

CHARLES T. YERKES.

To say that the name of Charles Tyson Yerkes is the most widely known in Chicago would not be far from the truth. To be the mainspring of the concern that controls two of the largest cable railway systems in the United States means more than the uninitiated readily imagine. A man in such a position, with 7,000 men employed, and 290 miles of the arteries of city travel under his supervision, means that he must be the subject of baseless criticisms, and possess unbounded resources, an utmost *finesse*, and combine the successful elements of a general, a financier, a politician, and the far reaching experience of street railway practice which goes to make the thorough street railway man. In short, few positions in business life demand so many highly educated and varied abilities—abilities which in most other avenues of trade would suffice for four men.

Mr. Yerkes was born at Philadelphia, June 25, 1837, of a Welsh ancestry and Quaker parentage. The Yerkes family came from the mother country in 1682 and became Quakers by adoption on reaching the deme of William Penn.

According to the custom, young Charles became a student at a Quaker school, to learn the rudiments, and finished his education at the Central High School of Philadelphia. After his school days he became a clerk in the flour and commission business, and so well were his employers pleased that they presented young Yerkes with \$50 at the end of his first year, although the custom was to give no salary to apprentices.

In 1859, when he had arrived at the age of 22, he started in the broker's business for himself, and in three years bought out a banking house at 20 South Third Street. Everything that he touched turned to gold, and he soon was counted among the solid men of the City of Brotherly Love.

The course of business, like that of true love, does not always run smooth, and at the time of the Chicago fire several heavy and unavoidable reverses overtook Mr. Yerkes. It was at this time that he began dealing in street railway stocks and bonds, and at the time of his reverses he was a large holder in the Seventeenth and Nineteenth Street Railway Company. All this went to pay his debts.

In 1873 Mr. Yerkes set resolutely at work to recoup his shattered fortune, and as early as 1875 became interested in the Continental Passenger Railway Company and saw the stock rise from \$15 to \$100 a share.

In the year 1880 Mr. Yerkes paid his first visit to Chicago, and while there became interested in the Northwest Land Company, with headquarters in Fargo, Dakota.

A year later he sold out his land interests and came to Chicago to enter the banking business, in which he remained five years.

In 1886 Mr. Yerkes began the work for which he is best known and to which he has so ably applied his great resources, that of the negotiations for the North Chicago Railway, which culminated in the installing of the cable system. The LaSalle street tunnel, which had been practically abandoned, was cabled with the first car track to cross under the Chicago River. In 1888 the West Chicago deal was consummated

and mechanical traction by cable substituted for horses.

To the energy of Mr. Yerkes, his knowledge of men, and his unremitting application, the great divisions of North and West Chicago owe their present transportation facilities. One feature alone will illustrate the extent of his plans, namely, the construction by the West Chicago cable road of a tunnel under the Chicago River, at a cost of \$1,500,000, for the exclusive use of the new Blue Island cable line.

Mr. Yerkes now resides in Chicago, in the full enjoyment of his vast wealth and a sound mind and body, with a constantly increasing circle of business connections upon which to exercise his tremendous ability.

Mr. Yerkes' wide generosity toward the great ends of science is well shown by his recent munificent gift to Chicago University of a \$500,000 telescope, to be the "best in the world," the principle upon which Mr. Yerkes does everything. He also donated an electric fountain to Lincoln Park, at a cost of \$100,000.—*Street Railway Review*.

The Wheat Crop.

If reliance may be placed upon the representations of the United States Department of Agriculture, our wheat crop for last year amounted to 495,181,000 bushels. This is less by 116,780,000 bushels than that of 1891, but is greater than that of 1890 by 95,918,000 bushels, than that of 1888 by 69,235,000 bushels. The crop of 1892 may, therefore, be regarded as an exceptionally good one, in quantity. In value? That's to

be seen. To produce this 495,181,000 bushels of wheat, 39,933,100 acres of land were cultivated, the average yield being about 12.4 bushels per acre. Winter wheat averaged nearly 12.74 bushels per acre, while spring wheat averaged a little in excess of 11.71 bushels. Kansas is the banner winter wheat State, her crop being 58,071,000 bushels, produced upon 3,469,000 acres, an average of 16.74 bushels per acre. Kansas, this year, has produced nearly one-tenth of the entire wheat crop. Minnesota leads the spring wheat States, with a yield of 35,467,000 bushels from 3,206,800 acres, an average of nearly 11.06 bushels. In yield per acre Colorado leads all with an average of 20.7 bushels.—*Milling*.

Proposed Canal Between Lake of the Woods and Red Lake.

Prof. Nelson Daughters, a scientist, has devoted a year's time to the exploration of the Red Lake and Lake of the Woods regions in Northern Minnesota. As a result, he has evolved a scheme that, if carried into effect, will, he thinks, result in great benefit to the lumber, ore, and coal interests of the district of country indicated. He will outline this scheme in a lecture before the Chamber of Commerce at Grand Forks. He will therein demonstrate that a canal 10 miles in length can be cut that will connect by waterway the Lake of the Woods with Red Lake. Thus the Red Lake River and the Red River of the North will be supplied with five

**CHARLES T. YERKES,**

Donor of the \$500,000 telescope to the University of Chicago.

times the amount of water that now flows in those streams, and navigation will be thus secured from the Lake of the Woods to all points on the Red River of the North.

The scheme includes the use of Red Lake as an immense reservoir for logs cut on the Vermilion, the Little Fork and Big Fork Rivers, and other streams emptying into Rainy River, which can be floated through the Lake of the Woods and thence through the connecting waters and canal into Red Lake. The logs can be sawed at mills to be built at the outlet of Red Lake, or at Grand Forks, or any point along the route that operators may choose. The amount of pine immediately tributary to Red Lake, which will be soon placed on the market by the United States government, is estimated at 8,000,000,000 feet. If the canal shall be constructed as Prof. Daughters recommends, it will add 20,000,000,000 feet of pine to the amount that will be tributary to the water route as planned, and make of the Red River Valley another great manufacturing and distributing center like the Saginaw Valley. It will also furnish a water route for the conveyance of wheat and other farm products from the valley to the head of Lake Superior.

It is a great scheme, and if the professor can prove what he claims, there should be no difficulty in securing the requisite legislation and capital to dig a canal 10 miles long, especially since it will be an easy cut through a tamarack swamp. Professor Daughters made the passage by boat from Red Lake to within 10 miles of the Lake of the Woods, so says the *Northwestern Lumberman*.

The Compressed Feet of the Chinese Women.

A writer in the *Japan Mail*, who appears to have special knowledge of the subject, refers to the well-known Chinese custom of compressing the feet of female children of the better classes in China. He hopes that few of his readers have been so unfortunate as to see the naked foot of an orthodox Chinese lady. But many have looked at photographs of this terribly twisted and distorted member, and the sight must have suggested thoughts of barbarous suffering inflicted on a particularly sensitive part of the human body. Year by year hundreds of thousands of little girls, throughout the wide empire of China, are subjected to a ruthless process which crushes the bones and wrenches the sinews of their tender feet, until at last a revolting deformity is produced, and the foot, crumpled into a shocking monstrosity, becomes almost valueless as a means of locomotion. The wretched girl emerges from her period of feverish torture a mutilated cripple, condemned to hobble through life on feet which preserve no semblance of nature's beautiful mechanism, having become as hideous as they are useless. At intervals the missionary cries out, the traveler writes, and the charitable agitate; but the poor little children never benefit. For them there remains always the same ruthless bending of bones, the same agonizing application of tight ligatures, the same long months of bitter pain and unavailing tears. Perhaps, he suggests, it is

to this singular contrast between general refinement and cultivation of the Chinese on the one hand, and this callous cruelty on the other, that we must attribute the periodical appearance of apologists for the appalling custom. Some people say that, though the foot is ultimately deformed, though the woman is indeed condemned to be little better than a cripple, yet the process is not so very painful after all. The bones are soft, they say, in early youth; the sinews supple. Twisting, crushing, and wrenching are operations that may be performed without much suffering on baby feet, whereas adults would be maddened by the torture. To this the writer replies: "Let no one talk of the yielding character of young bones or the pliability of baby sinews. We have listened with our own ears to the cries of a little girl undergoing the torturing process. Such agonizing wails never before fell on our ears. They were the shrieks of a child absolutely wild with suffering. When the ligatures were loosened and the shocking succession of breathless screams ended in long-drawn wails of exhaustion and misery, the listener turned almost sick with horror and sympathy. Yet a mother was the deliberate torturer of the poor baby, and a father callously listened to its heart-broken cries. Think that this fiendish barbarity is being practiced daily and hourly throughout the length and breadth of a land containing 300,000,000 inhabitants! Not alone are the tender bodies of the poor little girls ruthlessly racked and tortured, but the purest sentiment of humanity, the love of parents for their children, is perpetually outraged. Such unnatural cruelty could be tolerated only in the presence of the worst kind of demoralization. How much can survive of the moral beauty of the paternal relation when fathers and mothers, in de-

ference to a mere freak of fashion, consent to inflict on their daughters, day by day, torture that well nigh maddens the baby brain and wrings shrieks of excruciating agony from the little lips? This is one of those facts that make us marvel when we hear a great destiny predicted for the Chinese nation."

Military Cycling.

Recently a few soldiers from Fort Sheridan, in command of Lieutenant Hunt, the detachment having had very little experience in riding, went to Pullman, just for curiosity to see how soon they could make the march from Pullman to Chicago, a distance of fifteen miles. They started in the morning with their full equipment, the same as men fitted for a campaign, in regular marching order. They made the distance, as I am informed by the officer, in one hour and twenty-five minutes' marching time. They were instructed to start early in the morning and arrive between nine and ten. In order not to be delayed they were directed to start early, and I instructed the officer that if he found that he was coming in ahead of time he could stop and rest at any place he wished. He rested quite a long time, and covered the distance, as I say, in the marching time of one hour and twenty-five minutes. The ordinary time of marching over the same distance, equipped as they were with their rifles and full equipment, would have been at least five hours. I asked the officer how the detachment stood the march, and he said they were very little fatigued, and would have turned around and gone back over the ground again with pleasure.—*Gen. Miles*.