

The Grand Army's Second Meet at the Golden Gate



THE approaching encampment at San Francisco of the Grand Army of the Republic possesses a peculiar interest because it is seldom that the Golden State, or for that matter any Pacific coast state, has had an opportunity of extending a hand of greeting to the grizzled veterans of the war. It is also of interest for the reason that it will give the rapidly diminishing body of old warriors an opportunity to testify substantially to the services rendered to their cause by the boys in blue who came out of California during the war. Only once before, in 1886, has the G. A. R. met in solemn convocation in California, and the people of the Golden State are eagerly awaiting the time, now so imminent, when they can renew the pleasant acquaintanceships then formed. The reunions will be tinged with sadness, however, for many of those whose hands the Californians warmly clasped in 1886 have long since answered the last roll call.

The part played by California during the war was important despite the fact that the state was far removed from the seat of hostilities. Indeed, one of the most interesting and remarkable achievements of the earlier days of the war was the march of a California column of Federal troops nearly 1,000 miles across vast deserts to Santa Fe, N. M., in the summer of 1862. The object of the expedition was twofold—to forestall the Confederates in obtaining control of the southern route to the gold coast and to prevent the organization of a southwestern territory under Confederate rule. The force dispatched from California for this purpose was a small one, numbering but 1,500 men all told, and the privations of the march were extreme, the sun beating fiercely on the alkali wastes and drinking water

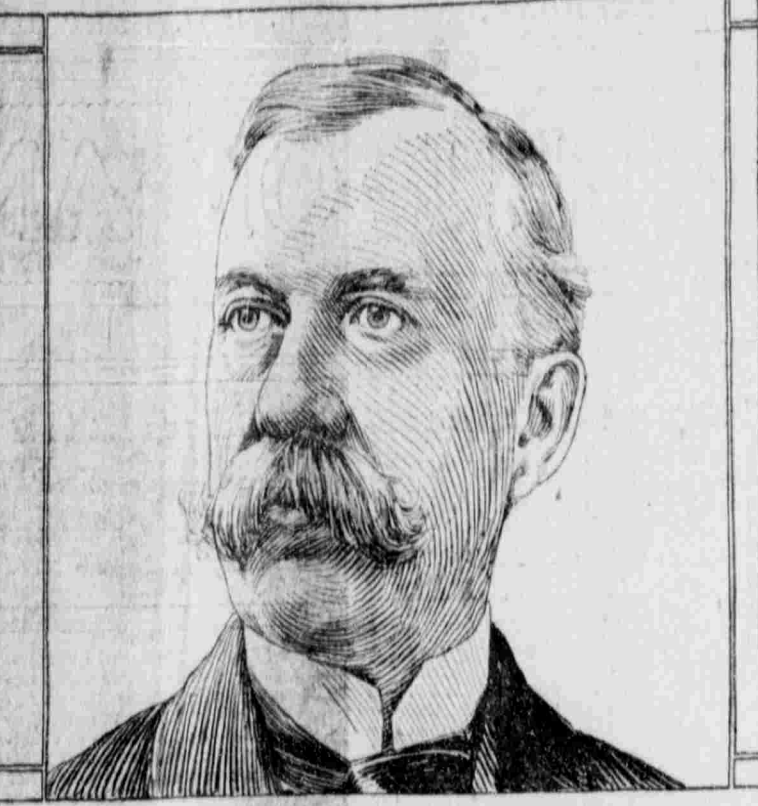


GENERAL JOHN C. BLACK.

being conspicuous by its absence. The troops' horses also suffered greatly by lack of forage. But the small army pressed ahead and eventually effected a union with the Federal forces under General Canby, who had been sent from Washington to organize the militia of New Mexico for the defense of that territory.

Gold coast men also took part in many conflicts where the war raged most bitterly, afflicting themselves

with various ailments. They were especially prominent in Pennsylvania, where, upon receipt of the news that Sumter had been fired upon, Colonel E. D. Baker, United States senator from Oregon, who was killed at Ball's Bluff, Va., organized a regiment composed of Pennsylvanians who had at one time or another sought to win fortunes on the coast. The coming encampment will no doubt find among those present some who fought with Baker, as well



GENERAL THOMAS J. STEWART.

as more who marched with Carleton, the leader of the expedition across the desert.

It will also reunite many easterners of both the northern and southern armies who have in the course of the passing years drifted to the coast, and with sectional differences forgotten forever, will flock to San Francisco to welcome the G. A. R. battalions. It is impossible to say just how many veterans have emigrated to the coast since the

conclusion of the war, but the total will certainly be well up in the thousands, and they are certain to be strongly represented at Frisco.

Of the many visitors to the state the most prominent will of course be General Thomas J. Stewart, the old organization's commander in chief, who has already made numerous friends while in the Golden City arranging for the encampment. General Stewart was a "short service" man, but that was no

fault of his, as he twice ran away from home in order to enlist, but on each occasion was followed by his father, who brought him back, deeming that it would be madness for a lad of his tender years to go to the front. Finally, when barely sixteen years of age, he succeeded in his great ambition, enlisting in 1865 as a private in Company C, One Hundred and Thirty-eighth Pennsylvania volunteers, in which regiment he served until hostilities were over.

After the war General Stewart went into business from which he retired in 1881, thereafter devoting himself to politics, the national guard and the G. A. R. The general was for some years secretary of the soldiers' home at Erie, Pa., and was later appointed adjutant general of the Pennsylvania national guard, with which, by the way, he has been connected since 1885. In 1885 and 1888 General Stewart was a member of the state legislature, being elected as a representative of Montgomery county. In the latter year he was elected secretary of internal affairs, to which office he was re-elected four years later. The general's service in the G. A. R. has been noteworthy. He has been assistant adjutant general and adjutant general to the national commander, and has held all the offices of his post and department. He was chosen commander in chief at last year's encampment, his leading opponent for the honor being General John Charles Black of Illinois.

The latter will also be a visitor to San Francisco and will attract a great deal of attention apart from his personality, as many deem him the strongest candidate of the year for the highest office in the gift of the veterans. General Black is a native of Mississippi, where he was born in 1839. When the war broke out he was at college at Crawfordsville, Ind., but he at once closed his books and volunteered. Beginning as a private, he was gradually promoted until he was mustered out

with the rank of colonel and brevet brigadier general of United States volunteers. The general took part in many battles and in two long sieges, being wounded at Pea Ridge and Prairie Grove. Upon the conclusion of the war he resumed the study of law and eventually began to practice in Illinois, of which state he has since been a resident.

Lake General Stewart he has been prominent in politics. He was the unsuccessful candidate for lieutenant governor of Illinois in 1876 and three years later entered the race for the United States senatorship of that state but was again defeated. In 1885 President Cleveland appointed the general pension commissioner, and in 1892 he was elected representative at large from Illinois to the Fifty-third congress. From 1895 to 1899 he served as United States attorney for the northern district of Illinois. General Black has long taken a leading part in the councils of the G. A. R., and his friends are convinced that his candidacy for national commander will be more successful this year than it was last year.

San Francisco has made extensive preparations for the reception of, when fully 100,000 are expected to come from points outside of California. Financial arrangements were completed some months ago, the state legislature appropriating a goodly sum and the reception committees raising still more. The G. A. R. officials have received assurances that the living accommodations will be ample and excellent and that hotel rates will be reasonable. The citizens of San Francisco intend to join heartily in the pleasant task of making the strangers feel perfectly at home and already many delightful entertainments and pleasure trips have been planned. Altogether the general sentiment is that the encampment of 1903 will in every way be an unequalled success. CHANNING A. BARTOW.

Nelson A. Miles' Life Story Told by the Camera



NELSON APPLETON MILES, who has now relinquished the chief command of the American army, began life as a New England country lad. He was born in Westminster, Mass., where he spent his boyhood. When not going to school or working on the farm young Miles was engaged in playing soldier. The military spirit was thus imbued in the future general at a very early age. He was always a "spunky" youth.



BEFORE he was of age young Miles removed to Boston, where he entered upon a mercantile career, obtaining a clerkship in a glass and crockery store. But the occupation was not altogether congenial and he longed for an opportunity elsewhere. The chance came early in an unexpected way—the breaking out of the civil war. Miles promptly resigned his clerkship and helped organize a company of volunteers.



YOUNG Miles was then about twenty-one years old. Holding a lieutenant's commission, he started to the front with his company and served throughout the war, gradually being promoted until in 1865 he became a major general of volunteers. He took part in all the battles but one of the Army of the Potomac and showed great grit, energy and determination. In appearance General Miles was at that time slender and lithe.



AFTER the war Miles was commissioned colonel and brevetted major general of the United States army, and in 1869 was given command of the Fifth infantry. Then began the Indian campaigns which were to win for him national fame. For over twenty years Miles served west of the Missouri, during the greater part of which time he was fighting the red men. His most notable exploit was the capture of Geronimo.



WHEN the Spanish war began, great responsibility devolved upon Miles, who was by that time the general commanding the United States army. After taking part in the negotiations for the surrender of the Spanish army at Santiago he sailed from Cuba for Porto Rico, which island he occupied after a brief campaign. Two years later Miles received his commission as lieutenant general of the army.



THE Miles of today differs greatly in personal appearance from the Miles of the civil war. He has developed from a stripling into a powerful, well built man, and at sixty-four is more hale and hearty than many a man years his junior. The general is a home loving man and is never happier than when with his family in their pleasant Washington residence, where are to be found many interesting relics of his campaigns.



AS befits a man who has always led a strenuous life, General Miles is very fond of outdoor recreation. Perhaps his chief amusement is golf, a game which he took up a few years ago. The camera has caught the general in a characteristic pose on the beautiful links of the well known Chevy Chase club. General Miles and his son Sherman have taken part there in many a close contest at the famous old Scotch game.

George J. Gould's Rise In the Railroad World



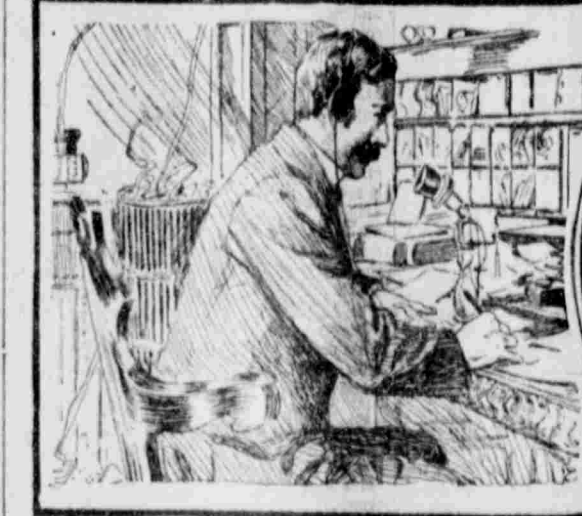
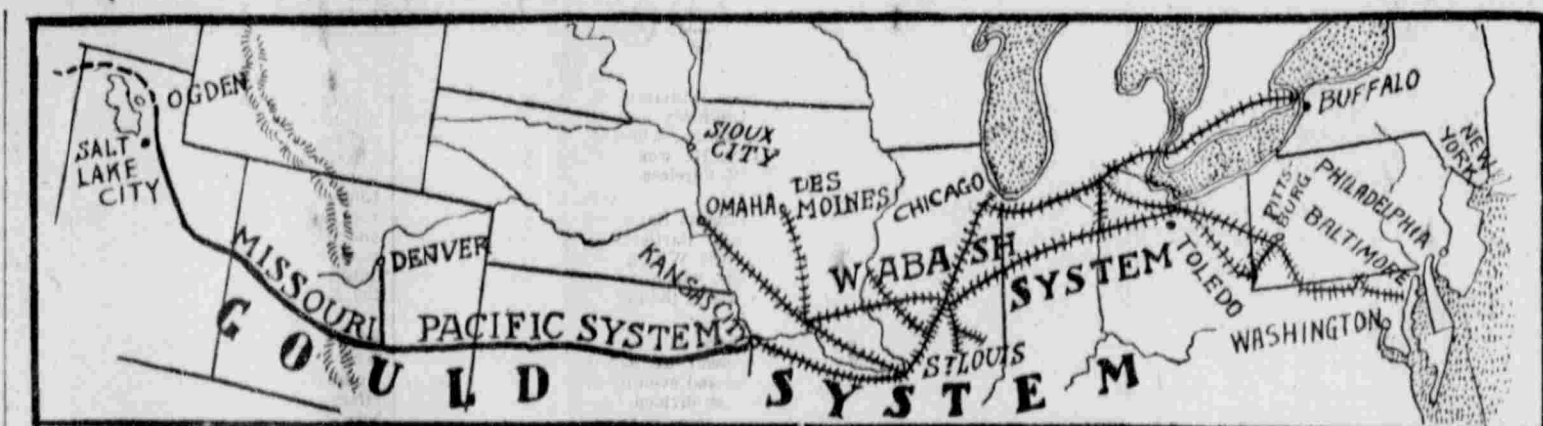
IT is now known that the acquisition of the Western Maryland and the West Virginia Central and Pittsburgh railways by George J. Gould is of far more importance than appeared on the surface at the time these roads passed into his control. When connecting links are constructed the Gould system, as the result of these deals, will extend in an unbroken line from Ogden, Utah, to Baltimore, thus satisfying one of the chief ambitions of the well known New York financier—the obtaining of an Atlantic outlet of his own. Mr. Gould has long been a prominent figure in the railroad world, and it is evident that he will soon be a greater force than ever, as it stands, the Gould system is far reaching, there being in all over 17,000 miles of road dominated by the Gould family or under its joint control, their lines ramifying from the east to Utah and the Gulf of Mexico. With the completion of the proposed extension, which it is expected will not require more than two years' labor, the present chain of roads will obviously be greatly strengthened. It goes without saying that Mr. Gould did not have clear sailing in thus increasing his sphere of influence, and the story of his acquisition of an Atlantic outlet is the narrative of a battle of financial giants.

For years Mr. Gould discussed plans for the extension in the east of his most important road, the Wabash, without seeing his way clear to make such a move. Finally he effected an agreement with the Grand Trunk system, giving him traffic rights over that road and thus permitting him to enter Buffalo through Canada. Later Mr. Gould secured from both the Erie and the Delaware, Lackawanna and Western railroads the right of running through cars over their tracks, where-

by he was given an outlet at Jersey City and New York. But such an ocean outlet was by no means the ideal for which he was striving. Moreover, he was not satisfied with the New York port charges for dockage, etc., which in his opinion were so high as to militate seriously against the exportation of the commodities with which he packed to make up his tonnage, packing house products, coal and grain. So he kept his eyes and his ears open, and when he heard that the Western Maryland railroad, largely owned by the city of Baltimore, was on the market, he was quick to make a bid for it, since he saw that he could thereby obtain the convenient and economical outlet that he had so long desired. The Baltimore port charges being small in comparison with the New York demands.

But Mr. Gould was not to obtain the road without a struggle. The Reading company, backed, according to report, by several other trunk lines, entered into competition with him, and a long fight followed, ultimately ending in victory for Mr. Gould. His next step was to secure control of the West Virginia Central and Pittsburgh railway. Since then Mr. Gould has let it be known that he intends to bring the Wabash into Baltimore as speedily as possible. Work is now being pressed on the Pittsburgh, Carnegie and Western railroad, connecting Pittsburgh and Steubenville. To complete the necessary connection between the Western Maryland and the Wheeling and Lake Erie lines it is only necessary to build a short link in West Virginia and another in Ohio. When the chain is finished the Wabash, instead of ending at Buffalo and Toledo, will reach Pittsburgh and Baltimore.

The story of how Mr. Gould managed to effect an entrance into Pittsburgh is in itself an interesting chapter in the history of his trunk line scheme. At one time Mr. Gould had made an effort to secure control of a trunk line leading to New York, but this effort failed. Shortly afterward, casting about for an



IN HIS OFFICE.



GEORGE J. GOULD.



AS A POLO PLAYER.

ally who might directly or indirectly further his Atlantic outlet project, Mr. Gould hit upon Andrew Carnegie. Mr. Carnegie happened to be very anxious just about then to secure new means of transportation for the material used in his steel plants at Pittsburgh and the

products of these plants, and he felt that Mr. Gould was the man he needed to provide these means. Accordingly a compact between these two financial powers was effected, and as a result, despite strenuous opposition to the plan, a Gould line into the great iron and

steel center is in process of completion. It will readily be understood that the entrance of the Wabash into Baltimore will boom the shipping industry of that city. The United States government is at present engaged in widening and deepening the channel near the spot

where the Gould terminals will be located, and it is the intention of Mr. Gould to finish the work, if necessary, and secure a channel thirty feet deep to the Wabash docks. Mr. Gould's plans, as outlined by him in a recent interview, include the upbuilding of a

big cattle transportation business to Baltimore, and he also expects to feel outgoing ships from that port with coal mined by interests allied to him. The docks and other terminal facilities which he intends to build will be constructed on a scale commensurate with his hope of restoring Baltimore to its old time prestige as a shipping port.

If his plans are interesting, Mr. Gould's personality is doubly so. Contrary to what might be expected from his financial achievements of the past and his great undertakings of the present and future, Mr. Gould is one of the most unassuming of men, and it is one of his proudest boasts that he can pass daily through the streets of his home city without being recognized, save by those who know him personally. He is a hard, tireless worker, is George Gould, early on hand every business day at his office in the Western Union building in New York and steadily at his desk until it is time for him to catch the late afternoon train for Lakewood, N. J., where he makes his home the greater part of the year. One of the most pleasing characteristics of the man is that he is a thorough home body, never happier than when in the company of his wife and children at Georgian Court, as his Lakewood residence is called.

He is as much the friend and companion of his boys as he is their father, shares their sports with them, notably polo, and whenever possible takes them with him on his tours of inspection over the many railroads in the control of which he plays a leading part. As a financier Mr. Gould is undoubtedly much more conservative than his father, the late J. Jay Gould, ever was, save in the closing years of his life, and does not attempt to dazzle Wall Street by any coup de finance. Whether or no his present plans and his alleged alliance with the Rockefeller interests will result in a change of policy it is impossible to foresee. WALTON J. JAMES.

PERT PERSONALS.

The most valuable collection of agate eyes in England is in the possession of the Earl of Winchelsea. An Angewid widow, who has died at the age of eighty-eight, leaves ninety descendants—ten children, thirty-seven grandchildren and forty-three great-grandchildren. Joseph Valot, the French scientist,

whose observatory is located on Mont Blanc, has the highest home in the world, being 14,000 feet above the sea level.

Mme. Albani says that the most critical audiences before whom she has ever sung are the Austrians. Mr. Louis Brennan, C. B., the inventor of the Brennan torpedo, was a

working watchmaker before his invention brought him fortune. He is a ruddy faced man whose appearance suggests joviality rather than death and death dealing instruments.

Mr. Marshall Hall, K. C., began life in a tea broker's office. Lord Kitchener owed his first real chance to his excellent knowledge of Arabic and his fearless disposition. This was when, twenty years ago, he dis-

guised himself as an Arab date seller and visited the Mahdi's camp. Miss Ellen Terry devotes a large portion of her spare time to sewing. The articles which she thus makes are given to the poor.

M. Henri Rochefort, who is a count in his own right, but does not use the title, enjoys the distinction of having been the editor of a daily paper whose office he dared not enter. He was ban-

ished for political offenses, went to London and resided in the British capital for many months, but he remained editor of his paper and wrote a leading article for it every day.

Queen Alexandra has devoted much time to lace making and has produced many exquisite examples for the trimming of her grandchildren's dresses. The empress of Germany regularly keeps a diary. Every day she pens a

record of events, and at the close of each year the diary is put away in an iron safe and a new one is commenced.

President Loubet is among the few notable personages who can use both hands equally well. He often writes with his left hand and shoots from his left shoulder. Those who have read Mrs. Humphry Ward's celebrated novel "Robert El-

mere" will be interested to know that its authoress had the chagrin of seeing it rejected again and again, and that it had to be remodeled and rewritten before it was accepted.

The first postmaster of St. Louis was Rufus Easton. The office was established in 1804. Colonel James M. Guffey of Pittsburgh is now the largest individual owner of coal and petroleum lands in the world.