

GARFIELD'S SUBSTITUTE A FAMED ATHLETE

George W. Woodruff, Acting Sec'y of the Interior. Was Once the Most Famous Football Coach in the Country



GEORGE W. WOODRUFF, ACTING SECRETARY OF THE INTERIOR.



WOODRUFF TEACHING A CANDIDATE HOW TO PUT THE SHOT. HE IS STANDING ON RIGHT

FOLLOWING his established preference for athletic men, President Roosevelt has made a former football coach Secretary of the Interior.

Of course it is only a temporary appointment that goes to George W. Woodruff, former developer of Penn and Carlisle Indian eleven, for Secretary Garfield still has his job.

But while Mr. Garfield is away on his vacation the inventor of that piece of football strategy known as guardsback will have full authority in the department.

President Roosevelt didn't find it entirely easy to get Woodruff in authority. He was not in the regular order to act for Secretary Garfield and Assistant Secretary Ryan, for the law provides that in the absence of the secretary and his first assistant, the other assistant shall discharge the duties.

Mr. Woodruff is one of the five assistants to the Attorney General, and he is connected with the Department of Justice, though his assignment is to give advice to the Department of the Interior in matters where legal points are raised.

In his present dual position, by reason of his connection with both departments, Mr. Woodruff has the amusing power of formulating policies which he recommends to the Secretary of the Interior, and as he now holds that office, he adopts the measures which he started in the other department.

Mr. Woodruff is not only a football coach. He is an all-around athlete, and is recognized as a tennis player of some pretensions. It has been his good fortune to become a member of the famous tennis cabinet which includes many of the President's friends, some of whom are famous for having made most unexpected and notable advances.

The acting Secretary of the Interior is about the same age as the President, and was at Yale at the same time Mr. Roosevelt was a student at Harvard.

But Woodruff is a college man had a career that paled Mr. Roosevelt's.

Excepting that he gained some little reputation as a boxer, Roosevelt never shone as an athlete while at college. It was not until he had graduated and gone West that he gained his present sturdy physique.

Woodruff was an exceptional athlete. His was the unusual record of having been for his entire four years a member of the football eleven, the track and field team and the tennis crew.

After finishing his classical course at Yale, Mr. Woodruff went to the University of Pennsylvania to study law, and it was there that he made his reputation as one of the foremost football tacticians of his day.

When he took hold of football the University was a minor college in all forms of athletics. The football eleven hardly afforded good practice for the teams of Yale, Harvard and Princeton, and used to sustain defeats of anywhere from 70 to 100 for their opponents, with a cipher for the Penn score.

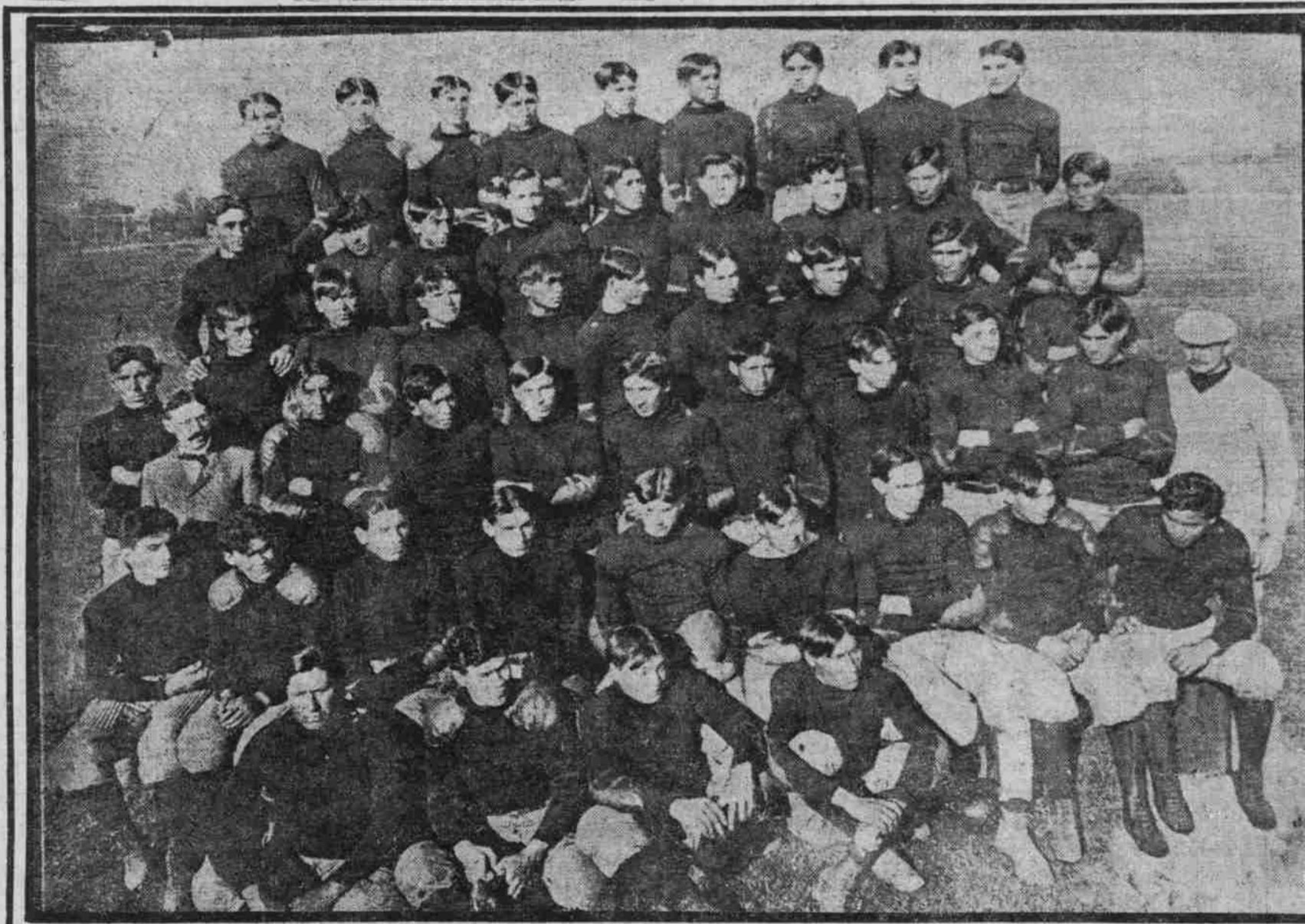
The new coach quickly changed all this, and in the space of a couple of seasons Pennsylvania had an eleven that beat Princeton, Harvard and Cornell and only lost to Yale after a hard game.

His success was due mainly to the new ideas Woodruff brought into use. He had seen that instead of letting a man run unprotected with the ball, much greater progress could be made if in front of him ran two or three of his teammates whose duty it was to ward off tacklers and leave the man carrying the ball free to make long runs.

This was the beginning of interference, and out of interference as a natural evolution came massed play. The first fruit of massed play was the guardsback.

In this play one of the guards was taken out of the line and put back of the guard who remained in the line. Back of the pair were two of the back field men, the line of four making such a powerful ram that no defense could withstand its powerful impact and the team that had the right kind of guards and back to this play could not lose.

When men like Warton, Wiley Wood-



COACH WOODRUFF AND HIS CARLISLE FOOTBALL SQUAD - MR WOODRUFF IS STANDING TO EXTREME RIGHT

ruff, brother of the coach; McCracken and Hare were playing guard at Penn. The team went through four years of unbroken successes.

Out of guardsback came tackle-back and all other variations, for all had the same underlying principle.

So effective did these plays become that teams stuck to them religiously, until finally football became monotonous through the succession of massed play.

To abolish this powerful battering ram style of game the rule makers were forced to draft legislation that makes it illegal to take a guard out of the line.

But guardsback was not Woodruff's only contribution to football strategy. He invented the quarter-back kick, the delayed pass, the double pass and other trick plays that have been used ever since for good gains.

Woodruff had a career of success for five years at Penn, then a time came when the quality of candidates fell off, and he no longer had men who could carry his ideas into effect. The result was a long succession of defeats which at last roused opposition to the formerly idolized coach.

As a culmination of the difficulties, Mr. Woodruff resigned and announced that he would quit coaching. First he went to Chicago to take a place with the sporting goods house of A. G. Spalding, but the desire to coach was strong within the famous tactician and after a short time he came back to the East and signed to teach the Carlisle Indian eleven.

It was expected that with the fleet redskins to carry out his ideas, Woodruff would invent all kinds of tricks. The eleven did play good football, but not even better than in preceding

seasons to make Mr. Woodruff want the job another year.

So he made a final renunciation of football and turned his attention to his neglected profession.

A fighter was wanted in the Forest Service as law officer, and Mr. Woodruff got the appointment becoming chief aid to Gifford Pinchot, the Government Forester.

He did yeoman service in organizing the National forest reserve policy, and his industry and ability especially commended itself to the President, who soon discovered that the energetic, restless, planning, hustling attorney was a man of much his own mould.

During his stay with the Forest Bureau Mr. Woodruff made a special study of the public land laws, and gained a reputation as Washington's forest expert on this subject.

Secretary Garfield, when he went to the Interior Department, had land-thieves to deal with, and he needed a man who would have both the courage and the knowledge to fight them.

He decided that the former star football coach would be the man to second his crusade, and he had Mr. Wood-

ruff appointed to the place in the Attorney-General's force that would make him available as adviser to the Department of the Interior.

Mr. Woodruff is not unlike the President in appearance. He wears spectacles while Mr. Roosevelt runs without eye glasses, but the shape of the faces, with the prominent teeth, the mustache and the expression of restless energy are not unlike.

The acting secretary is not a man to evade responsibility, and during his brief incumbency there is no danger that the work of the department will be retarded to even a small degree.

Billions in World Improvements

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next Pittsburg by canal with Lake Erie at Ashtabula is being pushed by its friends.

Half a billion dollars is a modest sum to set down as the probable cost of the canal projects now under way in the world.

Greater amounts are being spent now and prospectively in New York and its immediate vicinity in public improvements than in any other equal area. In money these improvements call for an outlay of much more than \$50,000,000, or more than four times the predicted cost of digging the big ditch across Panama.

ments on Long Island include a steel viaduct more than three miles long—longest of its kind in the world—crossing Hell Gate, Ward's Island, Randall's Island and the Bronx Hills, and connecting the Pennsylvania with the New York, New Haven & Hartford systems.

Besides these projects there is the electrification of the New York, New Haven & Hartford and Long Island Railroads, the proposed \$35,000,000 improvements by the Brooklyn Rapid Transit Company and the millions on the back of millions being put into noteworthy new buildings, two of which are to be higher than any other modern structure in existence except the Eiffel Tower.

In tunnels of all kinds New York is now expending and planning to spend more than all other current and authorized tunnel expenditures in the world, the most noteworthy tunnel work projected elsewhere being the Los Angeles water works, for the New York Central lines at Detroit and to connect Canada's Prince Edward Island with the mainland.

This last named railroad tunnel is planned to be seven miles and a half long and to cost \$14,000,000. It is only projected, however; the others are authorized and begun.

For his size, the city which is bearing the expense, the Los Angeles water works is the most remarkable undertaking now in progress. The main conduit will be the longest in the world, about 225 miles. The cost is estimated at about \$34,500,000. The supply is to be taken from the Owens River, which flows through a practically inaccessible, unsettled mountain region of surpassing beauty and almost unexamined freedom from probable contamination.

The conduit will deliver 3,000,000 gallons of water daily, enough for a city of a million, with sufficient left over to irrigate much of the surrounding country if necessary. It will be carried over the Tehachapi Mountains and across several deep earth fissures, including Jawbone Canyon, by inverted siphons. There will be ten miles of tunnels, a reservoir seven miles long and a dam 140 feet high. Railroad, telegraph and telephone lines are now being built for construction purposes along the entire route of the conduit.

Forty-five miles north of Los Angeles there is a 1500-foot drop at Little Lake, where hydro-electric power is to be generated. At other locations 13,000-horsepower is to be developed, making 45,000 24-hour-horsepower more are to be put through the Government is trying to solve the problems of preventing famine, and at the same time of furnishing work to the unemployed by promoting irrigation works. Egypt is about to spend \$7,750,000 on the great Assuan irrigation dam by raising it 18 feet and 6 inches. Australia is reclaiming part of her deserts by irrigation. But this country leads in irrigation projects, both by millions of expenditure and area reclaimed.

Besides many private irrigation enterprises, there are 25 Government irrigation projects under way in this country; when these are developed 13 million and 128,000 acres, which will change 6,346,000 acres of desert to potential gardens. The 25 projects begun will cost \$60,000,000 and will reclaim 1,000,000 acres, which is equivalent to the crop acreage of Connecticut, Massachusetts, New Hampshire and Florida, while the reclaimed land will be of much greater value as a source of fertility. It will furnish homes for 80,000 families and add nearly \$250,000,000 to the taxable property of the states and territories.

More than 1200 miles of irrigation canals—almost as far as from New York to Des Moines—have been dug by the Government, also 10 miles of tunnels, "large structures" have been built, including dams, the largest of which and the largest in the world is the Roosevelt dam. It blocks the Salt River six miles above Phoenix, in Arizona, and will create a reservoir 25 miles long—largest artificial lake in the world—and store 400,000,000 gallons of water. It will irrigate 200,000 acres of land, besides 60,000 more to be irrigated by pumping machinery, operated by hydro-electric power de-

veloped at the big dam, which is 256 feet high.

Perhaps the greatest works now in progress under the direction of the British Government are in the nature of docks and harbor improvements. The new naval harbor at Dover will be big enough to float the entire British navy at one time. At Bombay \$21,000,000 is being spent on docks and dredging. At Malta the two largest drydocks in the world and extensive breakwaters are being completed. Great naval and harbor improvements are going on also at Colombo, chief port of the Island of Ceylon, and at Hongkong.

These are the chief public works doing in the world today. They are greater in number and extent and are employing much more money and many more men, from skilled engineers and executive men down to laborers, than were ever employed before.

The great projects mentioned give an idea only of the total "improvement" activity of mankind at this time in the way of improvements. There are innumerable and comparatively minor projects for the expenditure of from a hundred thousand to six or eight millions of dollars afoot in every land—the big bridge over the St. Lawrence at Quebec, to cost \$4,000,000, now going up, the bridge over the Mississippi above New Orleans, to cost \$5,000,000, and the beautification projects in all the cities, to cost tens of millions, highway improvements by the hundreds of miles, for example—besides new mining and other development enterprises such as those going on in the Congo Free State, which cannot be more than hinted at. In addition, there are the millions on millions being poured out in electrical railroad construction.

Should the "demon impulse" for extended transportation be unchecked for ten or a dozen years, the resulting expenditures will be as great as those of the last half century, or even greater. It would be easy to make detailed figures showing that such expenditures of from \$1,000,000,000 to \$4,000,000,000 are now authorized and going forward.

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Lincoln's Usual Swear Word.

July Current.

On one occasion, Lincoln, when entering the telegraph office, was heard to remark to Secretary Seward, "By jings, Governor, we are here at last!" Turning to aim in a reproving manner, Mr. Seward said: "Mr. President, where did you learn that inelegant expression?" Without replying to the Secretary, Lincoln addressed the operators, saying: "Young gentlemen, excuse me for swearing before you. 'By jings' is swearing, for my good old mother taught me that anything that had a 'y' before it was swearing." The only time, however, that Lincoln was ever heard really to swear was on the occasion of his receiving a telegram from Burnside, who had been ordered a week before to go to the relief of Rosecrans, at Chattanooga, who was in great danger of an attack from Bragg. On that day, Burnside telegraphed from Jonesboro, farther away from Rosecrans than he was when he received the order to hurry toward him. When Burnside's telegram was placed in Lincoln's hands he said: "D—n Jonesboro." He then telegraphed Burnside as follows:

September 21, 1862.
"If you are to do any good to Rosecrans it will not do to waste time at Jonesboro."
A. LINCOLN.

Longing.

Sancy B. Turpin, Lippincott's. It's lonely since you left me, dear; The hours go silent and; I wait in vain to hear you tread. A kiss where once you trod. Day—day—days— And never your footsteps come; Oh, that I knew a call for you To turn your wanderings home! It's weary watching for you, love; The twilight is a ghost; The shadows breathe and move, Fighting of some living foe; Dark—dark—dark— And never your face for light— Divided! Nay, a world away; Heart of my heart, good night!

Fountain Pen of Love.

Harold Sussman in Lippincott's. "Jack writes such gushing letters," Said Angeline to Gwen "Yes, but we must remember He has a fountain-pen!"