

# SECRETARY ROOT IN TRAINING AT BILLY MULDOON'S

**S**ECRETARY ELIHU ROOT is a man endowed with a physique of such seeming fragility that it comes almost as a shock to learn that he has been taking treatment at Billy Muldoon's. It would appear to be the most natural thing in the world for the Republican presidential candidate to avail himself of the heroic methods of getting rid of superfluous tissue which obtain at the institute established and maintained by the famous wrestler and Greco-Roman athlete, and the entire nation approves of his determination so to do, but it is not so easy to understand just how the Cassius-like head of the state department can be expected to derive equal benefit from the experiment. That he has survived a regular course of the treatment and is convinced that he is in possession of "value received" is quite as flattering to his powers of endurance as it is to Billy Muldoon and his unique institute.

For, be it known, there is not on the face of the earth another foundation of the sort which the ex-professional strong man has established at White Plains, N. Y. It is modeled after nothing which has been since the world began. Originality is the keynote of the entire scheme, and in its conception no brain has been concerned save that which rests within the decidedly classic cranium of Billy Muldoon. It is his, and he dominates it. He is known as "the czar" on his own premises, but that term of absolutism expresses but feebly the "supreme oneness" which prevails at Billy Muldoon's. He is the final arbiter of everything, and there is no court of appeal.

Here is the regimen which all those who obtain entrance to the institute must follow, with the certain knowledge that if the least among the rules is disregarded the offender must pack up his belongings and go at once, with absolutely no opportunity to return.

6 a. m.—Rise and report at the gymnasium.  
6:30 a. m. to 6:45 a. m.—Vigorous exercise with medicine and bouncing balls, three balls to be passed between two inmates. Balls weigh three pounds each.  
6:45 a. m.—Drink several glasses of hot water and take shower bath.

7 a. m. to 8 a. m.—Breakfast, consisting of fruit, cereals and one meat course.  
8 a. m. to 12 m.—Riding and walking squads make tour covering from ten to twenty miles.

12 m.—Return for shower bath. Two glasses of hot water, followed by sweating process in heavy woolen bath robe. Ice cold shower bath lasting a full minute.

1 p. m.—Dinner, with only one glass of water allowed for drink. One cigar after dinner.  
2 p. m. to 4 p. m.—Exercise in open air.  
4 p. m. to 6 p. m.—Recreation.

6 p. m.—Supper of one kind of meat, two vegetables, stewed fruit and a glass of water. After supper inmates are permitted to stroll about the grounds, read the papers and converse.  
9 p. m.—All lights out and inmates in bed.

**A Depew Story.**

Three years ago, with a physical system that was wrecked and a mind perilously near serious impairment, Senator Chauncey Depew went to Billy Muldoon's almost as a last resort. Being a member of the most august body in the world and a man who had been accustomed to "the best of everything," the senator very naturally concluded that the rule of the institute would be somewhat relaxed in his particular case; that he would be exempted from some of the more laborious among the stunts required of other elderly men of less distinction.

So when he was ordered by "the czar" to take his place in the class of callisthenics, the senator advanced smilingly toward the platform on which Muldoon was standing and began to explain to him in his characteristic manner just why the gymnastic business would not apply in his case.

"Sit down, sir!" commanded Muldoon in a tone which did not admit of any doubt as to his meaning.  
"But," began his distinguished patient, bringing to bear a luscious specimen of the famous Depew smile, "I just want to—"

"Sit down!" persisted the trainer sharply without a symptom of yielding.  
"Just a moment, Mr. Muldoon," the senator persevered, rather crestfallen in mind, but still advancing slowly. "I once had rather an amusing experience with this callisthenics business, and I want to tell you."

"I tell you to sit down!" roared Muldoon, now irate. "This is not a joke-fest; neither is it a pocket edition of 'Half Hours With Celebrated American Humorists.' It's a work half hour, and I have no time to squander. Sit down, sir!"

The senator sat down. There was a subdued look on his face, and he did not move a muscle until he was ordered to do it. Thereafter he was one of the most tractable inmates at the institute, and two months later, when he returned home, rejuvenated in body and rehabilitated in mind, he was eloquent in his praise of Muldoon's methods.

**Perfect Obedience.**  
Perfect obedience is the basis of Muldoon's training system, and his ability to secure it from his patients is the secret of his great success. He has devoted his entire life to the study of physical conditions, and he has arrived at great perfection. His unerring judgment tells him at once how much physical exertion a man can endure, and he has so much confidence in his own opinion on that point that he does not permit another to share the responsibility. It is his theory that every man has two limitations to his powers of endurance, one physical, the other mental. Long after a man is convinced that his endurance is at an end Muldoon finds ways to keep him at it.

It is his proudest boast that he has never yet been reduced to the necessity of calling in a regular physician to help out in his treatment. The teachings of Swoboda and other professional strong men meet with no sympathy at the White Plains training institute. Muldoon teaches that great muscular development is a hindrance instead of a help in any athletic undertaking, and his own appearance goes far to bear out his contention. Standing a little over six feet in height and weighing

205 pounds, he is even now, at the age of sixty-three, the embodiment of physical power and grace. In his splendid development one looks in vain for the bulging muscles which are regarded popularly as the essential characteristics of the genuine athlete.

Visited recently at his institute, Muldoon was asked if he intended to enlarge his establishment, which now has accommodation for only twenty-five. Before he replied the athlete exhibited a huge package of letters which he had just received from all parts of the world, all containing requests to permit the writers to come to him for treatment.

"No, I do not expect to enlarge my field," he said. "Why should I become a victim of the very thing that has caused all these men to apply to me for help—try to do more than I can accomplish with safety to my mind and body? I am sixty-three years of age, and I can do no more than I am doing right now. I have tried dozens, so many that I have wearied in the effort. I have appealed to numerous physicians to send me some man to take my place, and I have tried out dozens that have been recommended to me, but none has fulfilled the requirements. Only recently a student from one of the great universities came to me. He was highly recommended, and he was a

picture to look upon, a perfect physical specimen, big, muscular and symmetrical. He certainly looked like the real thing. He was well educated and gentlemanly, and I concluded to give him a trial. I put him in as my assistant and proceeded to hope for the best. The day after he had been installed he came to me and said that the inmates put in his care refused to obey his orders. I told him to pack his baggage and clear out as quickly as he could. When I tell people to do things they do as I tell them. No man who cannot do likewise is of any especial service to me.

"Then there was another candidate," he continued. "He did fairly well for two days. On the evening of the second day I saw him strolling off with a party of inmates. I jumped on a horse, made a detour and waited for them behind a hedge near which I knew they must pass on their return. After awhile they came trooping along, all puffing at cigars, my man as well as the others. I jumped my horse over the hedge and confronted them. I confess I was pretty mad. I ordered the inmates to get back to the house as fast as their legs would take them, pack their things and clear out. I was even more severe with the man in charge. I would not permit him to go into the house at all, but ordered him off the premises forthwith, with the final assurance that his baggage would follow him."

In common with most successful trainers, Muldoon will not permit his charges to use tobacco. As a concession to the previously acquired tastes of his patrons he prescribes a single cigar after the noonday meal, and he puts each inmate on his honor that he will abide by this restriction. He declares that he has satisfied himself that tobacco is the greatest brain destroyer in active use and that genius is positively handicapped by its use.

**The Daily Tramp.**  
The morning walk which is part of the regular day's dolours at the institute is something from which no inmate is exempt unless he is physically disqualified. It is taken across the roughest part of the country, and the members of the squad are clad in heavy woolen underclothes, woolen socks, heavy woolen shirts, leggings and stout walking shoes. Beginners take a ten mile jog and gradually work up to fifteen miles. When a man is able to cover that distance in two hours he is known as a "gladiator." During this walk no one is allowed even a sip of water, and when the pedestrians return to the institute they are dripping with perspiration. Then they sit for half an hour in heavy woolen bath robes, thus taking another sweat before going under the shower bath. In regard to the treatment an inmate wrote recently to a friend: "The six hours I put in every day are harder on me than a whole week of work in my office, but it gives me a good appetite. Anything that can give a man the ferocious appetite I now have must be worth while."

The presiding genius of the training institute at White Plains was a cavalry officer during the civil war and served afterwards for a time in the regular army. It was while he was serving with his regiment that he was convinced that most men may be so built up by a regular and simple life that they are practically recreated. This was the origin of the idea which he is now practicing so successfully among the inmates of his institute.

GEORGE H. PICARD.

## Von Zeppelin, "Ancient Mariner" of the Sky; Skipper of a Craft That Navigates the Air

**T**HE present is an especially active season for aeronauts and aeronauts. Never has the search for a contrivance which will navigate the air successfully been so keen, and never before has the problem shown such favorable signs of solution. The whole world seems to have passed beyond the stage of exploiting machines which will remain aloft as long as they are lighter than the medium in which they float and no longer. The principle of the inflated gas bag propelled by variable air currents and steered by devices which were as unreliable as they were unscientific is practically abandoned to the toy-makers.

The practicability of the aeroplane, an apparatus which will rise from terra firma without the aid of gas and may be propelled by a motor carried by itself, seems to have been demonstrated with sufficient distinctness. Henri Farman has done the trick publicly and more than once in Paris, and the clever Wright brothers have been equally successful both in America and abroad. The marvelous feats performed by these aeronauts and by others make it reasonably certain that such an airship is sure to come, perhaps speedily.

No matter how quickly and how satisfactorily this desirable state of things is brought about, some of the achievements of present day experimenters will not be forgotten. This is likely to be especially true of the astounding results obtained by General Count von Zeppelin, soldier, diplomat, engineer and inventor, with his great aerial flier on the Lake of Constance. It is upon this little, snowy haired German nobleman, whose untiring alertness and youthful stride belie the fact that he is already at the Scriptural age limit, that the attention of the aeronautical and military experts of all the world is fastened. His recent tour in the air in a dirigible balloon of his own construction put him far in the lead of all other navigators who have borne the gas bag with the motor engine. On June 29 his airship made a flight of six and three-quarter hours, carrying fourteen passengers, responding perfectly to the will of its skipper and attaining a maximum speed of thirty-nine miles an hour. On the second day thereafter it did an even more amazing thing. Remaining twelve hours in the air, it traveled at the behest of its captain over the greater part of northern Switzerland.

It has been a long battle, this fight

which Von Zeppelin has been waging against skepticism and untoward circumstances for twenty years. The present airship is the fourth great craft which the inventor has constructed for the purpose. Thrice he has been compelled to accept a postponement of the realization of his cherished hopes, but he has never swerved from his original intention. Even with this latest machine his experience has been enough to shake the courage of the stoutest heart. No. 4 was to have had its long distance trial on June 16. To Friedrichshafen, its home port on the beautiful Lake Constance, went the Prussian minister of war and a small army of government notabilities and aeronautical authorities from every quarter, all more or less skeptically inclined and prepared to be critical. At the last moment some minor defect in the steering apparatus revealed itself, and the start was postponed two days. Then several more defects became apparent, and the trial was put off until June 20. On the morning of the appointed day the elements were in an unfriendly mood, and the count, almost on the verge of despair, was obliged to announce to the assembled visitors that an ascent was impossible under the circumstances. In the afternoon the wind had given place to almost a dead calm, and a flight was decided upon. General von Eichen, the minister of war, had gone home in disgust, a profound unbeliever in the ability of the airship to distinguish itself.

Count von Zeppelin, however, was not deterred by this disagreeable feature from making the ascent. No. 4 rose gracefully and pirouetted over the lake for three-quarters of an hour at an altitude of 225 feet and then descended at the steersman's will with admirable precision. On this occasion the watchful skipper discovered a serious but by no means fatal defect in the side steering gear. It was a radical departure from the apparatus used on No. 3 and was so inferior to that contrivance that Von Zeppelin resolved to return to the earlier scheme. The original pattern was restored to its former position, and so rigged the ship made its memorable ascent a few days later, two performances which made General von Eichen and his subordinates at the German war office "sit up and take notice."

**An American Soldier.**  
This rare septuagenarian who has conquered nature's stubborn resistance in the face of two decades of opposition from his fellows is a native of

Constance, the scene of his present experiments, born 1838, the son of an official attached to the Wurttemberg

court. He was educated for the army, was a lieutenant of cavalry in his twenty-third year and two years later

was detached from the Wurttemberg service for observation duty with the Union army in the American civil

war. He joined the Army of the Mississippi, in which his friend Carl Schurz commanded a brigade. A born soldier, Von Zeppelin was not long in getting into the fray actively. At the bloody engagement at Fredericksburg a few months later the young German cavalryman escaped narrowly from falling into the hands of the Confederates on account of his determination to be where the fighting was heaviest.

The count developed a taste for aeronautics at a very early age, and, strangely enough, his service in the American army gave him his maiden opportunity to follow his inclination in that direction. His first experience was with a captive balloon sent up by the Federal corps to which he was attached for the purpose of taking note of the Confederate lines beyond. He returned to earth enthusiastic over the exhilarating business and in time was detailed to make similar expeditions. He made half a dozen such expeditions during his year's service in Uncle Sam's army, returning to the fatherland in time for the Prussian campaign of 1866 against Austria, a sharp and decisive business, which he saw from start to finish. In the great struggle which followed with France the young trooper found no chance to turn his fancy for aeronautics to advantage. A few hours after the declaration of war he was ordered, with four other officers and seven troopers, to make a reconnoitering dash into French territory.

He won a colonelcy in this campaign and was advanced by successive steps to the command of a brigade in the Wurttemberg army. In 1897 he went on the retired list with the full rank and title of general of cavalry. It was then that he began to devote himself assiduously to the study of aeronautics. He proceeded to equip himself with practical knowledge by serving an apprenticeship in mechanics, electricity and ballooning. Although he was no longer a young man, he went into the preparation with great care and deliberation, giving to each subject under consideration the most painstaking attention.

**A Heroic Declaration.**  
It was at that time that he announced his intentions as follows:  
"I intend to build a vessel which will be able to travel to places which cannot be approached, or only with great difficulty, by other means of transport—to undiscovered coasts or interiors, in a straight line across land and water where ships are to be sought for, from one fleet station or army to another,

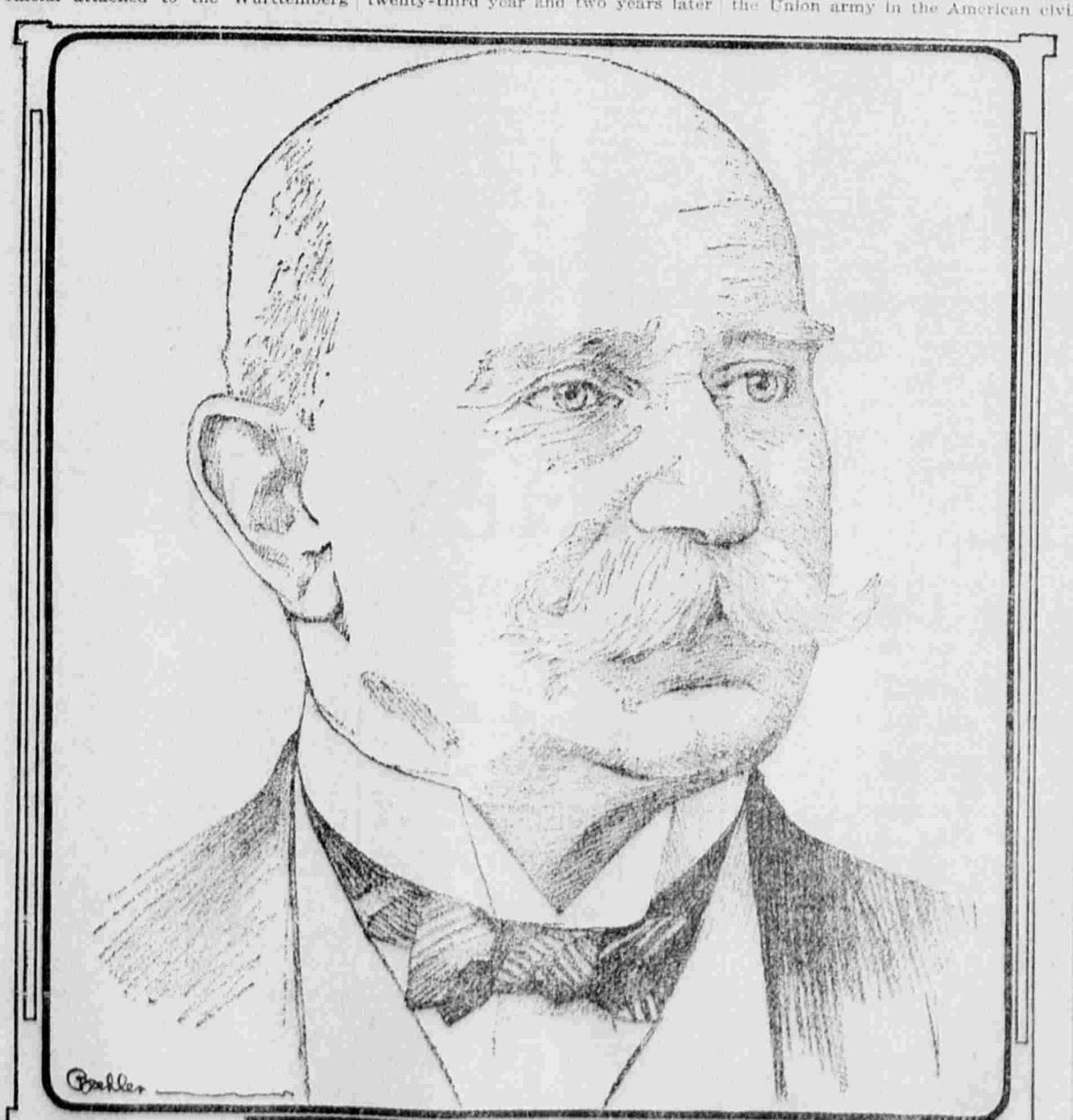
carrying persons and dispatches, for observations of the movements of hostile fleets or armies, not for active participation in actual warfare. My balloon must be able to travel several days without renewing provisions, fuel or gas. It must travel quickly enough to reach a certain goal in a given number of days and must possess sufficient rigidity and non-inflammability to ascend, travel and descend under ordinary conditions."

This was received with incredulity by all of the count's acquaintances. Most of them shook their heads sadly and sighed deeply when he passed them by. "He's in his dotage," said his friends cynically. "Another warrior gone crazy," said his enemies. A roar of benevolent mirth mingled with regret for the wreck of a once stable mind, spread over the country. "Poor old Von Zeppelin! He's up in a balloon," was the public opinion, and that is the way the caricaturists pictured him.

But he kept right on. He built, destroyed and rebuilt hundreds of models which were admirable in theory, but devoid of flying power. His private fortune, estimated at more than \$500,000, could not stand the strain and took wings. The time came when he was without money or credit. The government gave him the cold shoulder. He issued public appeals through the press, declaring pathetically that he knew he was on the right track and asking for financial backing, but he met only with failure and derision. He even made overtures to other governments, America among them, but his offers were declined.

Disappointment and repeated failure did not daunt the man who had made up his mind that the air could be navigated by man in spite of his lack of wings. His misfortunes seemed to spur him on to fresh endeavor and to stimulate him to a supreme attempt. In some way, he scarcely knows how, he contrived to build his third airship, and with it last summer and autumn he made half a dozen successful flights, the last one a sensational, epoch making trip of eight hours' duration, in which 220 miles were covered. It was a splendid triumph for the brave old aeronaut. All his detractors were silenced. The government purchased No. 3 at the price of \$250,000 and gave the count \$125,000 for further experiments. It was also agreed that No. 4 would be purchased by the war department if it could be made to fulfill the conditions.

CARL VON ZEDOWITZ.



FERDINAND VON ZEPPELIN, SUCCESSFUL AERONAUT.

### ODDS AND ENDS.

A cannon report has been heard as far as 146 miles.

There are 44,000 total abstainers in the English army.

The giant bear of India build combs eighteen feet in height.

Among the worst foes of the memory are too much food, too much phys-

ical exercise and, strangely enough, too much education.

The swift river in the world is the Sudej, of British India, which in 180 miles has a descent of 12,000 feet.

Blankets were first made in England by Thomas Blanket in 1705.

An Englishman eats more butter

than any man of any other nationality.

His yearly average is thirteen pounds. London theaters, music halls and concert halls provide seating accommodation for 327,000 people.

The only country in the world where the fashions in women's dress do not change is Japan.

The annual output of coal in Japan has increased from 200,000 tons to 11-

600,000 tons during the last thirty years.

The French unit of horsepower is one-seventh less than the English.

The skeleton measures one inch less than the height of the living man.

The average depth of British coal mines is 600 feet. The limit of practical mining is 4,000 feet.

The smallest salary paid to the head

of a civilized government is \$15 a year to the president of the republic of Andorra, in the Pyrenees.

The Berlin police are about to adopt color photography for the identification of criminals.

The Jordan is the crookedest river known, winding 213 miles in a distance of sixty miles.

In England and Wales law and order

are maintained by a police force of 45,202 men.

A square foot of a Persian rug means twenty-three days' work for the weaver.

An India rubber tree gathers in Brazil averages sixteen pounds of juice daily.

Two Indian girls, not yet fourteen

years old, were sold to the highest bid-

dere in the open market at Alert bay recently. One thousand dollars cash was paid for the girl who was first sold. The second who was put up to

hatter was sold for \$500, payable in dirty blankets.

Gallies discovered the use of the pendulum. In 1639 he published a work dealing with the use of the pendulum in clocks.