

HIRAM SIBLEY.

On the morning of July 12, at half past ten, Hiram Sibley, the founder of the Sibley College of Mechanical Arts, died after an illness of five days. Until the end of the preceding week he had seemed in his usual health, but on Sunday, July 8, he was stricken with apoplexy. For much of the time intervening between this period and his death he was unconscious.

The history of his life is a remarkable one, and shows him to have been the typical self-made American. He was born in North Adams, Mass., February 6, 1807. After a few years of schooling, before he was 16 years old, he was apprenticed to a shoemaker. It is said that he watched a shoemaker working, and then declared that he could make a shoe. The offer was accepted, and he sat down and made his first attempt at a boot. This was the origin of his apprenticeship. The trade, however, was distasteful to him, and he entered a cotton factory, and subsequently tried wool carding and machine work, so that when he was 21 years of age he knew five trades.

In 1843, after a number of successful business ventures on his own account, he was elected sheriff of Monroe County, N. Y. But his political aspirations were cut off by a subject of greater interest. Professor Morse was at this time in the midst of his experiments, and the mind of the eminently mechanical Hiram Sibley saw in them the germ of a great future. In 1840, three years before this time, Mr. Sibley had gone to Washington with Ezra Cornell to assist Prof. Morse in obtaining an appropriation of \$40,000 to put up the Washington and Baltimore line. It was secured, and the first practically operative line was erected. Other inventors were stimulated by Morse's success, and soon many telegraph companies were established all over the United States. It was to the consolidating of these rival interests that Mr. Sibley addressed himself. He gradually succeeded in buying up their stock, securing some of it at a nominal value, and effected the desired unification, founding the Western Union Telegraph Company as the successor of the many rival corporations. He held the presidency of the new company for sixteen years. The company started with 132 offices and \$220,000 capital. When he left it, 4,000 offices were in operation, and its property was estimated at \$40,000,000.

His next great achievement was the erection of a telegraph line to San Francisco from the Eastern States. As soon as this was done, he tried to carry out the project of uniting the eastern and western hemispheres by a telegraph line by way of Alaska and Siberia. The work was begun, and would doubtless have been carried out, had not the Atlantic cable interfered. But the successful laying of this link did away with the necessity for the longer land line, and the enterprise was abandoned, at a loss of \$3,000,000.

His other business ventures were of much importance also. Railroads and farming were alike included among his ventures. In Illinois he owned a farm of 40,000 acres. This he divided into tracts, erected a house and barn on each portion, and let it out on shares. About one hundred and fifty tenants occupy it. For the handling of the crops an elevator and corn shelling mill is provided, built upon the line of the railroad which runs through the property.

He was the proprietor of a most extensive seed and nursery business at Rochester, N. Y. In conducting it he used every means to insure success and high grade of product. Much of his seed was raised abroad, all large lots were tested, and by premiums he endeavored to improve the quality. This business, now of immense dimensions, he started in 1869, when he retired from the Western Union Telegraph Company.

Rochester, N. Y., was for most of his life his home. In 1843 he settled there, and for forty-five years was one of its prominent citizens.

His early association with Ezra Cornell has been noticed. He was named as one of the incorporators of Cornell University, and has been one of the benefactors of the great institution, by founding the Sibley College, now under the management of Professor Robert H. Thurston. His other benefactions are numerous. The fortune he left is very large, being estimated at seven to ten millions of dollars.

America the Military School for Europe.

Col. A. G. Aday, late captain 4th Ohio Volunteer Cavalry, read recently before the Ohio Commandery of the Military Order of the Loyal Legion a very interesting paper, which appears in the *Ohio Soldier*. It is mainly devoted to a description of the German autumn maneuvers, which Captain Aday witnessed during a visit to his mother's home in Germany. Comment

ground, but hastily digging themselves in, would have been ridiculed by German military men, in fact, they would have probably pronounced it rank cowardice.

Now, what was my astonishment to see whole regiments precipitate themselves flat on their respective stomachs, hastily digging up a little trench in front of them with short-handled spades, which a number of each company carry on their knapsacks, and firing away for dear life, never letting on that they had learned all that from our Atlanta and other campaigns, where rifle pits were first brought into perfection. Yes, here, instead of their old style of standing shoulder to shoulder, stand up in a solid mass, shoot and be shot at, they send out their infantry in open order, fight on the skirmish line, which was always our boys' special delight, and in which the American soldier

beats the world, hide on the ground—why, I believe they would hide behind trees if they had many in their country. What does their cavalry do? What were the famous Uhlan incursions into France, with their cutting of railroads, blowing up of bridges, scaring the people generally, but a reproduction of our great cavalry raids under a Kilpatrick, Custer, Stoneman, and Long on our side, or of Stewart, Wheeler, and Morgan on the wrong side of the house? This mode of using cavalry, instead of sending it against each other to destroy itself in furious and generally resultless onslaughts, was clearly first brought out by us."

This confirms the testimony on this point recently presented here, in a communication from an English officer in India, which was furnished to us by the editor of the *Century Magazine*. Not only are the European soldiers indebted to us now, as they always have been, for the suggestions of some of the most radical changes in the art of war, but it is from American inventive genius that the improvement in the machinery of war is largely derived.—*Army and Navy Journal*.

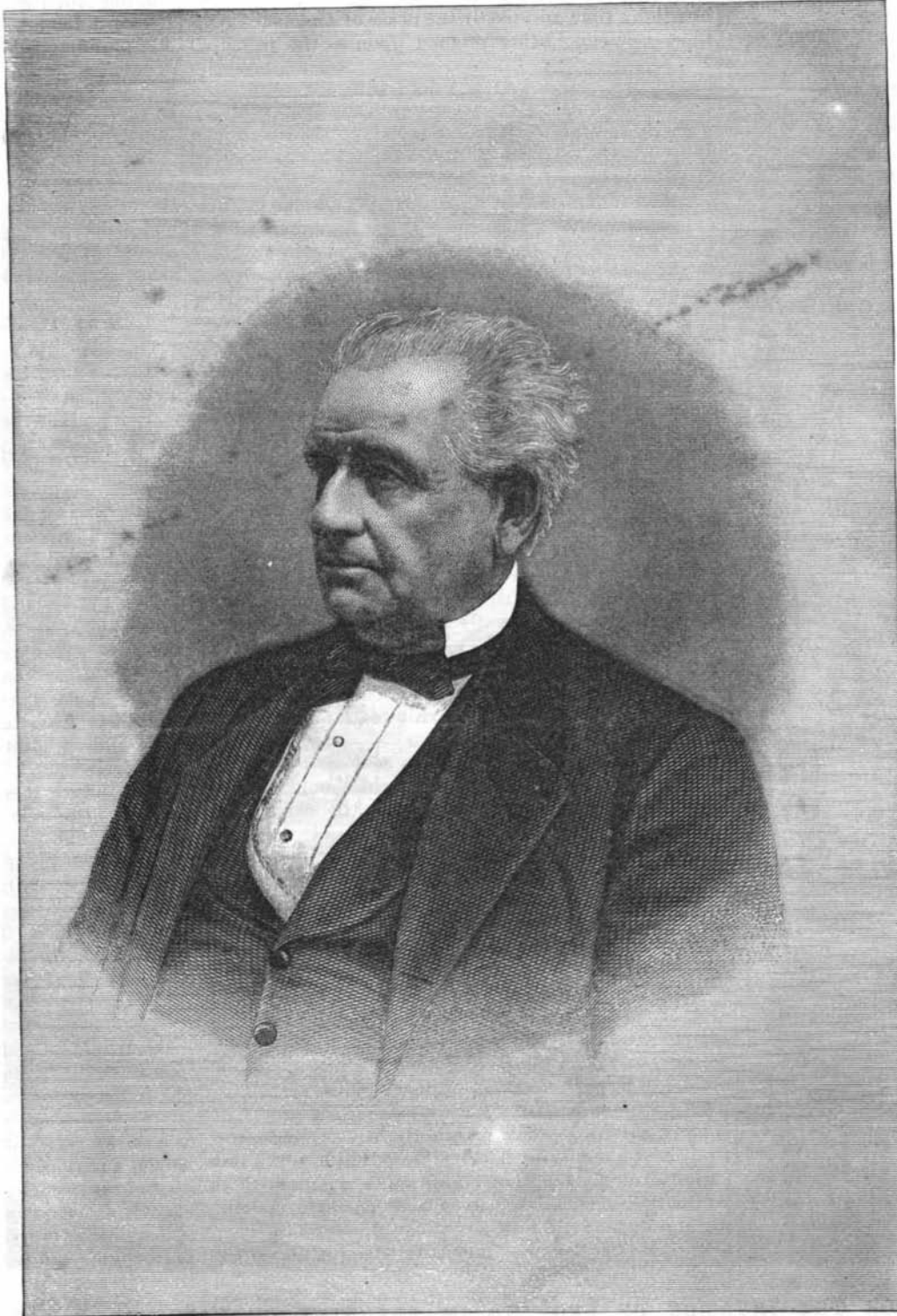
The Military Microphone.

An adaptation of the microphone to military purposes is at present under essay at Montauban, and, so far, with satisfactory promise. At the conclusion of the yearly period of training of the 132d regiment of Territorial Infantry, trials were made with a microphonic apparatus, invented by Lieutenant Desbordieu of the same corps. Reconnaissance by automatic means was the object sought for, and the apparatus not only gave warning of the passage of troops from afar, and unseen by the operators, but also indicated the different branches of the arms in movement, and furnished an approximate idea of the numbers of men and horses on the advance. The contrivance, which is as simple as it is ingenious, consists of a sounding plate buried in the soil, across and along any route, and connected by a long wire to the con-

ductor and receiving disk of the apparatus in position, which provides the electric current to vivify the sound. Generals Vincendon and De Sonis, accompanied by a numerous staff, watched the operations, and were sufficiently impressed by their utility and efficacy in giving warning, that a report was sent to the Ministry of War upon the subject. Orders have been sent to the inventor to continue his experiments under technical superintendence.

The Marine Brake.

A marine brake has been invented by M. Pagan, and was recently tested on the Seine. It consists of a cable having attached to it a series of canvas cones which open out by the action of the water, and exert an enormous retarding force on the vessel. Thus the steamer *Corsaire*, running at a speed of 13 knots, was stopped by this appliance in 7 seconds, 34 seconds being required when she stopped by reversing the engines without making use of the brake.



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ing upon them, he says: "I presume it would sound very distasteful to German military men, and would probably be promptly repudiated by them, when I state that the Germans have learned a great deal from us, and have adopted many features which were brought forward during our war, but, as some newspaper men are wont to do, without giving credit. When it has been the fashion among European military men to speak of our armies as armed mobs, and to characterize our battles as bushwacking on a large scale, it gives me very great pleasure to state right here, from personal observation, that since our war they have made almost a complete change in their infantry tactics, that in their late wars the employment of their cavalry is an almost exact copy of what we did here, that their ambulance service and field hospitals, as well as their field signal service, are largely our inventions and copied from us. Thirty years ago the idea of soldiers fighting while lying flat on the ground and not only taking advantage of every inequality of the