

# GEO. GOULD RETIRES

### Forced to Recapitulate After Struggle of Twenty Years.

Since Death of Jay Gould in 1892 Control of His Many Valuable Properties Gradually Wrested From Family—Story of War.

New York.—An important chapter in the railroad and financial history of the country came to a close at the recent annual meeting of the shareholders of the Missouri Pacific railroad held at St. Louis, when George J. Gould presented his resignation as president of that road, and new men were elected to succeed the representatives of the Gould interests on the board of directors.

This will end a twenty years' war, which has been waged relentlessly by the financial giants of Wall street for control of the Gould properties; thus will George Gould's dream of controlling a coast-to-coast railroad be rudely dispelled.

Since the death of old Jay Gould in 1892, the control of his many valuable properties has gradually been wrested from the family. First the Manhattan Elevated line was gobbled up by the Interborough; then the Western Union Telegraph Co. was absorbed by the A. T. & T. Co.; and now the Missouri Pacific, the holding company for the Gould railroad properties and considered one of the most valuable of all the Gould holdings, will pass into other hands.

But these changes were not effected without struggle, the history of which makes interesting reading.

At every turn George Gould has met his enemies with a courage born of desperation, but the odds were too great and he has at last been forced to recapitulate.

This does not mean, however, that the Gould fortune has dwindled in size; on the contrary it has greatly increased. It simply marks the disappearance of the Gould fortune as a power in the financial world.

The story of this war had its beginning in the early eighties, when old Jay Gould was the most powerful, as well as the most feared man in Wall Street. His particular hobby was the securing of control of various railroad properties, which he would proceed to wreck and then dispose of. He had great faith in the possibilities of the West and Southwest, and many a Wall street financier looked on his properties in that section with a covetous eye. But they knew better than to attempt to monkey with the "wizard of American finance."

When the old gentleman died in 1892, however, the long-delayed fight for the valuable Gould property immediately began. His will divided his vast fortune among his children, but provided that all his stock holdings should be voted at the various meetings as a unit, and gave George J. Gould, his eldest son, the power to control such votes. At this time George Gould was only 26 years of age, but ten years under his father's careful tuition had developed his business and fighting ability to a great extent. He had inherited a craze for acquiring railroad properties and his great ambition was to gain control of a road which would stretch from the Atlantic to the Pacific.

The most valuable piece of railroad property in the Gould estate was the Missouri Pacific, which stretches from Kansas City to Denver, and by securing control of the Denver & Rio Grande, George Gould extended his line into Salt Lake City.

In the meantime, in order to carry out his plans in the West and Southwest, Gould was forced to sacrifice his holdings in the Manhattan Elevated Co., which was purchased by the Interborough in 1902.

By this time George Gould had converted the Missouri Pacific into a valuable property. A control of the majority of the stock of the Wabash carried it as far east as Buffalo, and the purchase of the Denver & Rio Grande brought it west to Ogden, Utah.

It was now time to procure a terminus at the Atlantic seaboard. His first step was to gain an entrance into Pittsburg, which he did by securing control of the Wheeling & Lake Erie. He then began work on his Wabash-Pittsburg Terminal.

The next step was to secure control of the Western Maryland, which ran from Baltimore inland, and the West Virginia and Central Pittsburg, which ran east from the Smoky City. Between these two roads there was a slight gap, which Mr. Gould proposed to bridge by building a new road. With this exception the only link necessary to complete the chain of roads from coast to coast was that from Salt Lake City to the coast, and to complete this Mr. Gould started to build the Western Pacific.

But his troubles had already begun. The other railroad interests, recognizing the value of the Gould properties and the serious competition they would offer, had already begun a war to oust George Gould as the head of the system. As early as 1902 the young financier had a severe struggle with E. H. Harriman and Edmund Hawley for the control of the Colorado Fuel and Iron company, but succeeded in winning his opponents. The Pennsylvania bitterly opposed his entrance into Pittsburg, and so bitter did this fight become that after the erection of the Wabash-Pittsburg Terminal, the Pennsylvania ordered the Western Union Telegraph Co., which the Goulds control, to take

down their lines east of Pittsburg along the route of that road.

In 1905 Mr. Gould had a serious disagreement with Joseph W. Ramsey Jr., his right-hand man, and president of the Wabash, which culminated in Ramsey's discharge. At the annual meeting of the stockholders of the road several weeks later, Ramsey made a hard fight to oust Gould, but was defeated.

By his decision to build the Western Pacific he again incurred the displeasure of Harriman, who believed that it would injure the interests of the Southern Pacific.

About this time considerable legislation adverse to the railroads was enacted in several of the western states, and on account of his lack of railroad training Gould was not equal to the situation. The stocks of his various companies were boycotted in Wall street on account of the methods which had characterized that end of his business. Gould was now hard pressed for money. His Wabash-Pittsburg terminal had been over-capitalized, and ruin seemed inevitable.

The crash came with the panic of 1907, which destroyed forever his transcontinental dream. Four of his roads, the Western Maryland, Wabash-Pittsburg Terminal, the Wheeling and Lake Erie and the International and Great Northern, which ran into Texas, went into the hands of receivers within a period of one year.

He did not give up, however, but on the contrary began a new scheme to recuperate his properties. His first step was to patch up his differences with Harriman, which was accomplished by the arrangements of the Western Pacific to be operated on amicable relations with the Southern Pacific. Another plan adopted for raising funds was to cut off the dividends from the Missouri-Pacific and turn back all earnings into the company. Gould himself was not adverse to sacrifices and did not accept one cent salary from his work as president of the road. About this time it was discovered that Kuhn, Loeb & Co., who were agents for the Harriman road, had underwritten some \$30,000,000 of the Missouri Pacific bonds.

It was in 1909 that another of the Gould properties passed out of the control of that family. This was occasioned when the American Telegraph & Telephone Co. took over the Western Union.

An inkling of the railroad situation was given during last summer when the Pearson Farquhar Syndicate, which had been organized for the purpose of gaining control of the transcontinental road, went to smash. Among the many securities which they held were large blocks of Missouri Pacific and Wabash. These securities were taken of their hands by Kuhn, Loeb & Co. With such a large interest in the Gould road it became very evident that this banking house would desire a voice in the control of the affairs of so valuable a property as the Missouri Pacific. George Gould's methods of railroad management had been discredited for many years and when the demand was made a few weeks ago for the list of stockholders it became known at once that the fight to oust George Gould was on.

Gould, however, realized the weakness of his position and agreed to present his resignation at the annual meeting of the stockholders.

## TOWN IS SOLD BY AUCTION

Baltic Watering Place of Heiligendamm is Offered for Sale to the Highest Bidder.

Berlin.—The unwanted spectacle of a whole town being offered for sale at auction was witnessed recently at Doberan, where the Baltic watering place of Heiligendamm was put up for sale to the highest bidder. The entire town was purchased in May, 1909, by John Marritt, who founded a business firm to exploit it as a popular health resort. He paid \$325,000 and invested another \$250,000 in improvements calculated to render the place attractive to visitors. The capital, however, was insufficient, and Mr. Marritt was declared bankrupt at the end of last year.

The sale by auction took place by order of the official receiver. The first bid of \$220,000 was made by Herr Vobes, a lawyer, on behalf of Herr Kahlden. The Luback bank bid \$250,000, Herr Kahlden \$275,000 and Herr Gluhenstein of Hamburg \$300,000. Herr Kahlden then bid \$312,000, whereupon Herr Gluhenstein made the highest bid—namely, \$375,000. As this amount was below the margin fixed by the official receiver another auction sale will have to be held.

## GOES FAR TO SUNDAY SCHOOL

New Castle, Del.—Howard Jeffries of Philadelphia for the past year has traveled every Sunday between his home in that city and the First Baptist church in this city to attend Sunday school. The young man has relatives here and on one of his visits he attended the school and was so well pleased that he continues to make the round trip of seventy miles each Sunday. At the celebration of the twenty-fifth anniversary of the Sunday school he received a handsome Bible and several books as prizes for lessons and perfect attendance.

## POOR GET ROYAL DAIRY MILK

London.—Every morning at the church rooms, Windsor, 80 quarts of milk from the royal dairy at Frogmore are, by kindness of the king, distributed among the poor people of the town. Parents with large families have a quart allowed them while others with smaller families have a pint.

## U. S. IS SIXTH IN AVIATION

France is Leader of World in Flying, With Germany Poor Second—England is Third.

New York.—Evidence that the United States is lagging behind European countries in aviation is found in the official list of the world's licensed aviators, which has just been compiled by the International federation. The names of 516 licensed pilots are included in the list. France leads with 339 names; Germany is second with 48; England third with 39; Italy fourth with 27; Belgium fifth with 21, and America sixth with only 18.

The French list is composed for the most part of native Frenchmen, but includes also four Americans who secured their licenses in that country—Glenn Curtis, the two Wrights and Hayden Sands. France has also licensed three Peruvians, one Brazilian, one Turk, one Chilean, one Uruguayan, one Australian and a Japanese.

The Aero Club of America has received from the governing aviation bodies of England, France, Germany and Italy copies of their official calendars for the year 1911. The Aero club was recently asked by the International federation to submit a copy of America's calendar. Thus far, however, no contest of international importance has been programmed in this country. The lists prepared by the foreign clubs shows the following as the leading features of the year:

France.—Government's military type competition, \$240,000; Calais-Dover-Boulogne-Folkestone meeting, \$60,000; South of France meeting, \$40,000; Aix-les-Bains meeting, \$40,000; Michelin cup and \$45,000; Grand Prix Michelin, \$10,000; Deutch de la Meurthe cup, \$2,000, and three \$4,000 prizes; National Aviation cup, \$2,000; Circuit of Europe, Prix de l'Auto, \$2,000; Prix Dufayel, \$4,000; Prix Rene Quinton, Vol Plane, \$2,000; minister of public works, two construction prizes, \$2,000 each; Paris-Pau, \$4,000; Prix du Grand Ecart for greatest variation in speed; Rheims meet.

England.—British Michelin cup, Coupe Internationale d'Aviation and Daily Mail circuit of Britain.

Germany.—Ulm to Friedrichshafen, Dresden meet, Aix in Chapelle to Berlin, international European circuit, Kiel meet, Kiel-Hamburg-Berlin race, Berlin club's meet, Hartz circuit, Johannisthal meet, Saxon circuit, Upper Rhenian circuit, Magdeburg meet and Breslau meet.

Italy.—Circuit of Rome, Rome-Turin race, Turin meet and tour of Italy.

## PLANT WIZARD IS HONORED

Boston's Great Gardener, Jackson T. Dawson, is Given George Robert White Medal.

Boston.—The award by the trustees of the Massachusetts Horticultural Society of the George Robert White medal of honor to Jackson T. Dawson calls the attention of the public to one of the great gardeners of the world.

It is the opinion of Prof. C. S. Sargent, the director of the Arnold arboretum, the tree garden of Harvard university, of which Mr. Dawson is the superintendent, "that no man in his time and probably no man in any time has ever raised so many plants belonging to so many different species of plants and shrubs as has the winner of this year's medal, which is the highest honor the United States can give such a man. A nurseryman may raise millions of plants of a single species, but the arboretum gardener has raised great numbers of plants of a multitude of species.

As a result of their twenty-five years of labor the tree garden is now within sight of the purpose of its director that it shall contain all the trees and shrubs of all the countries of the world that will grow in the climate of eastern Massachusetts. "Yet all these trees, with very few exceptions, have been planted and raised from the seed by Mr. Dawson.

## HOGS ARE GETTING THINNER

Average of Swine at Killing Time Decreasing, Say United States Agricultural Authorities.

Washington.—Hogs apparently are following the fashion of the day and have joined the anti-fat movement, which paved the way for the hobbie skirt. Statistics to the department of agriculture indicate that they are getting thinner every year and that the razorback yet may be the porcine mode.

The figures show that hogs marketed between thirty and forty years ago averaged one-fourth heavier than those marketed in recent years. In the decade 1870-79 the average weight of hogs killed during the winter months in western packing centers was about 275 pounds; in the decade 1880-89 about 257 pounds; in the decade 1890-99 about 239 pounds, and in the last decade, 1900-09, about 219 pounds.

No theories are advanced by the department of agriculture as to the cause of this decrease in the weight of porkers.

Will Give \$2,000,000 Highway. Wilmington, Del.—T. Coleman du Pont formally announced the other day that he would bear the expense of constructing a boulevard the entire length of the state of Delaware. The boulevard will be 103 miles in length and will cost about \$2,000,000.

## SEEK BACON CIPHER

American in England After Shakespeare Clew.

Duke of Beaufort Backing Dr. Orville Owen of Detroit in His Search for Hiding Place of Key to Ancient Mystery.

London.—During the last three days general attention has once more been called to the evergreen Bacon-Shakespeare controversy by the news that Dr. Orville Owen of Detroit has begun extensive digging in the bed of the River Wye at Chepstow.

The doctor is not digging for treasures. Besides himself and the Duke of Beaufort, whom he has succeeded in interesting in his search, no one knows exactly the nature of his mysterious quest. The American has declared, however, that he hopes to discover nothing less than undisputed proofs that Bacon was the real author of the Shakespearean works.

It is asserted by some Baconians that Sir Francis Bacon was a son of Queen Elizabeth and rightful heir to the throne, and that he published things which he dared not publish under his own name, hiding them by means of a cipher in his plays, which were issued under the name of Shakespeare.

It is this cipher which Dr. Owen has come from Detroit to England to find. He had been laying his plans more than a year, and now has succeeded in obtaining leave to make extensive excavations in the mud of the Wye on the property of the Duke of Beaufort.

The work can only be accomplished at low tide, and the strenuous efforts of a dozen diggers already have produced results which the American doctor considers justify his search. A few logs of oak and pieces of cement were raised from one of the numerous holes dug in the river bed.

"Logs float," argues Dr. Owen. "They could not be imbedded in the mud unless purposely placed there, and cement is much the sort of thing that would be used in walling up a hidden object."

The doctor declared he was under contract not to divulge the first fruits of his search to the newspapers, and refused to tell how he discovered the exact spot where, according to his belief, lies the key to the great literary question.

It has, however, transpired that one clew was given him by a line in the first folio edition, 1623, of Shakespeare opposite his portrait.

"It was for gentle Shakespeare cut," which can be read into "Seek, sir, for a true angle at Chepstow."

Owen spent last year searching for the "angle" and explored Chepstow castle without results. As soon as he received the Duke of Beaufort's permission, it is said, the doctor, who never had been at Chepstow before, found his way through the woods to a spot one mile from the castle, towards the Wye. He walked with the secret of his cipher and without hesitation directed the workmen to begin digging at a certain bend in the river.

According to an Express correspondent Dr. Owen showed him the source of information which enabled him to locate the precise spot where a manuscript was hidden. It is a long scroll, 35 feet in length and a yard wide, which at first glance appears nothing more than a conglomeration of printed letters and utterly meaningless.

If, however, the words are picked out in elliptical formation they make a group and sentences such as "I filled up the shallow water with mud and beams," "I cut down all trees and turned the course of the river," and "make a triangle of 123 feet due north and 33 paces" become plainly visible.

## COUPLE ON FARM HONEYMOON

Mr. and Mrs. Schauland of Holyoke, Minn., Decide to Take Agricultural Course.

St. Paul, Minn.—The "back to the farm" slogan was emphasized here recently when Mr. and Mrs. Albert Schauland of Holyoke, Minn., decided to spend their honeymoon at the state agricultural college learning the things farmers need to know instead of taking a trip.

Mr. and Mrs. Schauland will be known at the college as number 103 and 104 and will devote six weeks to the short course in up-to-date farming.

The husband will make a specialty of the farm machinery course and the wife will endeavor to get all she can out of the domestic science and economical farm work department for women.

After completing their unique six weeks' honeymoon the couple intend to purchase a small dairy farm and retire to the country, where everything, milk and honey. Both have lived in the city for years, but accumulated a rudimentary education in farming methods while children.

## NAPOLEON DEATH MASK FOUND

Nashville, Tenn.—A death mask of Napoleon Bonaparte, presented to a friend in Nashville years ago by Bertrand, one of Napoleon's marshals, during his visit to this part of the United States, has been found in a perfect state of preservation by the state historical society. It is regarded, with oil paintings of Henry Clay, Daniel Boone, Davy Crockett and others found in the same rubbish heap, as a great discovery.

## ANCHOR BIGGEST EVER BUILT

One Weighing 31,000 Pounds Intended for New Giant Ocean Liner—At Machinery Exhibit.

London.—The Hall of Ten Thousand Wheels, into which Olympia has been transformed for the naval, mercantile, marine and general machinery exhibition, is an object lesson of the remarkable progress that has been made in all things mechanical since the last exhibition of the kind was held there three years ago.

Among the curiosities of most interest to the lay mind is the largest anchor ever made. It weighs 15½ tons and has a chain of which each link weighs several hundred pounds. It is intended for the Olympic, the new giant White Star steamship. Twelve horses were required to drag it to its place in Olympia. By its side is a bar of Staffordshire wrought iron, five inches in diameter, tied by some new sort of mechanism in a true lovers' knot when the bar was cold.

A portion of a cable intended to hold a Hamburg-American steamship is close by. Every link is two feet long and weighs 200 pounds. As a contrast to this display of strength is a delicate recording instrument used on large liners, which shows to a half's breadth every motion of the vessel, even when she is hurling herself through the ocean at a speed of 25 knots.

Another remarkable exhibit is the oxy-acetylene blowpipe, which melts armor plate like butter and can eat a hole in a steel safe as quickly as can a mouse in a cheese. The blowpipe is a long, thin nozzle of brass with a down-turned burner through which a jet of acetylene gas produces a white heat. A tiny spray of oxygen forced through the center oxidizes any metal the jet touches. Eight-inch steel can be cut through in half a minute.

Divers in helmets and outfits which made air tubes unnecessary descend into glass-fronted tanks in full view of visitors and walk under the water as comfortably as though strolling in the street. A "room of death," which is filled at intervals with dense sulphur fumes, in which no unprotected man could live for an instant, is another of the sensations of the exhibition. Every now and then a man with a patent smoke helmet enters this room and takes a seat. He could remain there for six hours without the slightest discomfort. It is this ingenious invention which has saved many lives in recent colliery disasters.

"Wireless" apparatus, herculean lathes, which can "turn" a great gun as easily as a broomstick, and a novel instrument by which a captain in his cabin can check every turn or twist of the men at the wheel, are other marvels of the exhibition.

## STUDENTS IN LABOR UNION

Badgers Will Be in Position to Adjust Difficulties Arising With "Undergrad" Labor.

Madison, Wis.—A labor union composed of students who are working their way through college has been formed at the University of Wisconsin.

This latest entry into the ranks of trades unionism is to have for its membership to start with 200 students at Madison, who are earning all or part of their expenses by waiting on table, tending furnaces and lawns and doing other work open to students who spend the greater part of their time in their college work.

The union is to have a constitution and by-laws and will incorporate under the laws of the state of Wisconsin.

A start toward this end was made last week, when the student help at the Irving, 27 in number, organized into an association to secure justice from their employer. Fred Merk, 11, was elected president, and H. L. Goldes, 13, secretary.

The general union will not only aid its own members, but will perpetuate itself by securing work for new students coming here. In this it will cooperate with the Y. M. C. A., which has looked after this work in the past.

## SMOKER'S DIET KILLS TASTE

University Instructor Says Civilized Persons Have Lost Original Uses of Touch and Smell.

Chicago.—"With the sense of taste, atrophied by tobacco, men must have highly seasoned foods to tickle their palates. And the constant eating of such foods disables the individual from recognizing delicate flavors."

Dr. Elizabeth H. Dunn, instructor of anatomical research at the Chicago university, was speaking to the Chicago medical society on "Sensation" the other night at the public library. Strange revelations would occur to civilized persons were the senses of taste, touch and smell developed equally, she said, with those of sight and hearing.

She said that in virtually all persons the senses of taste, touch and smell was either undeveloped or unused, and that the dormant state of those senses was more marked in men than in women.

## CHRISTEN WITH LIQUID AIR

Kiel.—The new dirigible balloon Suchard in which Joseph Brucker will attempt a trans-Atlantic voyage was christened by Princess Henry of Prussia. A bottle of liquid air was broken. The ceremony was witnessed by a notable gathering which included Prince Henry.

Hackler plans to cross the ocean from the Cape Verde islands to the Barbados or Trinidad some time in March or April.

## AIDING SICK CHILD

Chicagoan Pleads for Open-Window Schools.

Sherman C. Kingsley, Superintendent of Chicago's Charities, Tells of Results in Windy City—Buildings Needed.

Mobile, Ala.—Chicago's attempt to solve the problem of the tubercular and anaemic child by establishing open-air schools and open window and low temperature rooms in the public school buildings was highly commended by Sherman C. Kingsley, superintendent of the United Charities of Chicago, in an address on "Open Air Schools" before the department of superintendence of the National Education association the other day.

Mr. Kingsley said Chicago was losing 4,000 persons a year from tuberculosis and that investigation showed 25 per cent to 30 per cent of the children in such families to be infected. There are probably 230,000 such children in the United States.

"It is commonly agreed," he said, "that the usual school regime is not adapted to the needs of children at such pronounced physical disability. Three years ago there was not a single place in this country where such children could receive free care and schooling. Today there are only twenty-seven schools where 9,200 are needed. The great point, however, is to assure all the 19,000,000 school children in the United States their share of the fresh air. Then the problems of smoke nuisance, bad air in theaters, churches, street cars, and trains will be on the high road to solution, for public opinion will demand and get better ventilation.

The expense in the open air schools incurred on account of food, clothing, special attendants, and usually the building is borne by some private agency. The average cost for such schools, exclusive of the original cost of special equipment, is from 20 cents to 25 cents per school day per child. In the open window room any extra expense for food, clothing, attendants, and cost of special equipment is also borne by some private agency. The school board, I think, in every instance, has supplied the teacher and all school equipment and supervision.

"The regime for the open-window room, at least in Chicago, has not been standardized yet, but I think all will agree that there should be careful medical inspection in selecting the children, that their temperatures should be taken, that the home conditions of the children should be known and made suitable if possible, and that the services of a nurse or attendant to supplement the teacher's work by taking care of feeding, wrapping the children up when they are lying down, helping to remove wet clothing, etc., should be a part of the scheme.

"Chicago also is planning to have three or four rooms where children still more normal are taken care of, and where it is hoped that the only addition to the usual school regime will be more careful and detailed medical inspection. These will probably be known as low temperature rooms, but it is distinctly to be understood that low temperature in this case is synonymous with fresh air.

"Now, as to the results: The universal testimony of these open air schools is that the children gain in weight, that temperatures are reduced, that listless children become alert and attentive and that there is a marked change in the mental grasp of the children. In the Elizabeth McCormick open-air school there was an average gain of over four pounds. All of the children made one grade, although there was one-third less time spent on the school work, three of them made two grades and one made three."

## BUDAPEST WARS ON HATPINS

Police of Hungary's Capital Issue Edict for Caps on Sharp Points—Penalty Prescribed.

Budapest.—First among European cities, the Hungarian capital has followed the example of America in waging war against women's dangerous hatpins.

After consulting the leading modistes and fashion writers the police have issued an edict ordering that the points of all hatpins longer than the diameter of the crown of the hat must be protected by a screw cap. Notices have been put up at all theaters, concert halls, girls' schools and places frequented by women.

The penalty for a first offense is \$20 and the confiscation of the pin.

## BOOM IN SEA TRAVEL

New York.—According to a representative of the transatlantic lines, the advance bookings for next season, give every indication that the travel to Europe will be greater than ever before.

Last year was regarded by steamship men as the banner year, as the tide of eastward travel reached a higher mark than ever in 1907, just before the financial depression. Between January 1 and September 1 of last year 175,000 cabin and 210,000 steerage transatlantic passengers sailed from this port.

## QUEER NAMES FOR TRIPLETS

Bloomington, Ill.—Mr. and Mrs. Wilbert Weiger of Assumption have named their triplets, recently born, and all girls, Kate, Duplicate and Triplets.