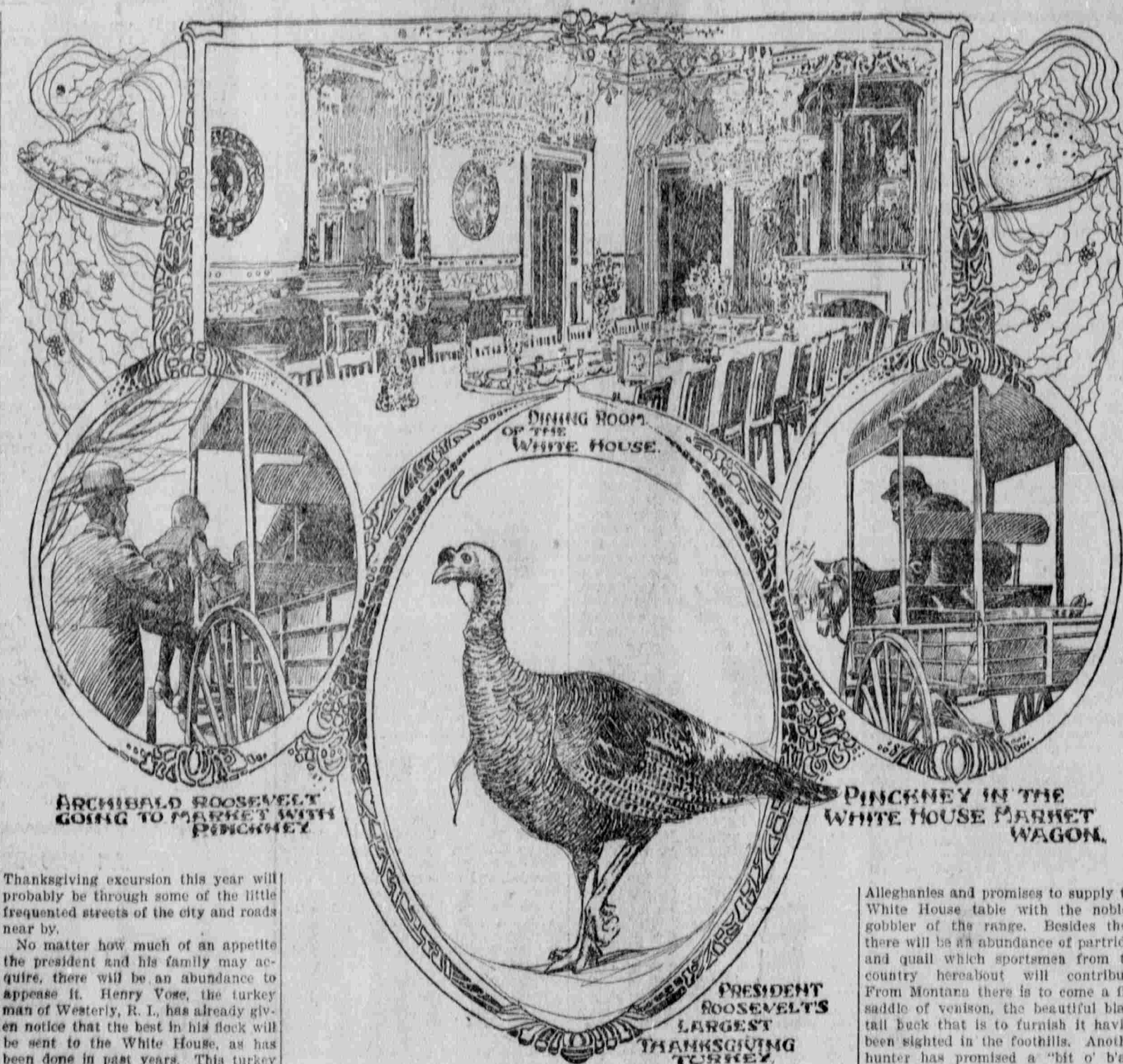


THANKSGIVING DINNER AT THE WHITE HOUSE.

THANKSGIVING at the White House this year presents one of the most interesting spectacles that have ever been known in the history of the nation. It is the first time that six children of a president ever gathered around the White House table. There have been children at the White House on such occasions before, and some were young children of presidents, but most frequently at these celebrations the junior members of the family gatherings have been grandchildren of the chief magistrate. An old employee about the White House, a man who was there when Lincoln was president and who talks of Tad and Bob and the dead Willie of the great liberator, can tell you about all the children who have been there in his time. He will talk about the grandchildren of Andrew Johnson, the three Grant boys and their sister Nellie, the four sons and one daughter of Hayes, the Garfield children, the son and daughter of Chester A. Arthur, of Baby McKee and his sister, grandchildren of President Harrison, and of the little girls who came with Cleveland's second term. Then there were five years when the childless but children loving McKinleys occupied the presidential residence, and Thanksgiving for them was a time of entertainment of young men and young women who were relatives or friends. And now the season has come when the half dozen young and healthy Roosevelts make the old walls echo with shouts and laughter. It is true that one of them, Miss Alice, is almost a grown young woman, but she is yet so near childhood as to be included among those of that interesting period.

In all probability it will not be an idle day for Mr. Roosevelt, for no day could be an idle one to this active personality. In the morning he will attend the Little Dutch Reformed church where he worships. Some of his children, perhaps two of the boys, will go with him. Mrs. Roosevelt and the other children will go to the Episcopal church. Then the president and the boys will no doubt take a brisk walk somewhere, a walk that means exercise and appetite for the Thanksgiving dinner. When Mr. Roosevelt was civil service commissioner, and, again, when he was assistant secretary of the navy, he usually took the children to the National Zoological park, where they saw the animals enjoy their Thanksgiving dinner before partaking of their own. This necessitated a walk up hill and down, affording splendid exercise in the crisp November air. But the zoo is a little too public for a chief executive, and his



ARCHIBALD ROOSEVELT GOING TO PICKET WITH PINKNEY

Thanksgiving excursion this year will probably be through some of the little frequented streets of the city and roads near by.

No matter how much of an appetite the president and his family may acquire, there will be an abundance to appease it. Henry Vose, the turkey man of Westbury, R. I., has already given notice that the best in his flock will be sent to the White House, as has been done in past years. This turkey will be enough for all the Roosevelts and their guests, but it is not the only November bird that will reach the White House. Another from Virginia and still another from Maryland will

arrive in time to be on the president's table. Besides these there will be a wild turkey from West Virginia. A hardy mountaineer, a good bird shot who loves the president because he is a good sportsman and fond of game, has for several weeks been carefully guarding a flock of wild turkeys in the

Alleghenies and promises to supply the White House table with the noblest gobble of the range. Besides these there will be an abundance of partridge and quail which sportsmen from the country hereabout will contribute. From Montana there is to come a fine saddle of venison, the beautiful black and buck that is to furnish it having been sighted in the foothills. Another hunter has promised a "bit of bar" which is now fattening in the Minnesota woods, while Senator Proctor of Vermont has been pursuing moose in the almost inaccessible regions of Canada, and if successful, as usual, a hump of

moose will be among the almost luxurious supply that makes the White House storehouse look like a butcher shop.

Some time ago a southern admirer of the president sent him a fine possum—we always omit the "o" when speaking of this animal—and some day, but not Thanksgiving day, the presidential tooth is expected to masticate this strictly southern meat, and if the presidential palate can stand it the presidential stomach will digest it. Pinkney, the new White House steward, is said to be an expert in possum cooking, but he can acquire some valuable points from some other White House employees. Old Jorry, who has been about the place "some time," thinks he knows all about possum, while Simmons, who guards the door of Secretary Cortelyou's office, receives a possum every year from his North Carolina friends.

"Turkey, turkey, who furnished the turkey?" will be almost as hard to answer as the old "button" game of the children. Every man who sends one will get a nicely typewritten note from Secretary Cortelyou expressing the president's appreciation, but which particular bird graces the White House table will be one of the unsolved secrets of the year. In order not to offend any of the donors the well remain a secret with Pinkney. Pinkney will take one—a large one, no doubt—and stuff it with chestnuts, a dimes honored custom, and baste it to a turn. It will be upon the White House table on Thanksgiving day, and President Roosevelt will carve it, and the president's family will eat it. Every man who sent a turkey may believe that it was his bird into which Mr. Roosevelt plunged his carving knife, but he will never be quite sure. As he will know, none can take offense. Thus do our presidents avoid internal wrangles and international disputes.

ARTHUR W. DUNN.
Washington.

PERSIAN CATS.

Persian cats have a way of getting themselves tangled into knots unless their hair is carefully attended to once or twice a day. And those favored animals' mistresses who possess plenty of money have presented their pets with a completely furnished dressing case of long toothed combs and stiff brushes of ivory, with the pet's name in silver on the back. A finely embroidered towel is in the case for the cat to stand on while his toilet is being made, and the case itself is of white leather, with the cat's name engraved in gold on one side.

THE MOST STUPENDOUS RAILROAD ACHIEVEMENT OF THE CENTURY.

WHILE the whole world is very interested in the completion, as recently announced, of the great Transsiberian railway, which has been in process of construction for the past ten years, to the United States particularly it is an event of supreme significance. It may appear perhaps rather farfetched to allude to this undertaking as in many respects American, but a study of the scheme and the conditions involved seems to warrant this assumption. For instance, the Russian government was primarily incited to it by the example afforded in the first transcontinental system of the United States. In the second place, American ideas have been adopted in its construction, as in pushing forward the grading and rapid laying of the rails, with a view to immediate results and improving them afterward, and finally in the use of American rolling stock throughout.

It has been urged against the Transsiberian road by captious English engineers that it was too hastily constructed and that a mistake has been made in adopting these American ideas, while in fact the converse is true. By pushing forward the work of construction at the untold expense of more than a mile a day, laying fifty pound rails and building temporary bridges, the Russian committee of construction has been able to forward another equal

by grand scheme it had in mind before the railroad was conceived—that of colonizing the vast and uninhabited tract of Siberia, which have for centuries been awaiting the advent of man. Aside from the immense strategic value of such an enterprise for Russia as a means for massing its armies in the east, the transportation of supplies and munitions, as well as the moral effect in overhauling such contiguous countries as China, there is another value which has not been so prominently exploited, but which has been steadily held in view by the Russian government, and that is its weight in its stupendous scheme of colonization.

The wisdom of the Muscovites is apparent in the comprehensiveness of their plans, for side by side with the construction of the railway has steadily progressed the broader enterprise of emigration, so that today, standing like a modern colossus, with one foot on the Baltic and the other on the Pacific, the Russian car sees more than a million colonists already settled along the line of his railway and working for the development of his newly conquered territory.

Largest of empires, covering about one-seventh of the world's land surface, Russia possesses the longest continuous railway in the world, the distance between St. Petersburg and Vladivostok being about 6,230 miles, and the entire system, with its subsidiary lines,

MRS. MCKINLEY'S LOVE STORY

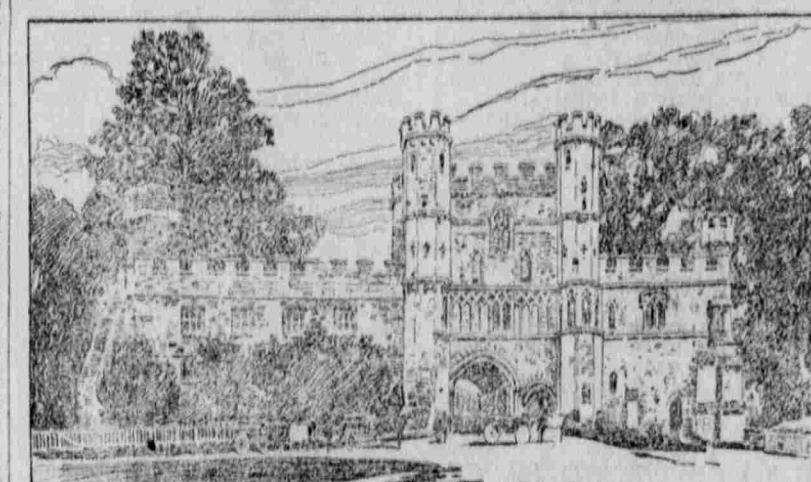
Mrs. McKinley's love story is one of the most beautiful in the history of the great ones of the world. Her maiden name was Ida Saxton, and she was the daughter of a banker. He believed that girls should be taught to be independent, and so she became a cashier in his bank.

Business frequently took William McKinley to the bank, where the charm of the cashier as well as her beautiful face and pleasant manner made him lose his heart to her. In the same way she was attracted to the strenuous young lawyer, whose resolution to get on in the world was so plainly written in his face.

Mr. McKinley's determination to marry the young cashier was no less great than hers to marry him, and, as a

POP WIRELESS TELEGRAPHY.
Some interesting experiments have recently been carried out with the wireless telegraphy system of M. Victor Popp, whose work in compressed air and electrical engineering is well known abroad.

THE HISTORIC BATTLE ABBEY, BUILT BY WILLIAM THE CONQUEROR 900 YEARS AGO.



The recent sale at auction of the historic pile depicted in the accompanying illustration, grand old Battle Abbey, calls attention to this magnificent monument. Battle Abbey was built 900 years ago by William the Conqueror to commemorate his decisive victory over the Saxons, by which he won England for himself, and his sword was deposited within it. Associated as it is with one of the most important epochs of English history, Battle Abbey stands apart and unique. The last time it changed hands before the recent sale was in 1557, when it was bought by the Duke of Cleveland, who married Lord Rosebery's mother. The Duchess of Cleveland, who died a short time ago at an advanced age and who was one of Queen Victoria's bridesmaids, was very much attached to the place and wrote a book called "The Roll of Battle Abbey."

Widely projected and fearlessly carried out in the face of almost insuperable difficulties, the vast Transsiberian railway is a monument to Russian sagacity and endeavor which cannot but command the unstinted admiration of the world. While references to the work have been made from time to time, it will not be superfluous to mention, now that it is practically completed, that what many have denounced as a chimerical idea—the uniting of America and Asia by rail, via northern Siberia, has been shortened by many days. The amended time table, Paris to Paris via Moscow, Irkutsk, Vladivostok, Seattle or San Francisco, Chicago, New York and Southampton or Havre will probably be about thirty-five days, at all events under forty.

Known abroad, Colonel Pliowski of the Russian army is associated with M. Popp in this invention. No tall masts are required, and the system is terrestrial rather than aerial, the electric waves following the contour of the earth. The apparatus consists of two electrodes separated by a distance that varies according to the distance of the place with which it is desired to communicate.

The negative electrode is placed on a sheet of glass to insulate it, and the positive is buried in the earth at a depth of from twelve feet to fourteen feet. These two electrodes are connected with the transmitting apparatus. The receiving station is similarly equipped. M. Popp considers that the radius of his system is virtually unlimited. The experiments, however, have only been over short distances.

M. Popp first devised a sort of reflector insulator that allows of the electric waves being compelled to travel in a given direction.

SOUTH OF THE EQUATOR.

Buenos Ayres is the largest city south of the equator. Rio de Janeiro comes next, and Sydney, New South Wales, is a good third.

land and make his home in Alsace, where he was born. He will spend the winter in the Riviera, after which he will definitely settle down in Alsace, devoting his time to literature and scientific pursuits.

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HOW RAILROAD ACCIDENTS ARE SOMETIMES AVERTED.

It is a fact not generally known that on some of the leading English railways there is a system of awarding to signalmen annual bonuses of varying amounts—from £10 to £25—according to the importance of the boxes of which the recipients have charge. These bonuses are, of course, quite additional to the men's wages, and they are intended to encourage the men to exercise caution and vigilance in the performance of their duties. Each man's record for the year is examined before the bonuses are awarded, and any case of neglect or serious oversight that may have occurred leads to the reduction or total nonallowance of the bonus for the year.

Special rewards are also occasionally given to signalmen and others for conspicuous vigilance or promptitude in preventing accidents. It will readily be understood that in cases, say, of sudden blockades of lines on which trains are approaching, and the promptitude on the part of the men on the spot makes all the difference between safety and disaster. There is no time for the men to think or refer to their rules for guidance. They must know intuitively what is the right thing to do and do it on the instant.

A sudden fall of a tunnel near London, some years ago, completely blocking the line, just as an express train had been signalled from the north end of the tunnel. The signman at the south end instantly gave the "stop" approach signal to the man at the north end, and the latter just as promptly threw his signals to danger and held up his red flag to stop the express, which by that time was within a few yards of the entrance to the tunnel. The signalmen who had acted so promptly were commended by the directors and substantially rewarded.

A freight train traveling on the up line through a country station when the signalman saw the line when the signalman saw that the line was being fouled by an engine which had been shunting on the down line and which was in the act of crossing to the up line without the signalmen's authority. There was no time to stop the freight train, but the signalmen immediately turned his switches and diverted it on to a side track and so prevented a collision. He received the thanks of the directors, accompanied by a no less welcome reward in cash.

In another case while a freight train was shunting into a siding, an empty car ran off the rails, turned completely over and blocked the opposite line, on which a passenger train was approaching. The signalmen witnessed the mishap and instantly put his signals to danger, and the driver of the passenger train at once shut off steam and applied his brakes, being helped in the stopping of the train by the guard, who had been on the lookout and had seen the signals suddenly go up. The watchfulness and prompt action of the three men prevented a terrible disaster, and they were each warmly commended and substantially rewarded.

A passenger train started from one of the largest stations in the country and was entering the tunnel just north of the station when the driver of an incoming train made signs indicating that there was an obstruction in the tunnel. The driver of the outgoing train acted on the signals and stopped the train just clear of an engine which was standing in the tunnel and which had been forgotten by the signalmen. The signalmen was dismissed, the two drivers were commended by the directors, and the one in charge of the incoming train was also rewarded by a monetary grant.

An engine at another station placed six loaded coal cars in a siding and then ran light to the next station, about a mile and a half away. Unfortunately proper steps had not been taken to secure the cars, and they began to run back toward the main line unnoted. Getting scared, the signalmen closed the switches and were soon careering away after the engine. Half a mile away three plate layers working on the line saw what was happening, and while one of the men ran back to stop any approaching train the other two, at considerable risk to themselves, ran alongside the cars, slipped over the brakes and brought the runaway to a stand. A suitable reward was promptly voted to each man.

MAKING LEMONS SOUR.
How often does a lemon fail to live up to its sour reputation! Until lately American lemons were more likely to thus fail than foreign ones, the reason of which was that our growers did not know how to cure lemons. The fruit was never tart enough. There would be plenty of juice, but it contained a high percentage of acid, which made it unmarketable. But a few years ago the lemon growers clubbed together and sent experts over to Italy and Spain to learn the business, and now they are producing much better results. They pick the fruit before it begins to turn yellow and put it in a curing house, where it is kept at an even temperature of about 50 degrees for about twenty days, which "sweats out" all the sourness. It is then stored in another temperature for sixty days more before it is ready for the market. Thus the highest degree of acid and the largest degree of juice can be obtained. One of the curious effects of this "sweating" process is to reduce the thickness of the skin. It originally grows thick and tough, but the acid causes it to eat its way.

CONDENNED TO EAT A BOOK.
Sad and angered at the domination of Sweden over his native land of Denmark, which under Christian IV. had played no very masterful part in the thirty years' war, Theodore Reinking in a moment of ill judged patriotism published a book entitled "Dania ad Extremum Perfidia Succurrit"—not a very brilliant performance indeed, but sufficiently virulent to arouse the resentment of those against whom it was directed, who, laying hands upon the luckless author, flung him into prison, where he lay for many years.

length, weary of keeping one who was rather a fool than a knave, his captors offered him the choice of losing his head or eating his book. Reinking chose the latter alternative. He cut his book into very fine pieces, which, with the aid of other ingredients, he made into a kind of sauce that, with thoughts of liberty as an appetizer, he managed to devour.

their journey. "What!" said one of the misadventured to the leader. "Aren't you ashamed to rob defenseless women?" "No," replied the man calmly. "Besides, aren't two big horses enough to carry four little women?"

Philadelphians have arranged to dam three rivers that rise in the watershed of Mount Hamilton, Cal., and generate electric power. They will carry it seventy miles to San Francisco.

TURKEY Versus POSSUM

A Thanksgiving Poem

BY WILLIS R. TOMPKINS



Mistah Turkey roos' down low,
Foh yo' shully ought to know.
Ole Thanksgiving's neah us,
An' we ain' 'so monst'ous tall.
Dat yo' needs to feah us,
When we comes to pay ouah call.
Soon's de midnight darkness fall,
Doan' yo' make no noise at all.
Er dat white man heah us.

Mistah Turkey, doan roos' high!
Doan' yo' flap yo' wings an' fly.
Foh we's awful cranks, suh,
An' ef yo' makes sech a breach
In de ettykett we teach
Ez to roos' up out o' reach
How kin we give thanks, suh,
Dat yo' prize should to yo' go.
But we want yo' all to know
Dat yo's got to roos' down low
Ef yo' makes connections!

Mistah Turkey, dere's a race
Foh de vewy fittin' place
In ouah berry affections
'Tween yo' an' dat possum slow.
An' we's no objections
Dat yo's prize should to yo' go.
But we want yo' all to know
Dat yo's got to roos' down low
Ef yo' makes connections!

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INTERESTING BITS OF KNOWLEDGE.

Artist gardeners in Japan earn large salaries. They are required to twist and direct young trees and vines until they assume the shapes of various animals. Many of these odd shaped plants are exported to New York.

Some pictures in London object to the introduction of the American clam as an article of diet. One of them de-

scribes this excellent bivalve as "a species of artificial insect compounded of old polonies and scrap leather."

In the shabby kitchen the meanest vessels are of gold and every article of the dinner service is incrustured with precious stones. No wonder the shabby kitchen battery is valued at \$5,000,000. But in this the shah has to share his

glory with Mr. Vanderbilt, the value of whose kitchen furniture is put down at the same figure.

The school gardens established in connection with the Nelson street board school at Norwich, England, have been worked with much enthusiasm by the boys. During the year over 14 tons of produce was sold, and the boy gardeners made a profit of \$11.

The young queen of Holland is a to-

tal abstainer and ostentatiously refuses on all occasions to take wine. Her most intimate friend, Princess Pauline of Wurtemberg, was by her won over to the ranks of the teetotalers. She is said to be the only teetotaler among reigning monarchs except the sultan of Turkey.

Captain Dreyfus, who has been living quietly near Geneva for some time, has determined to leave Switzerland

and make his home in Alsace, where he was born. He will spend the winter in the Riviera, after which he will definitely settle down in Alsace, devoting his time to literature and scientific pursuits.

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