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SATURDAY, FEB. 15, 1915.

MEN WHO ARE AT THEIR BEST AFTER 60

Albert Baird Cummins, the Republican Progressive who represents Iowa in the United States Senate, will be the recipient of congratulations from his colleagues to-day on his sixty-third birthday. After a fifteen-year battle and two defeats, the Hawkeye State Solon broke into Uncle Sam's House of Lords in 1908, and the chances are he will remain quite some time. Mr. Cummins has been entrusted with formulating a report as to the ways and means whereby the Democratic Congress may lay off the tentacles of the various octopi that are sucking the life blood of the republic, so to speak. Senator Cummins is the sworn foe of the ootopod breed, and it is a dull day when he doesn't twist the tail of the ootopod monster that has its lair in the abysmal depths of Wall street, Manhattan. Senator Cummins was born at Carmichael, Ia., Feb. 15, 1850, and began his career as a surveyor. He was still a heedless youth when he became assistant chief engineer in the construction of the Cincinnati, Richmond & Port Wayne and the Northern Central of Michigan railroads. When he completed those jobs he was offered an opportunity to help build the Denver & Rio Grande, and started for Colorado. He got as far as Chicago, where he met an old friend who casually suggested that Cummins abandon railroading for the law. The young engineer gave the matter some thought, and when he was offered an opportunity to study for the legal profession in the Chicago offices of McClellan & Hodges, he jumped at the chance. He was twenty-five when admitted to the Illinois bar, and after three years of practice in the Windy City removed to Des Moines. There he soon became prominent in politics, and in 1894 and again in 1900 he was an unsuccessful candidate for United States senator. On both occasions he was given "the hook," but in 1908 his ambition was realized. He was thrice elected governor of Iowa before he went to Washington.

Sir Redmond Roblin, premier of Manitoba, was born in Prince Edward county, Ont., sixty years ago to-day, his parents being of German descent. After acquiring an education at Albert College he migrated to Manitoba. That was in 1880, when the present prosperous prairie Province was little more than a wilderness, its few inhabitants divided into warring camps, and Winnipeg, now a metropolis of a quarter of a million people, not even a wharfing station. With the beginning of the railroad era, Sir Redmond waxed prosperous, developing a large farm at Carman and building up a tremendous grain business with headquarters at Winnipeg. In 1888 he was elected to the Manitoba legislature, and in 1900 became premier, minister of agriculture and railway commissioner of the province.

Now, the Root of the matter is this: Ellihu Root, United States senator from New York and former Secretary of State in the cabinet of President day. The eminent statesman of the Roosevelt, is sixty-eight years old to-Empire State was born in Clinton, N. Y., educated at Hamilton College, and in his young manhood was a teacher at Rome-New York, not Italy. He studied law at New York University, and engaged in practice in New York City forty-six years ago. He was Secretary of War in President McKinley's official family before he was promoted to the State Department by the Colonel.

THE WRECK.

The rescuers worked with heart-breaking energy, snapping for breath. Faces drawn with dread and apprehension, they snatched victim after victim from the wreck — removing them from the horror of being burned alive. All but one! Quickly, surely, steadily, they labored—glimmering furtively at the bright flames licking their way towards this last remaining unfortunate, his leg pinned to the ground by the heavy train trucks.

HIGHWAY PROBE MUST GO DEEPER

Bribery of representatives of the people does not proceed from the bottom. It comes from the top. Behind every man who offers a bribe is some eminently respectable person, firm or corporation, that receives most of the profit derived from the favor, privilege, franchise, office, or thing bought.

The Senate investigation into the attempted bribery of Senator Hurley is already extending its scope, in a search for the persons, and the motives, that led to the attempt upon Senator Hurley. One such attempt presumes others. Senator Hurley's reputation as an honest man is state wide. Nothing in his past warranted the assumption that he could be "seen." Those who "saw" him must have been in desperate straits. It is entirely reasonable to assume that other men, of less reputation for invincible honesty, would have been approached before he. If so, it is the duty of any such senator to tell what he knows to the committee. No mere dislike of scandal, or hatred of the publicity that would follow, should cause any senator to hesitate from a plain duty.

Bribery is a common offense in the United States. There are many reasons for supposing that the resort to bribery in Connecticut is up to the average of custom elsewhere.

Fortunately, public opinion now reprehends so severely the corruption of public servants the pursuit is becoming dangerous.

The morning news chronicles the arrest of a candidate for United States senator upon bribery charges.

The arrest of five legislators in West Virginia is told in the same newspapers.

The business of offering bribes is becoming unsafe. Everything should be done that can be, to make it still more unsafe.

For the present, in this state, the powers of the Senate committee must be extended to include a COMPLETE investigation of ALL the affairs of the office of the highway commissioner.

The facts that have been developed imperatively demand more facts.

The evidence adduced shows that an agent for a paving concern approached Senator Hurley; that this paving concern had enjoyed contracts, with the highway department, worth \$375,000; that the highway commissioner had previously sent one of the employes in his office to ask Senator Hurley to see him.

There are certain facts dimly foreshadowed, connected with the manner in which paving contracts have been awarded, that speak eloquently of conditions as they exist.

These facts, taken singly or together, are not sufficient to prove a connection between the attempt upon the honor of Senator Hurley and the highway commissioner's office, but they are more than sufficient to prove the necessity of a complete, public and immediate airing of all the affairs of that office.

Such an inquiry would surely disclose many matters now mysterious. The relation between notorious lobbyists and that office might be revealed. No evil could come. Much good might come. The public is tired of secrets. It wants the light.

HOW NOT TO COLLECT ASHES

Under certain circumstances the municipal collection of ashes might be a convenience. Such a contract honestly let to an honest contractor who would do the work intelligently might result in a saving to the household.

But the plan which has been proposed for this work is about as impossible as any scheme could be. It contemplates the householder bringing his ashes every morning, or at intervals, to the sidewalk, there to be collected by a wagon.

An average family may now have its ashes removed at an average cost of not to exceed \$1.50 per year. The work which must be done by the head of the family, or some member of it, is simple. The ashes are taken to the cellar and placed in a safe container, they are taken to a bin in the rear which is but a few steps from the back door of the home, or they are dropped into a shoot and land in a container at the bottom.

The other scheme, which somebody has seriously proposed, requires some person in every family to deposit its ashes on the sidewalk in front of the home, every morning. There is a full container to place on the sidewalk. There is a empty container to bring back, every day. There is the wagon clanking through every street every day. There are the clouds of dust and the ash strewn sidewalks that must inevitably accompany the practice of such a method of collection.

What is the time of the individual worth who brings his ashes to the sidewalk every morning, and takes the can in every day, 365 days in the year. More than \$1.50, surely, which is the total cost of doing the work under the present system.

We hope somebody in the city government will have sense enough to "can" the daily ash can proposition, if we may be permitted to use a bit of expressive modern slang.

The project is fine for contractors, but, if carried out, rough on homes and their occupants and the passersby in the streets.

Held as securely as an otter in a trap by crushed and mangled bonds of flesh, his removal was impossible. He screamed aloud in terror, and the helpless onlookers turned aside with a shudder, or measured frantically the hissing progress of the red cloud of death.

Suddenly an ambulance clanged up to the outskirts of the crowd, which parted like a great black wave to permit two white-garbed figures to rush through, closing behind them in the swirl of their passage.

In an instant, a sweet, pungent odor floated to the by-standers and then the shrieks became inarticulate moans—finally ceasing entirely.

The clothing was quickly stripped from the imprisoned limb, and soon the thin rasp of the saw signaled the severing of the bone. A few deft strokes of the sharp knife, and the physician reached the unconscious form

HAD NO AUDIT IN 14 YEARS

SIGNIFICANT TESTIMONY OF DEPUTY KEISEY ABOUT ACCOUNTS OF STATE HIGHWAY DEPARTMENT.

KNOWLEDGE VERY LIMITED No System of Supervision By Any Other Department—Answer To Many Questions, "I Don't Know."

Hartford, Feb. 15.—E. H. Keisey, deputy highway commissioner of the state, testified before the senate probing committee on the Hurley bribery charges yesterday afternoon that there had not been an audit of the highway commissioner's books on accounts for fourteen years to his knowledge. He also said that there was no system of supervision by the department by any other department of the state.

Those two statements were about the only facts which the committee succeeded in getting out of Keisey for nearly an hour in response to questions of Senator McDonough. He responded "I don't know," "I don't know," and "I don't know." In the midst of this confession of ignorance, Senator McDonough suddenly roared questions upon the highway commissioner's office and asked: "What's your name?"

The witness answered that and one as his name, but resumed his "I don't know" when the senator took up his former line of inquiry.

Keisey, assistant S. Porter, the chief engineer of the office, were the only witnesses yesterday. Porter produced contracts and the correspondence between the highway commissioner's office and Warren Brothers of Boston, whose agent, John A. Keisey, accused of attempting to bribe Senator Hurley. These contracts showed that \$375,000 worth of work had been given to the highway department during the last eight months. Senator McDonough in his questioning seemed to have quite some knowledge of prices paid for work and of road making materials. He referred from time to time to a typewritten list of questions which he had been asked.

Both Porter and Keisey claimed that they had practically no authority in the highway department, that they took and obeyed the orders of the commissioner himself. Porter said that he had no authority, but were not heavy as he but carried out the orders of the highway commissioner. In answer to questions by Senator Keisey, Senator McDonough declared that he considered Highway Commissioner Macdonough superior to the highway department, and that he had no authority to make any engineering who had been graduated from a professional school.

In answer to Senator Keisey's question that he was deputy highway commissioner and that his real home was in the Clinton. He had been deputy for 2 1/2 years and had been in the highway office for 14 or 15 years. He came to that office from the American Steel & Wire company. He said his duties consisted of looking after the general correspondence and inspecting and bookkeeping work and of doing anything the commissioner wanted done. He said that in a general way he was familiar with the accounts, records and books of this department was divided into three sub-departments, engineering, repair and finances, and that he came into contact with all of them.

He said that he had come in contact with representatives of firms who sold materials and labor to the commissioner and he knew Ralph Warren and Mr. Clevley of Warner Brothers. He said that he did not know John A. Keisey, and that the others in the highway office had discussed Judge and books, but he had never been in the office. He said he had no personal knowledge of the commissioner having sent for Senator Hurley.

It is evident that there will be an extensive examination of the administrative affairs of the highway department either by the committee or some other committee named by the Senate. The present committee has no authority to force a construction upon it and it will undoubtedly ask the Senate to give it that power on Tuesday next. Among the questions already ready gone a little out of its scope, in following the lead given in answers to the questions, the committee has no doubt that the matter will be pursued still further now that the Senate through the committee, is in possession of the present knowledge.

REPORT OF ADJUTANT GENERAL

Places Total Strength of C. N. G. at 2,986.

The biennial report of Adjutant General Cole, and also his report for two years as acting quartermaster general to the governor, ended September 30, 1912, shows a balance on hand in each of the departments and no unliquidated claims, and no unliquidated and bounty claims filed during the two years totaled 2,095 and the number of enlisted men, privates, corporals, and the first payments amounting to \$25,646.98.

A table showing the organization and strength of the Connecticut National Guard is of much interest and some of its totals are as follows: Adjutant general's department, 2; inspector general's department, 2; quartermaster's department, 3; subsistence department, 1; medical department, 19; Hospital Corps, 97; pay department, 4; ordnance department, 19; Signal Corps, 79; cavalry, 132; field artillery, 60; veterinarian, 1; Coast Artillery Corps, 740; First Infantry, 729; Second Infantry, 730; Separate Companies, 1; Navy, 1; total, 2,986. In addition there is the Governor's Foot Guard, First and Second companies, the 24th and 25th regiments, and the Medical Reserve Corps organized in July 1911. The total strength of the following physicians: First Lieutenant Arthur J. Tenney, Branford; First Lieutenant Clarence H. Simonds, Willimantic; First Lieutenant Arthur S. Brackett, Bristol; First Lieutenant John A. Clarke, Greenwich; First Lieutenant Edwin Pratt, Torrington. The changes in the organized militia for the two fiscal years have been made as follows: Addition of a troop of cavalry designated Troop B; disbandment of Company C, First Infantry of Rockville; transfer of the 24th and 25th regiments of Middletown, to the First Infantry and designating it as Company C; staking infantry company of the 24th and 25th regiments to the Second Infantry and designating it as Company H.

New Haven, Feb. 14.—The trustees of the Connecticut College for Women announce that Prof. Frederick H. Sykes, professor of English literature at Columbia University, has accepted the presidency of the new Connecticut College and will give his entire time to his new duties at the close of the present college year at Columbia.

TRACHOMA A MENACE

Disease of Indians and Immigrants Attacks Native Americans.

(Alfred C. Reed, Public Health Service, Ellis Island Immigrant Station, Exclusive Service The Survey Press Bureau.) An enemy which we have fought at ports of entry and on our far frontiers has suddenly appeared in our very midst. The dread invader is its victims, and it has been seen among Alaskan natives, our own reservation Indians, and the immigrants at our gates. But now we are faced with a disease, has been the march on us and made our own American stock its prey. The foothold it has gained puts it in a position to menace the nation.

Down in the beautiful mountains of Kentucky live a people of the purest American ancestry. Stalwart, brave, enduring, unmixd with other blood, they show the sturdiness of the pioneer who followed Boone to the virgin wilds beyond the ranges. The mighty train of American development has swept by, leaving them almost forgotten, neglected, in the hills of their adoption, an unknown people in the midst of a busy careless nation.

Actual care and cure of existing cases offers the greater problem. Public health officials have established similar to the one now conducted by Dr. J. A. Stucky, under the auspices of the W. C. T. U. Settlement School at Phoenix, Ky. Movable field hospitals in connection with these clinics could afford surgical treatment to cases requiring it. The same cases and territory should be covered periodically by district visiting nurses. Great patience and long-continued effort as eradicate trachoma from these mountains. But with perseverance and aid from the task can be accomplished.

Trachoma has been found most destructive among the American Indians, particularly among those leading a reservation life. In some of the reservations in the south-west, trachoma is found in 75 per cent of the Indians. Over 5,000 Indians were treated in 1911 for trachoma, and at the trachoma hospital of the Indian Service at Phoenix, Arizona, over 800 were operated upon and treated.

Dr. H. H. Foster in a report to the Secretary of the Treasury on January 23, 1912, stated that of 1,394 Alaskan natives examined by him, 15.6 per cent had some eye trouble and 7.3 per cent from all parts of Alaska, suffered from trachoma. In some sections of the south-western portion of Alaska the disease was present in 26 per cent of the native population. Dr. Foster urged the great need of a government home for blind natives in Alaska, and the provision of some trade or occupation to relieve their present pitiful condition.

Among immigrants 2,504 cases of trachoma were certified in the fiscal year 1911. At Ellis Island alone 715 cases were certified. Considering the pitiful conditions into which the disease throws its victims, the serious extent to which it is already prevalent in the country, and its economic and social menace, effort to prevent the entrance of new foci of contagion becomes imperative.

Trachoma has been shown to be a public health problem of national concern. Prompt, persistent and energetic measures must be undertaken by local, state and national health officers to check its further spread and to eradicate it where it is already present.

Trachoma is a communicable disease of the eye-lids which if untreated, usually progresses to blindness, and practically always causes interference with the work of the eye. Among 4,000 persons examined Dr. McMullen found that 500, or 12 1/2 per cent, had trachoma. From the point of view of the general public, the disease must be of long standing in these mountains, and that it is getting progressively worse.

Trachoma is chronic and persistent. Treatment for it must be long-continued and carried on with unremitting care. To prevent its spread among the southern mountaineers, Dr. McMullen emphasizes the need of a campaign to show the importance of sanitation—fresh air, clean homes and personal hygiene. Stereoptican lectures in public buildings and schools will help. Visiting nurses and social workers are needed to preach the gospel of sanitation in the individual home. Other social agencies must be

organized to include the entire affected territory. Especially among school children cases of trachoma should be isolated. Schools ought to be properly cleaned and ventilated. Actual care and cure of existing cases offers the greater problem. Public health officials have established similar to the one now conducted by Dr. J. A. Stucky, under the auspices of the W. C. T. U. Settlement School at Phoenix, Ky. Movable field hospitals in connection with these clinics could afford surgical treatment to cases requiring it. The same cases and territory should be covered periodically by district visiting nurses. Great patience and long-continued effort as eradicate trachoma from these mountains. But with perseverance and aid from the task can be accomplished.

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On the death of his wife, according to the mayor, he erected a handsome monument, and inscribed it with these words: "The light of my life has gone out." A year after a native of the town was rambling through the cemetery with a visitor.

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