

THE SUBURBAN CITIZEN.

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DR. WOODWARD'S ADMINISTRATION.

The prediction filed by men of recognized ability that the appointment of Dr. Woodward as Health Officer for the District of Columbia would prove a mistake has been abundantly fulfilled during the past three years. That his administration has been a failure is a fact which only his interested supporters would undertake to deny.

It is not possible, of course, for us to properly estimate the motives which have inspired the various reform movements inaugurated by the Doctor since he assumed the duties of the office, but it is our privilege to pass judgment upon the results of his efforts. In doing this we shall deal with him in absolute fairness, confining our remarks to the discussion of his official acts and leaving others, if they feel disposed to do so, to assail him with less delicately tempered shafts.

No argument is needed to prove that Dr. Woodward has incurred the uncompromising displeasure of a large element of the people of the city and District. There is reason to believe that if his reappointment were left to the gentlemen of the fraternity of which he is a member his failure to secure the office would mark the distinguishing event of his official career. Were he to appeal to the large body of druggists in the city additional evidence of his unpopularity as the head of the Health Department would be promptly forthcoming, while the hundreds of dairymen whom he has harassed almost from the moment of his induction into office would strengthen the verdict against him by their plainly expressed and emphatic disapproval of his methods of administration.

In view of these facts—for facts they are—there is ample warrant for the declaration that the Doctor's management of the health affairs of the District has been a radiant failure—a sort of pyrotechnic misapprehension of his importance as a public official and a corresponding inclination to underestimate the force and influence of the business men of the city with whom the duties of his post made it necessary for him to come in contact. But what more could have been expected from a youthful and wholly inexperienced physician?

There is a demand for a new man in the Health Office. But will the District Commissioners heed it, or, as they did three years ago, will they refuse to give due and proper consideration to the administration of the affairs of that important department of the District government?

The people await their decision.

CHINESE PLACE-NAMES.

SIGNIFICANT TO THOSE WHO UNDERSTAND THE LANGUAGE.

Pekin is Northern Capital—Shanghai Signifies "City Near the Sea," and Yangtze-Kiang Means "Father of the Ocean"—Tien-Tsin is the "Heavenly Place."

WE are reading just now of many Chinese districts, towns and rivers. Many of these geographical names doubtless appear repellent and unpronounceable to all except a few persons who are familiar with them. But, says the New York Sun, if we had a better acquaintance with these names and knew their meaning they would be found to be full of interest. They are often condensed descriptions of the place or feature to which they are applied. They are far more instinct with life than many geographical names in other countries. Suppose we had never heard of Shanghai, for example, but knew the meaning of the two words composing the name. We would know at once that the "City Near the Sea" must apply to a seaport. Yun ho means "The River of Transportation," and we naturally infer that the waterway thus designated must be commercially important. Yun ho, in fact, is the Chinese name of the Grand Canal which plays so large a part in the freight service of East China.

However many syllables there may be in a Chinese place name it is composed of as many words as there are syllables, for all Chinese words are monosyllabic. If we know the meaning of even one of the words in a geographical name it helps to convey a definite idea. The words Ho and Kiang, for example, both mean "river," and when we see them on a map we know they refer to a river or stream. Many of the names of rivers are descriptive of them: Hoang ho, for example, means "Yellow River;" Tsin Kiang means "Clear River." Observe how definite is the idea expressed in the name of each of the three rivers which converge upon Canton. One of them is the Si Kiang, or "West River," another the Pe Kiang, or "North River," the third is the Tung Kiang, or "East River." The names of these rivers tell the direction from which they come. They help to simplify the study of the geography of that part of China. When they unite they form the Chu Kiang, or "Pearl River." The Chinese named their largest river in the north of the Hoang ho because it cuts its bed through yellow soil from which it derives its color. The yellow flood it pours into the sea colors that part of the ocean yellow, and hence the Chinese call the sea Hoang hai, or Yellow Sea.

The Chinese unite the words in a name so that they form one word just as we write Newtown, Hartford or Deerfield. Sometimes we unite the words in a Chinese name and sometimes we separate them, but there is no reason, for example, why we should write Tien-Tsin when we do not write Pe-Kin. Each of these names is composed of two words. Pe means "north" and Kin means "the capital," or "the king's household," and thus Peking means the northern capital. Tien means "heavenly" and Tsin means "place," and thus the name of the largest city in Northeast China means "heavenly place"—a name it has borne for many centuries. When Marco Polo visited the city in the thirteenth century he translated its name into "Citta Celeste."

Many Chinese names we see in the newspapers and do not even attempt to pronounce would give us as much information if we could translate them, as a long sentence might do. Hankow, for example, is the name of a very important city on the Yangtze Kiang. There are only six letters in the name, and yet any Chinese boy would know from the two short words composing it that it is the name of the town standing at the "knot" or mouth of a river named Han. The Han is the greatest tributary of the Yangtze Kiang, and plays a most important part in the commercial life of that teeming valley, and the city built on the spot where the Han mingles its waters with the Yangtze is Hankow, i. e., the town at the mouth of the Han.

The word Yang means "ocean," tse means "son," and the name Yangtze Kiang which the Chinese applied ages ago to their greatest river shows that they did not mean to depreciate its importance. Some writers say that the early Chinese believed their largest river contributed more water to the making of the ocean than any other stream in the world, and so in the name of the river they conveyed the idea that the ocean was its son. The name is often erroneously translated the Blue River.

Pekin has not always been the capital of the empire, but Nankin, a city far to the south, was long the seat of government, and, as the name Peking means "northern capital," so the name Nankin means "southern capital." "White River" is the meaning of Pei ho, near whose mouth are the forts just seized by the Powers.

In some books and maps we see the words "fu" or "hieu" added to the names of many towns. These words are not a part of the names, and some of the best atlases omit them, for they lengthen the name and make it more formidable to the foreigner. Fu means the capital of one of the departments into which a province is divided; in other words, it is the residence of the official at the head of the department. Hieu signifies one of the districts into which a department is divided, and when attached to a place name means that the official in charge of the district resides there. It is better to omit these merely political designations. When we have more intimate dealings with China and better knowledge of the people and their country

we shall have uniformity in the spelling of China's place names, and know what these names mean, and we shall see clearly that these names show considerable imaginative and descriptive faculty, and that they are really helpful in the study of Chinese geography.

Russian Dilemma of Tunnels.

There are, naturally, a number of sweeping curves through the Urals, but all tunneling has been avoided. The writer did not see a single tunnel in the Ural range. It is a remarkable fact that during the trans-Siberian railway inspection the writer did not observe a tunnel anywhere; and even after continuing the inspection right into the heart of Russia, about 2000 miles more of the line had been covered before he saw the first tunnel. This was near Tyfa, not far from the illustrious Tolstoy's home; and it was while responding to a prearranged invitation from le grand Russe, that the writer came across this, the first tunnel noted, after 6000 miles of overland railway inspection.

Russian railway engineers would sooner blow up a small mountain than make a tunnel, leaving a yawning chasm between the rocks, with two "streaks of rust" at the bottom thereof as a souvenir of his activity. Or, if he finds that, after going to the mountain, the mountain is not likely to yield to him, his instructions are to circumvent it by a long detour. Anything to avoid tunneling! The primary aversion to tunnels in Russia is not alone their first cost, but their subsequent cost; for tunnels, like houses, always have "something the matter with them."—Cassier's Magazine.

Money in Oranges.

The development of the orange industry in the United States has been extremely rapid.

A quarter of a century ago there were no seedless or naval oranges in the States. A few oranges were grown in Florida, but the bulk came from the Mediterranean shores and the fruit was expensive. At that time the total annual yield of California was only a few carloads.

Now the annual California orange yield is 15,000 carloads, and next year it is expected to exceed 20,000 carloads. The total amount invested in orange property in California twenty-five years ago was \$23,000; now it is \$43,000,000, and is annually increasing by two millions.

The introduction of the seedless orange has wrought this change, and large tracts of waste land in California have been covered with luxuriant orange groves, and several small towns more or less dependent on the industry have sprung up in the State.

It is computed that the industry has added annually \$43,000,000 directly and \$60,000,000 indirectly to the taxable wealth of the United States.—Philadelphia Record.

A Life-Saving Czarina.

Twice the Dowager Empress of Russia has saved her husband's life. One day, when in the Emperor's dressing room, she observed that on his dressing table lay a curious-looking jewel case. Something about its appearance aroused her curiosity, and taking it up, she became aware that it was extremely heavy. Without saying a word, she went into her room and placed it carefully in a basin of water; then sending for the prefect of police, whose duties kept him much about the palace, she begged him to have it examined, and it was discovered to be one of the most marvelous infernal machines ever invented by the ingenuity of man. The second occasion on which the Empress was directly instrumental in stopping murder occurred in the winter palace when she heard a slight noise which indicated the presence of some stranger in the Czar's study. Without betraying the slightest anxiety she begged her husband to come and speak to one of the children. He did so. She locked the door, and only gave the keys to a party of soldiers, who found that some one had just escaped through the window.

One Skipper's "Moderate Speed."

The laws of the future regarding the speed of steamships when running under adverse weather conditions will no doubt be very specific on that point after we have a few more great collisions in which all hands are lost. At present they are loosely worded and enjoin "moderate speed" in running through fogs.

The trouble is everybody has a different idea of what constitutes moderate speed. Not long ago they had an old Cunard captain before a commission which was investigating a small accident. "What do you consider moderate speed, sir?" asked the chairman. The old skipper scratched his ear. "Oh! 'bout eighteen knots!" he growled.

The commissioners nearly fell off their seats. "Great Scott!" gasped the chairman, "why, the captain of a large freighter just told us six knots." "Six knots be hanged!" said the witness stoutly. "I tell you the ship won't steer until she is going better than sixteen!" Incidentally this was the exact truth.—New Orleans Times-Democrat.

Long Range Photography.

Captain Gentili, an Italian officer who has been experimenting in long-distance photography, has discovered a means of taking photographs at a distance of many miles. By this means it has been possible to photograph fortresses from a distance of eleven miles and masses of troops at a distance of nineteen miles. Captain Gentili's invention is likely to become of considerable importance from the military point of view.—London Daily Mail.

No man is quite satisfied with an increase in salary unless it means less work.

"CAPTAIN MOLLY."

An Amazon Who Served as an Artilleryman in the Revolution.

An interesting character associated with the early history of West Point was an amazon commonly known as "Captain Molly." She was the wife of an artilleryman in Fort Clinton at the time of its capture by the British in October, 1777, and when the enemy scaled the parapet he fled, but Molly, his wife, who was built of better stuff, stepped up and took his place at the gun. Nine months afterward at the battle of Monmouth she carried water from a neighboring spring and served it to the soldiers in the earthworks during the early part of the engagement, and when her husband was killed at his post she dropped her bucket, seized the rammer and remained with the other artillerymen at the gun until the close of the battle. On the following morning General Green presented her to Washington, who appointed her a sergeant in the army and afterward she was placed on the retired list at half pay for life.

She was a great favorite in the army, and is described as a stout, red-haired, freckled-faced, good-natured Irishwoman, with a sharp tongue and a hot temper. She spent the rest of her life at West Point, usually wearing a cocked hat and the blouse of an artilleryman with a sergeant's chevrons upon the sleeves. Toward the end of her life she became arrogant and quarrelsome and was a great trouble to the officers. There is a considerable correspondence on file at the War Department in Washington concerning her, and finally the Secretary of War was compelled to place her in charge of a woman who was made responsible for her good behavior. On one occasion the post commissary writes: "As Molly is such a disagreeable object to take care of I have been obliged to borrow the money to pay the people, and if it can possibly be replaced I should be very glad."

On another occasion the post commissary at West Point informs the Secretary of War in an official letter that Molly is very much in need of undergarments that are worn exclusively by women, and asks permission to purchase three or four at Government expense, but the Secretary of War replies that they will be forwarded from Washington. Four months later the commissary is compelled to again remind his superior of the matter as follows:

"To the Secretary of War, Washington.—Sir: If the shifts which you informed me should be made for Captain Molly are done I should be glad to have them sent, as she complains much for want of them. I have the honor to be your obedient servant."—Chicago Record.

WORDS OF WISDOM.

Virtue best loves those children that she beats.—Herrick.

Constancy is the complement of other human virtues.—Mazzini.

Those who complain most are most to be complained of.—M. Henry.

Who makes quick use of the moment is a genius of prudence.—Munger.

The wisest man is generally he who thinks himself the least so.—Boileau.

The luxury of doing good surpasses every other personal enjoyment.—Gay.

'Tis not what man does which excites him, but what man would do.—Browning.

The flights of the human mind are not from enjoyment to enjoyment, but from hope to hope.—Johnson.

Loveliness needs not the aid of foreign ornament, but is when unadorned adorned the most.—T. Johnson.

Ask thyself daily to how many ill-minded persons thou hast shown a kind disposition.—Marcus Antoninus.

There is no beautifier of complexion, or form, or behavior like the wish to scatter joy, and not rain, around us.—Virgil.

The soldier who executes his captain's commands is no less valuable than the captain who gave the order.—Cervantes.

There cannot be a surer proof of low origin or of an innate meanness of disposition than to be always talking and thinking about being genteel.—Hazlitt.

What will you gain if you do your duty bravely and generously? You will gain the doing of it. The deed itself is the gain. We ought to do what is right, not from hope or fear, but from love of what is good; because "thy testimonials are the very joy of my heart."—Socrates.

One-Minute Telephones.

The new system of one-minute telephones, which is now coming into vogue, is based on the supposition that the great majority of telephone messages can really be condensed into a minute's conversation when once the subscribers are connected up. The object of introducing this service was that the standard five minutes' service was too expensive, with long-distance telephones, to be at all popular. The one-minute is, therefore, charged for at the rate of one-fifth of what it would have been for a five minute service, with a minimum charge of fifteen cents for one minute. Thus the rate for points between 100 and 200 miles from each other is twenty cents a minute. For a distance of thirty-five miles the charge is fifteen cents a minute and five cents for each additional minute.—Winona (Minn.) Republican.

Modern Education.

Here is a gem from the Oxford Magazine: "A few days ago the rector of Oxford University received from a gentleman the following: 'How much would I have to pay for the education of my son in your university? Let me know if I shall have to pay in case my son, besides rowing, should wish to learn to read and write.'"—Argonaut.

A BUSINESS POINTER.

Several Washington merchants are afraid to invite the trade of suburban people for fear it might offend some of their city customers who don't consider it "the proper thing" to be seen in a store with country people. They want the cash of country people when the same can be secured without any outward sign of a desire to reach out for it. One of the largest hardware firms in the city recently refused to advertise in the columns of the Citizen and gave the following reason: "We're not out after suburban business for the reason that we consider the trade of the people of Virginia and Maryland not particularly desirable." Gustave Hartig, the hardware man of 509 and 511 H Street, N. E., is of a different opinion. He wants the trade of country people and he is getting it. When you deal with him you are dealing with a square business man and a friend. Dec. 10-11

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