early age of six the future novelist and creator of Sherlock Holmes was anticipated in a story of terrible adventure, written in a bold hand on foolscap paper, four words to the line, and accompanied with original pen-and-ink illustrations.

"There was a man and a tiger in it," he says of this infantile effort; "I forget which was the hero; but it didn't matter much, for they became

blended into one about the time when the tiger met the man. I was a realist in the age of the romanticists. I described at some length, both verbally and pictorially, the untimely end of that wayfaring man. But when the tiger had absorbed him, I found myself slightly embarrassed as to how my story was to go on. 'It is very easy to get people into scrapes and very hard to get them out again,' was my sage comment on the difficulty; and I have often had cause to repeat this precocious aphorism of my childhood. Upon this occasion the situation was beyond me, and my boy, like my man, was engulfed in my tiger."

At Stonyhurst, and also at Feldkirch, in Germany, Doyle's literary inclination was shown in the editorship of school magazines. In 1876 he returned to Edinburgh and took up the study of medicine at the university there, where he remained until he obtained his diploma, five years later.

In 1880 Dr. Doyle left the university to make a seven-months' trip to the Arctic seas as unqualified surgeon on board a whaler. There was very little demand for surgery aboard the Hope, and he has described his chief occupation during the voyage as being employed in keeping the captain in cut tobacco, working in the boats after fish, and teaching the crew to box. He utilized his experience later in his story, "The Captain of the Polestar."

Two years later, in 1882, after a four-months' voyage to the west coast of Africa, he settled down as a medical practitioner at Southsea, in England, where he remained until 1890. Those were arduous and trying years, in which he came to regard the calls of the profession he had adopted as interruptions in the real work of his life, and found that the writing of stories was a very slender prop upon which to lean for a livelihood. "Fifty little cylinders of manuscript," he says, "did I send out during eight years, which described a regular orbit among publishers, and usually came back, like paper boomerangs, to the place that they had started from." All this time he was writing anonymously, and during the ten years of his literary apprenticeship, he states that, in spite of unceasing and untiring literary effort, he never in any one year earned fifty pounds by his pen.

Then, in 1887, appeared in Beeton's Christmas Annual a story from his pen called "A Study in Scarlet." It is a significant point in the author's career, for in this story Sherlock Holmes made his first appearance. It was published later in a book form, and went forth as his first novel, and immediately began to attract attention. Under these favoring circumstances he undertook the writing of "Micheal Clarke." It was completed after a year's reading and five months' writing, and represented the most ambitious and hopeful work the author had yet accomplished. But it came back to him from one publishing house after another, until he began to despair of its acceptance. "I remember," he says, "smoking over my dog-eared manuscript when it returned for a whiff of country air, and wondering

Continued on second page, column two.

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MRS. WALDORF ASTOR. One of the Five Original Gibson Girls.

caught his breath just as Bobby Shaw, her divorced husband, had done several years ago in Old Virginia. And this was not strange. Waldorf Astor, always breathing in the compressed air of his father's house, timid, retiring and studious by nature, had not much opportunity for young girls' society, and almost never that of American girls. To him Mrs. Nannie Shaw was a revelation. For seven months he wooed her, and at the end of that time he was three-fourths American and four-fourths in love. Glowing, he followed her across the Atlantic.

It is only fair to young Astor to say that he has never been so aggressively British as his father, who spurns almost everything American, or his younger brother, John Jacob, who is an out-and-out Englishman.

EXCLUSIVE WEDDING SERVICE.

The wedding, which occurred at London in May, was a very quiet affair, only 17 invitations being sent out for the ceremony. The bride made the loveliest picture, standing, as it appeared, in a bed of lilies and roses near the chancel. A work of art, indeed, was her wedding gown, for it was made of the most expensive silk obtainable, adorned with rare old lace. Among the many wedding presents, the most notable was the Saucy dia-

people to picnic and to walk through that part of the property lying along the river. The American millionaire threw them out and threatened them with the utmost rigors of the law. Now that he has settled the estate on his son, the inhabitants of Cookham and Maidenhead on the Thames—surrounding hamlets—are delighted, for they believe that young Astor will at once give orders for the cancellation of the many strict orders against trespassing made by his father—orders which turned all the riverside folk into bitter enemies of the American millionaire.

Great walls surmounted with broken glass to protect the Astor vegetable garden spoil lovely views from the public road, and anybody daring to picnic in the Cliveden woods, as in the olden days, is at once threatened by a keeper with imprisonment.

It is believed that young Mr. Astor, who is very popular with rowing men, will abolish these feudal and distasteful regulations.

An Expert Opinion.

"Will alcohol dissolve sugar?" "It will," replied Oalde Soaque; "it will dissolve gold, brick houses, and horses, and happiness, and love, and everything else worth having."