Great Artist Finds Fame at Seventy Years of Age

Walter Greaves, an Englishman, Surprises the Art World—Pupil of Whistler—His Pictures, Long Hidden From the World, Find a Ready Sale—An Interview With the Modest Genius.

MR. WALTER GREAVES, an old gentleman of 70, a pupil of Whistler, and the son of a Chelsea boat builder, walked into the Goupil Gallery, London, England, on May 5, to find himself famous. Messrs. William Marchant & Co., the owners of the gallery, had on view a remarkable collection of 50 pictures and about 25 etchings executed by Mr. Greaves. They are very beautiful studies of riverside subjects, and include several nocturnes and impressionistic views of old Chelsea as the artist saw it in the days of his youth.

News of the discovery attracted many people to the Goupil Gallery, and a Daily News representative was informed that not only had there been a great rush of art critics to meet the new master, but that the number of pictures sold constituted a record. No fewer than fifteen of his oil paintings were disposed of before the evening, at prices beginning at £100 to £120.

Following is the list of the pictures sold:

Allen's Lime Wharf, Chelsea.
Thames (bright morning).
Plumbago Factory, Chelsea.
Greaves' Landing Stage.
Unloading the Barge.
Black Lion, Church Street, Chelsea.
Corner of Beaufort Street (night).
Passing Under Old Battersea Bridge.
Old Battersea Bridge (after alterations).
Moonlight on the Chelsea Embankment.
King's Road, Chelsea (night).
Grey Day, Battersea.
Old Chelsea Church (night).

Mr. Walter Greaves and Miss Alice Greaves.

Old Chelsea and the Adam and Eve.

With one or two exceptions the works in the gallery have never been exhibited.

Studies With Whistler.

Mr. Greaves, who has lived for half a century in a humble home in Chelsea, is a slim little man, with well defined features, a lofty forehead, and a white drooping mustache.

"My father being a boat builder at Chelsea," runs his life story, "we boys were constantly rowing Whistler about, sometimes spending the whole night on the water.

"In summer most of our evenings were spent at Cremorne Gardens, where we made our sketches on brown paper, to use them during the day for our pictures and etchings.

"Before we knew Whistler, my brother and I were painting pictures of the Thames and Cremorne Gardens, both day and night effects, but we had been so accustomed to fill our pictures with numerous details, that when we came under Whistler's influence, and teaching, his ideas naturally appeared to us strange at first, and difficult to carry out. It was Whistler who taught me to etch, and he would often take the needle from me and correct or touch up my work.

"The picture of barges passing under the bridge was exhibited during the great exhibition of 1862 in Allen Cole's room, in the Cromwell road building—the room containing Whistler's pictures. It was afterwards that Whistler painted his pictures of the bridge, which now belong to the nation.

A Friend of Carlyle.

"Carlyle was a friend of our family, but it was only after Whistler had finished his portrait of him that I painted the one now shown, so that I had to be content with sittings for the head only. Whistler, however, interested himself in the work and helped me very much with advice. When the portrait was completed he expressed himself quite satisfied with the result."

The earliest picture in the exhibition, Mr. Greaves explains, that of Hammersmith bridge on boat race day, was painted when he was about 16, before he knew Whistler.

"We lived at No. 10 Lindsey Row, and Whistler at No. 7, and afterwards at No. 3, and he used to say to my sisters: 'You are the pride of one end of the row, and I am the pride of the other.' Our families became very intimate, and my brother Henry and I worked under and for Whistler for close on twenty years.

"We used to get ready his colors and canvases, prepare the grey distemper ground which he so liked working upon, and painted the mackerel-back pattern on the frames—in fact, we attended to all the routine work of the studio.

"I was working with him on the Leyland room, and painted part of the ceiling, finding for him at Freeman's, in Battersea, the verdigris blue used for the screen. Whistler was thoroughly enchanted with it, though I told him that in my opinion it would not stand."

Mr. Greaves adds that "Whistler would never allow us to exhibit anything without his permission, and always insisted on our mentioning that we were pupils of his."

An Artist's Appreciation.

A remarkable feature of the discovery is the whole-hearted admiration expressed by the younger men of the art world, who, feeling that the veteran artist will not produce many more pictures, are working to secure a record attendance at the Goupil Gallery, and have hopes that at least one of the canvases may be secured for a public collection.

One eminent pupil of Whistler, Mr. William Rothenstein, speaking to a Daily News representative, said it seemed incredible that a man of Mr. Greaves' talents should have remained unappreciated so long.

"An entirely new note runs through all his pictures. He was known to some of us as a kind of legend, the subject of many Whistler stories, but we had perhaps rather regarded him merely as a follower of the master.

"Everything he has painted is the result of a rare passion and reverence, and there underlies everything he does a spirit of rare intensity, which is curiously suggestive of the early works of the Pre-Raphaelites. I think nothing quite like the portrait of his sister has been painted in England, and I hope that one or more of his fine pictures will find a home in the Tate Gallery."

Mr. Rothenstein's generous appreciation of the new master's work is shared by the critics. Mr. Greaves has found fame late in life, but he has received an enthusiastic welcome from the world of art.

ENGLISH NOBLEMEN'S HANDSOME CHILDREN

Several Youngsters of Great Beauty—Earl Lytton's Children Are Conspicuous Among Them.

IT IS universally admitted that English children possess great physical beauty. Since this is the case naturally British portraiture in this direction has become a fine art. There are photographic exhibitions in London devoted entirely to pictures of children. There are infant beauty contests arranged by the weekly magazines to which mothers send portraits, and there are other contests in the East End of London where the mothers bring their babies.

Among titled folk children are photographed as soon as they can be taken out of doors, and yearly after that. These pictures are published in all the weekly papers, so that one often recognizes children one sees with nurses or governesses in the park, just as one recognizes statesmen and professional beauties.

The most recent baby photograph of note is that of Lord Houghton, the son and heir of Lord Crewe and the godson of King George. Lord Houghton is just over two months old and his christening took place a fortnight ago in the Chapel Royal. He has a very beautiful mother, Lady Sybil Primrose, Lord Rosebery's daughter, and a very handsome father.

The children of the Earl and Countess of Lytton are extraordinarily good looking. They are both dark and rather foreign in type, with the rich color that much out-of-door country life in England gives. Lord Knebworth is 8 years old now, and Lady Hermione Lytton is 10. They are so picturesque that they are in tremendous demand to serve as page and maid in waiting at weddings, and have done so many times and been photographed and painted till one would suppose them spoiled out of all reason. As a matter of fact they are diffident and retiring and are happiest in the country.

Little Master Joseph Chamberlain is a very much photographed small boy. He is a miniature Viking in appearance, with flaxen hair, large blue eyes and a sturdy figure. He is always dressed in deep reds or blues, or is quite trimmed with dark fur, so he is conspicuous small figure when seen in the park with his nurse or out driving with his mother and father.

Herbert Asquith is another small boy whose pictures are to be seen everywhere. He is not really a beautiful child, however, though a healthy, bright youngster, whose sayings are quoted widely.

Gerald and Robert Grosvenor, sons of Lord and Lady Hugh Grosvenor, are two very handsome boys. Gerald figures largely in any display of children's portraits, as he is considered very English in type, but young Robert is less known to fame. Both of these boys have dark hair and eyes and rosy cheeks.

The Duchess of Westminster's daughter, Lady Ursula, is another of the much photographed. She can be gazed at riding astride, driving her team of Shetland ponies or reading in their little boudoir. Indeed it is difficult to take up a magazine which does not contain some picture of Lady Ussula.

The children of Lord and Lady Alfred Browne are considered models of English beauty. The twins, Dennis and Sheelah, have curly brown hair and big blue eyes, while Doreen, the baby girl, is still in the flaxen-haired indeterminate stage.

300 BRITISH SHIPS

Continued from Page Thirteen.

force. It is curious to recall by way of contrast that no single turbine ship and no oil driven vessel was in the navy in the first year of King Edward's reign.

One vessel, typical of the new British navy, which will not be completed and ready to take part in King George's naval pageant, is the armored cruiser Princess Royal, which was put into the water at the Barrow shipyard of the Vickers company on April 29. The contrast which she presents with the Sutlej mentioned above, the climatic vessel of ten years ago, is nothing short of amazing. The Sutlej was a ship of 12,000 tons, the heaviest guns that she carried were two 9.2 inch pieces mounted in barbettes protected with six inch armor. She carried besides a number of six inch guns similarly protected. She had a nominal speed of 21 to 22 knots.

Now the Princess Royal will have a displacement of 26,360 tons. She will be armed with 13.5 inch guns, of which she will carry eight, behind nine inch armor. Her contract speed is 28 knots. Her displacement is therefore more than 100 per cent. greater than that of the Sutlej; her protection and speed have been increased 25 per cent. and the weight of metal from her broadside is almost nine times as heavy as that which the Sutlej could throw. These figures, in fact, hardly tell the full story of the nine years' evolution. The Princess Royal's guns will be so arranged along her center line as to give a fire of four guns ahead and eight on either beam. Each gun is nine tons heavier and about seven inches longer than the 12 inch 50 calibre guns in use in the older battleships, including the earlier Dreadnoughts, and their muzzle energy has been increased from 50,000 to 60,000 foot tons, an increase which it is believed will more than counterbalance any improvements that may have been made in foreign armor plate.

The increase in the weight of the projectile and its much greater bursting charge promise a destructive effect incomparably greater than that of the old shell. In rapidity of fire also a great stride has been made. The 13.5 inch guns already mounted in the Royal Sovereign can be fired at a rate of one round in two and a half minutes. In the Princess Royal a round can be fired from each gun in thirty seconds, or one-fifth of the time, owing to improvements in the breech mechanism. Finally, the armor protection of the Princess Royal is not only increased from six to nine inches as already stated, but it is of an improved quality owing to secret English processes and has 25 per cent. more resisting power than the armor plate used a decade ago.

The enormous change which is expressed in the contrast between the Sutlej and the Princesss Royal has not been a sudden one. It followed a regular course of evolution which may be illustrated by the following table covering the progress of armored cruisers:

Name of Class.	Launched.	Length.	Beam.	Displacement.	Speed.
Monmouth	1902	440	66	9,800	23
Devonshire	1903	450	68½	10,850	22¼
Duke of Edinburgh	1904	480	73½	13,550	22 1-5
Minotaur	1906	490	74½	14,600	23
Invincible	1907	530	78½	17,250	25
Indefatigable ...	1908	555	80	18,750	25
Princess Royal.	1911	660	88½	26,360	28

All these classes will be represented at Spithead, as the Lion, the sistership of the Princess Royal, laid down in 1909 and launched last August, will be ready to take part in it.

MORE DREADNOUGHTS

(Continued From Page Thirteen.)

Glasgow were on May 9 interested in the launch of the new super-Dreadnought Conqueror, from the yard of Messrs. William Beardmore & Co., Limited, Dalmuir. She is Britain's twentieth Dreadnought.

The Conqueror is not only the most formidable, but the largest warship that has ever left a Clyde yard. Some idea of the difference between the Conqueror and the Colossus, the previous biggest vessel launched on the Clyde, about a year ago, may be obtained from the following comparison: Conqueror, length 545 feet; Colossus, 510 feet; breadth, 88 feet 6 inches and 85 feet; draught, 27 feet 6 inches and 27 feet; displacement, 22,500 tons and 20,000 tons; shaft horsepower, 27,000 and 25,000.

The keel of the Conqueror was laid on April 5 last year, and she would have been launched probably four months ago, but for the delay caused by the boilermakers' lockout. Many thousands were present at the launching ceremony, the crowd being considerably augmented on account of the Scottish Bank Holiday. Both banks of the river were thickly lined, and as the monster vessel glided smoothly from the ways into the water the strains of the National Anthem and "Rule, Britannia," played by a band, were drowned by the enthusiastic cheering of the people.

The naming ceremony was performed by Lady Pentland, who was accompanied by Lord Pentland, the secretary for Scotland. The guests were afterwards entertained to luncheon, at which Mr. William Beardmore, chairman of the building company, presided. He gave interesting particulars regarding the new warship. Her launching weight, he said, was close on 11,000 tons, and the thickness of her armor was twelve inches, practically throughout her whole length. Her armament included ten 13.5-inch guns, firing 1,250-pound projectiles. Compared with the last Conqueror, built in 1881, the present vessel was four times greater in displacement and armament.

Mr. Beardmore presented Lady Pentland with a silver model representing the first Conqueror, built in 1746. Lord Pentland, in replying, stated that the Conqueror stood as the symbol of the triumph of British industry. Rear-Admiral Beaverort mentioned that there had been eight warships of the name of Conqueror.

HIMALAYA SHEEP.

No fewer than two hundred thousand sheep find pasturage in Lahoul between the early part of June and the middle of August. Those from Kangra enter the country by the Rohtung pass, 13,000 feet, and those from Chamba by the Kukti pass, 17,400 feet. The Rohtung, although the lower, is the more dangerous. The passage over Kukti is dangerous also, especially after a light fall of snow, when the crevices are covered, and sheep crossing them are not infrequently lost. The glacier over which they must pass is some five or six miles in length, so that there is plenty of opportunity for accidents. Arrived at the foot of the pass on the Lahoul side, after a descent of nearly 8,000 feet, they have to cross the Chandra River by a "jhula" bridge, a suspension affair made of twisted twigs. The gangway is made by joining three ropes together, and for the safety of passengers a handrail of the same rope is furnished on either side.

To get the sheep across these jhula bridges the gangway has to be covered with slabs of stone and the sides covered in with a network of twigs, to prevent their falling into the river. This entails considerable labor on the villagers who erect the bridges, and make the roadway for the sheep and also a good deal of wear and tear. In order to recoup themselves a tax is levied on the shepherds using them—generally at the rate of one sheep per flock.

As soon as Lahoul is reached each caddi proceeds to his own grazing ground, for the whole country has been portioned out to them by former rajahs of Kulu or thakurs (barons) of Lahoul, and on their own particular sheep runs they have certain exclusive rights. In some cases where the grants are large they bring in relations and friends, and even sublet to other caddis, so that they make considerable profit.—From an article in the Wide World.

MUNGO PARK AND DARK CONTINENT

Lion-Hearted Scotchman Started on His Great Expedition 116 Years Ago.

ONE hundred and sixteen years ago—May 18, 1795—the lion-hearted Scotchman, Mungo Park, started on his African expedition, the first serious attempt that was ever made by Europeans to explore the "Dark Continent." Reaching the Gambia, on the west coast, Park set out with only two negro servants on his hazardous and difficult expedition into the interior, from which he was to return with the proud distinction of being the first white man of modern times to penetrate the jungles of the Niger Valley or to gaze upon the Sandy wastes of the great Sahara.

The vast continent whose northern rim only was touched in ancient times by the rays of civilization had for ages been the realm of mystery and wonder. The ancients knew next to nothing of its people or of its physical construction. The great desert, which in a broad belt stretched across the continent, shut off all approach from the north, and the heart of the dark continent, out of which old Nilus poured his flood, remained through the ages an unknown region. The rim along the Mediterranean and the little strip along the lower Nile belonging to Egypt was all that man knew anything about.

It took a man with heart of oak to plunge into that unknown and mysterious interior, filled with legends and traditions of the monstrous and the terrible, and from which the boldest spirits of the ancient times had turned away in deadly alarm. Huge serpents, roaring lions, great black cannibals, the scorching heat, the deadly fevers, all conspired to create the terror that none could overcome. And so Africa remained "dark" until yesterday, as it were, while Moses was battling with his problem in the Arabian wilderness; while civilization was being born and matured in Egypt and Greece; while Roman republics and Roman empires were rising and falling; while the modern nations were coming into being; while Crusaders were fighting and Troubadors were singing; while Columbus was discovering the New World, and Washington and his compatriots were founding the United States of America.

But at last the man and the hour met, when on that May day of the year 1795 the son of the Selkirkshire farmer took his historic plunge into the unexplored wilds. He remained in the mystery a year and a half, and, returning to England, wrote the book, "Travels in the Interior of Africa," which is still one of the most interesting in the libraries of the world, a book abounding in incident, and marked by the unaffected charm of style which makes it one of the classics of literature.

A few years later (1805) Park started on his second and last trip to the Dark Continent, a trip from which he was never to return. Resolved with true Scotch grit to "discover the mouth of the Niger or perish in the attempt," he pushed on through the pathless forests until he reached a point between 9 and 10 north latitude, where, in attempting to make his escape from the natives who were about to kill him, he was drowned in the mighty stream which should be accepted as his most fitting monument.

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IN YOUR SYSTEM OR A FALTERING ORGAN IT WILL BE WORSE AT THIS TIME OF YEAR.

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THREE YELLOW PERILS.

There are three possibilities known as the "yellow peril." One is the swamping of the slow, multiplying, high wage, white societies with the overflow that is bound to come when China has applied western knowledge to the saving of human life. This is real and imminent, and nothing but a concerted policy of exclusion can avert it. Another is the overmatching of the white peoples by colossal armies of well-armed and well-drilled yellow men, who, under the inspiring lead of some Oriental Bonaparte, will first expel the powers from Eastern Asia and later overrun Europe.

The third "yellow peril" is the possibility of an industrial conquest of the west by the Orient. Contemplating the diligence, sobriety and cleverness of the Chinese in connection with their immense numbers and their low standard of comfort, some foresee a manufacturing China, turning out great quantities of iron, steel, implements, ships, machinery and textiles at an incredibly low cost, and therewith driving our goods out of neutral markets, and obliging our workingmen, after a long, disastrous strike with their employers, to take a Chinese wage or starve. Against such a calamity the industrial nations will be able to protect themselves neither by immigration barriers nor by tariff walls.—Century.

GERMANY AND AMERICA.

Of all the European countries Germany is the nearest rival to the United States, declares a writer in Cassier's Magazine. The average American does not realize the gain made by that country. German manufacturers are putting more engineering thought into their designs than at any other time in the history of tool construction. The mechanical skill still holds in favor of the Americans, and will probably remain to their credit in the case of those American firms which are paying close attention to the drawing-rooms. Every tool that is imported into Germany is subject to scrutiny, and if engineering skill, backed by careful mathematical deductions, can make an improvement, the German will be the first to discover the fact. Within a short time a new machine will be on the market with some improvements.

PAUPERS OFFERED AT AUCTION.

The "culture" of the Finlanders is not incompatible, it would seem, with an institution that savors strongly of the old slave markets of ancient Rome and the Orient of more recent days, comments the London Standard. The Finnish poor law system puts up able-bodied paupers at auction, displaying them in the market place, where they are examined by employers of labor desirous of finding cheap workmen. The bidding works downward, the authorities handing over to the lowest bidder the chosen pauper, for the person acquiring the right to his labor receives an allowance from the authorities for his upkeep, the amount being that of the "lowest tender."

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There is more lime in the bones of the aged than in those of the young; therefore the bones of the old are more brittle.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:27 a.m., 10:50 a.m., *11:12 a.m., *11:28 a.m., *6:30 p.m., *8:00 p.m., 10:20 p.m.

Arrive from the west—*12:09 a.m., *4:23 a.m., 8:50 a.m., *11:55 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.

Depart for the east—*12:14 a.m., 4:28 a.m., 7:30 a.m., 9:00 a.m., *12:05 p.m., 2:05 p.m., *4:25 p.m., *6:53 p.m.

Depart for the west—3:32 a.m., 7:40 a.m., *11:18 a.m., *11:43 a.m., 1:40 p.m., 6:20 p.m.

LONDON AND WINDSOR.

Arrive—10:23 a.m., *4:00 p.m., 6:50 p.m., 11:05 p.m.

Depart—6:35 a.m., *11:35 a.m., 2:05 p.m., *8:10 p.m.

STRATFORD BRANCH.

Arrive—11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.

Depart—6:00 a.m., 10:26 a.m., 12:35 p.m., 2:45 p.m., 4:55 p.m.,

LONDON, HURON AND BRUCE.

Arrive—10:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.
Trains marked * run daily. Those not marked daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.

Arrive—7:04 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.

Depart—7:20 a.m., 2:20 p.m., 5:35 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.

Depart— 5:05, *6:02, 9:40 a.m., 2:30, *4:15, *7:00 p.m.

Arrive—8:45, 11:45 a.m., 1:50, 4:38, *10:10 p.m.

*Mixed, to St. Thomas only. *To and from Detroit. All trains to and from Port Stanley, except those marked * *

CANADIAN PACIFIC RAILWAY.

Arrive from the east—*11:28 a.m. 5:35 p.m., 7:05 p.m., *10:52 p.m.

Arrive from the west—4:30 a.m., 12:30 p.m., 5:25 p.m., 8:30 p.m.

Depart for the east—*4:30 a.m., 7:45 a.m., 12:45 p.m., 5:33 p.m.

Depart for the west—8:00 a.m., *11:33 a.m., 7:13 p.m., 11:00 p.m.

Trains marked * run daily. Those not marked daily, except Sunday.

GRAND TRUNK RAILWAY SYSTEM

VICTORIA DAY

Single Fare for Round Trip

(With minimum charge of 25 cents) Between all stations in Canada, also to Niagara Falls and Buffalo, N. Y., Detroit and Port Huron, Mich. Tickets good going May 23 and 24. Return limit, May 26, 1911.

Round Trip Homeseekers' Excursions to the West

At low rates, via Sarnia or Chicago. Full particulars and tickets from R. E. RUSE, C. P. and T. A., "Clock Corner"; H. M. HAYES, depot agent.

Ontario & Ohio Navigation Co.

Steamer Forest City

$1.85 Excursion to Cleveland

EVERY SATURDAY, RETURNING MONDAY. ALSO

$1.85 Victoria Day Excursion

TUESDAY, MAY 23, RETURNING THURSDAY, 25th.

Baseball—NAPS VS. ATHLETICS.

Leave Port Stanley at 10:45 p.m., on arrival of Traction car leaving London at 9 o'clock.

Tickets and reservations at C. P. T. city ticket office or Traction station. Telephones 125, 1090 or 1046.

Traction Company

Summer Rates to Port Stanley every day, until further notice, commencing, Saturday, May 20.

Victoria Day

Holiday Rates at all agencies. Tickets good going May 23 and 24. Return limit, May 25.

MICHIGAN CENTRAL

"The Niagara Falls Route."

Victoria Day Excursions

SINGLE FARE

good going May 23 and 24, returning not later than May 26.

Take the "DETROITER" or "WOLVERINE," the through fast trains to New York and eastern points, and travel via the quickest and most comfortable route.

Full information gladly furnished at city office, 405 Richmond street. Phone 205.

Thomas Evans, C. T. A.; S. H. Palmer, D. P. A., St. Thomas; L. W. Landman, G. P. A., Chicago.

CANADIAN PACIFIC RAILWAY

SINGLE FARE —For— Victoria Day

Wednesday, May 24

Between all stations in Canada, east of Port Arthur. GOOD GOING MAY 23 and 24. Return limit to and including Friday, May 26.

Homeseekers' Excursions

MAY 16 and 30, JUNE 13 and 27. Cheap return rates to Northwest points, via all-rail or via Owen Sound and lake route.

Secure tickets at C. P. R. City Ticket Office, 161 Dundas street, corner Richmond, London. Phone 125.