

EARLY GOES AWAY BY A NIGHT TRAIN

Supposed Leper Casts His Lot with New Yorkers.

RAISES CLOUD OF DUST

Driven from Camp at High Speed to Union Station.

Health Officer Woodward Issues a Permit in Afternoon, and Arrangements Are Secretly Begun for the Journey to Metropolis—Mrs. Early May Have Gone On Same Train. To Enter Skin and Cancer Hospital.

Personal—John R. Early went to New York City last night.

Early is a supposed leper, who has been detained in Washington for several months. He boarded a baggage car of the Pennsylvania Railroad at the Union Station after a thrilling ride in a wagon from the leper camp on the Eastern Branch. The ride from the camp was begun at 9:30 o'clock, while a reporter for The Washington Herald was telephoning the message that Mrs. Early and her two children had left the camp and were on their way to a street car line, presumably to ride down town.

Jumped Into a Wagon. When The Washington Herald reporter started back to the camp he saw Early jump into the wagon, which had been hurriedly driven up. A white man presided at the reins. He saw the reporter coming, and the sight put him into rapid action. A whip swished through the air and cut the horse's back. The horse sprang forward, the wagon wheels revolved rapidly, a cloud of dust rose, and ahead of it was the disappearing Early, the Washington leper, sitting boldly upright in the rear seat of the wagon.

Early was on his way to the Union station, perhaps the happiest man in Washington. He knew he was done with the National Capital forever as a leper, and that before him lay the great New York metropolis and the Skin and Cancer Hospital, where Dr. Bulkley says a cure awaits him, not of leprosy, but a peculiar skin disease contracted in the wilds of North Carolina.

The reporter for The Washington Herald ran a race with the wagon which carried Early away, and the wagon won the victory. The driver of the vehicle so easily outdistanced the reporter that he had time to stop in his mad race to allow Mrs. Early and the children to say a final word of good-by to the departing patient.

Arrival in New York. Early is no longer the ward of the District government. He left Washington on the 9:30 o'clock Philadelphia express over the Pennsylvania Railroad and is due to arrive in New York City at 5:20 o'clock this morning.

Early occupied one of the largest baggage cars in the Pennsylvania Railroad service. It was of the "blind baggage" type, vestibuled, with no doors at the ends. The only way to enter or leave the car is through large side doors. The car was of furnishings except two single barrack cots, furnished by the Salvation Army, and a large bucket of ice water. It was remarkably clean. Like all the other cars in the train, it was lighted by gas. The cots were canvas bodies, folding style, made up with a heavy red comfort, sheet, and two pillows. The cots looked inviting, and added some cheer to the dreary, desolate looking interior.

The train that bore Early away only runs to Philadelphia, as its name would indicate. Early's train was the second of its kind in the train. It was coupled behind the big, high-wheeled passenger mogul. The car in front was loaded with through baggage for New York. These two cars, with a New York mail coach, will be detached from the train at Philadelphia and a-sailed to the next train out for New York.

Accompanying Early on his ride was Capt. T. C. Seavers, in command of the Salvation Army post at the camp. He has been a close friend of the leper ever since the unfortunate man was put in quarantine. He supplied the cots for the car. He slept on one of the beds and Early occupied the other. The door was locked from the outside just before the train left the Union Station, and neither of its occupants was permitted to leave the car until it arrived in New York City. With the side doors locked and sealed and no doors at either end and only four small, iron-barred windows, the car was practically a prison on wheels rushing through the country with its lone passengers.

Unknown to Passengers. The fact that Early was a passenger on the train was known to only a few of the Union Station officials, and they were as close-mouthed about it as if they were in possession of a secret of state. Not a passenger was aware that riding ahead was John R. Early, the famous leper of Washington, whose history is known from the Lakes to the Gulf and from one ocean to the other.

There was a busy scene at the quarantine grounds on the banks of the Eastern Branch of the Potomac River, where Early has been confined. Mrs. Early was engaged until nearly dark Saturday in packing up her belongings and getting her two children and mother ready to make their final departure. The small amount of household effects owned by Mrs. Early had been packed and shipped in a van early in the afternoon. They were taken to the Pennsylvania Railroad freight station, to be shipped to New York.

At 2:25 o'clock last night, a reporter for The Washington Herald, doing duty at the camp in watching for the departure of Early, noticed Mrs. Early, her mother, and children, leave the close and

Continued on Page 2, Column 2.

\$1.25 to Baltimore and Return To-day via Baltimore and Ohio Railroad. Clear Cyprus Shingles, \$4 Per 1,000. Frank Libbey & Co., 6th st. and N. Y. ave.

MEMORIAL ERECTED TO G. A. R. FOUNDER, AND DISTINGUISHED SPEAKERS AT EXERCISES.



HIGH TRIBUTE PAID FOUNDER OF G. A. R.

Memorial to Dr. Stephenson Given to Nation.

ACCEPTED BY THE PRESIDENT

Chief Executive Delivers Eulogy on Purpose of Grand Army of Republic in Accepting Monument on Behalf of Government—Patriotic Addresses by Col. Nevius and Others.

"He talks like a comrade!" cried Senator William Warner, past commander-in-chief of the G. A. R., and presiding officer of the afternoon, at the conclusion of President Taft's address yesterday at the unveiling of the memorial to the founder of the Grand Army, Dr. Benjamin Franklin Stephenson.

The Chief Executive in his speech had called the association that knitted their thinking ranks together "the finest association he could imagine." The memorial had been presented to the nation, through the President, by the organization, through its commander-in-chief, Col. Henry M. Nevius.

It was a typical G. A. R. celebration, with all the pent-up loyalty to the old flag and enthusiasm for the new country that characterizes such exercises. About the inclosure the national emblem was placed at intervals, and the speakers' stand was decorated in white, with green festoons.

The exercises opened with the playing of "1863" by the Marine Band. The assembly was called to order by Charles A. Partridge, chairman of the memorial committee, who presented Senator Warner.

Senator Warner's Address. The presiding officer said in part: "The deeds of the men, living and dead, who offered their lives that the nation might live, will through the ages be an incentive to valor and an inspiration to patriotism."

"We must not forget that the men engaged in this mighty struggle from Fort Sumter to Appomattox, whether they were the blue or the gray, were the bone of one home, flesh of one flesh, Americans all, and to-day, thank God, the survivors of the armies of Grant and Lee recall the scenes of that struggle without passion, and review its result without regret, for cut of that struggle came the conviction, universal—more earnest and firm than ever expressed by a Hamilton, or ever fell from the lips of a Webster—that there is no river, mountain, or other natural boundary line that can divide this republic, that we are one people—one in language, one in hope, and one in destiny."

The invocation was by Rev. Dr. John Fletcher Spence, chaplain-in-chief of the Grand Army of the Republic. Gen. Louis Wagner, treasurer of the memorial committee, presented the memorial to Col. Nevius. Gen. Wagner in his address spoke of the steps by which the idea of the memorial had progressed to a reality. He spoke especially of the help lent by President Taft, who, while Secretary of War, was chairman of a commission appointed to take up the matter of the memorial.

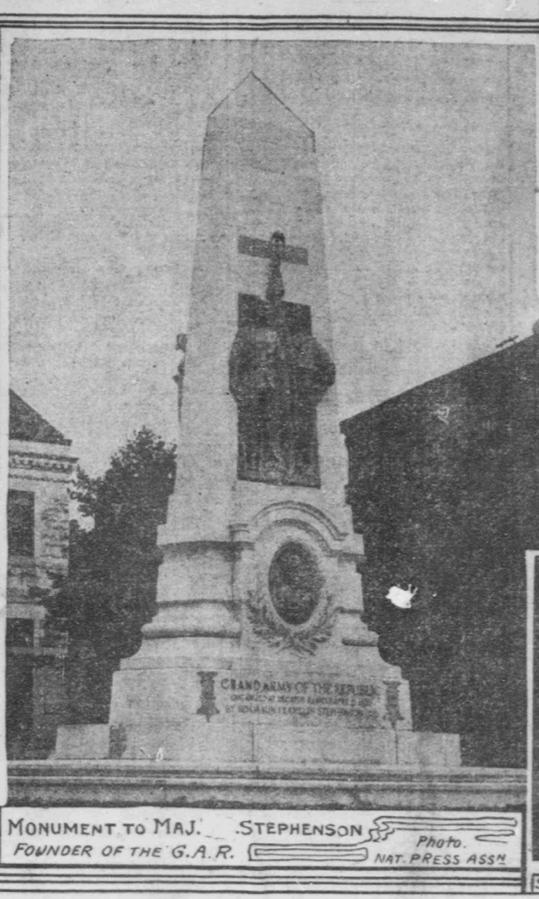
"It is a memorial of which our comrades may feel proud, and which will be recognized by future generations as emblematic of a grand army which made the United States of America a possibility. The work originally contemplated a memorial to Dr. Stephenson, but as it progressed and as contributions increased in amount it was thought advisable to enlarge the scope and to make it not merely a memorial to the founder of the Grand Army of the Republic, but of the Grand Army itself."

In receiving the memorial and presenting it to President Taft, Col. Nevius

Continued on Page 6, Column 5.

WEATHER FORECAST. For the District of Columbia, Maryland, and Virginia—Fair; cooler to-day, To-morrow fair; light to moderate northerly winds.

86 Week-end Excursions to seaside resorts. Via Baltimore and Ohio Railroad. Every Friday and Saturday. Consult agents. J. H. Small & Sons, Florists, 14th and G sts. Washington. Waldorf-Astoria and 1153 Broadway, New York. The Best Cyprus Shingles, \$4 Per 1,000. Every shingle guaranteed perfect.



MONUMENT TO MAJ. STEPHENSON FOUNDER OF THE G. A. R.

Photo. NAT. PRESS ASSN.

GRAND PRIZE CONTEST BROUGHT TO A CLOSE

Result to Be Known To-morrow, and the Names of Winners Announced—Interest Increased to the Finish.

The greatest newspaper contest ever inaugurated in the history of Washington closed last midnight. It was a battle royal and well worth the effort expended by the large number of enthusiastic contestants who fought to a finish.

The Washington Herald Prize Contest has been a memorable one—in no way confined to the District of Columbia. Contestants were scattered over a large part of the country where The Washington Herald is known as an enterprising, up-to-date newspaper, with a high standard that makes it welcome in the homes of the masses.

Probably never before in the history of a newspaper contest has there been expended so much honest and earnest endeavor to merit the reward which has been liberally offered for the services of willing workers. No paper in this section of the country ever before offered such liberal prizes. There is not a prize in the list that is not worth the efforts that have brought this notable contest to such a successful close.

Fast From Start. From the day it was opened, March 27, it has grown, and the climax has surpassed the greatest expectations of the management.

The contest closed at 12 o'clock last night, and up to the minute interest did not lag. In fact, it increased as the closing hour approached.

Immediately following the close of balloting, the judges to count the vote and determine the winners. It is their task. It is probable this will have been completed so as to be announced to-morrow's paper, and verified on Tuesday.

So heavy was the vote cast that at 3 o'clock this morning the count was still in progress. The board of judges chosen from the leaders in last Sunday's list, and the number of votes polled by each are given as follows: John N. Ehle, District 10, 2,514,170; Father Feely, District 10, 2,323,422; Lieut. William H. Santelmann, District 11, 2,219,432; E. H. Jemison, District 4, 2,118,370; and W. L. Pierce, District 17, 1,842,850.

First Prize. There are seventy-seven prizes to be awarded. The five capital prizes are: House and lot valued at \$5,850. This house and lot are located in the best residence section of Washington, in Bryant street, two blocks north of W and half a block west of North Capitol. This section is literally filled with homes such as we are giving away, the homes being owned by the dwellers themselves. The locality is dotted with churches and schools, and this particular home is within 200 feet of the second largest park in the District. It is one of Middle Ages & Shannon's "Homes of a Hundred Ideas."

Second Prize. White Steamer, valued at \$2,350. This prize was purchased from the White Steamer Company, and it cost

Observation Parlor Car on 11 A. M. Train to New York. Via the Baltimore and Ohio route, carrying dining car and coaches, and is deservedly popular and convenient, as it arrives in New York at 4:15 p. m., in ample time for all evening boat and train connections to the great resorts of the North and East.

Baltimore and Return, \$1.25, Baltimore & Ohio R. R. Every Saturday and Sunday. All trains, both ways, both days, except Royal Limited. City offices, 147 G st. and 419 Pa. ave.

Flooring (Alabama), \$2 Per 100 Ft. Frank Libbey & Co., 6th st. and N. Y. ave.

Are You Going West Soon? The Chesapeake and Ohio operates Pullman sleepers to Cincinnati, Indianapolis, St. Louis, Chicago, and Louisville without change. It traverses the most beautiful section of country east of the Rockies. Its roadbed is smooth and rock-ballasted. Its equipment is new and of the latest type. Its trains are protected by every known device for safety, and they are noted for strict adherence to schedules. Last but not least, the dining car service is second to none, and the journey through high altitudes insures a comfortable night's rest.

Spent Monday at Chevy Chase Lake. Picnic facilities; adequate car service. Marine Band music afternoon and evening; dancing; pony track. Admission free.

Automobiles Artistically Decorated. 100 different styles. Blackstone, 14th & H.



REPRESENTATIVE J. HAMPTON MOORE, RATOR



SEN. WARNER, Presiding OFFIC

BEVERLY AWAITS COMING OF TAFTS

New Summer Capital Decorated for To-day's Event.

PARTY TO BE MET BY MAYOR

Federal Express Due to Reach North Shore Town at 9 o'clock This Morning in Charge of a Special Train Crew—Representative and Mrs. Longworth Already on Scene.

Beverly, Mass., July 3.—The new summer capital, Beverly, and the residents of the North Shore in general, await the arrival of President Taft, who is due to reach the Mount Serrat station about 9 o'clock to-morrow morning. Preparations to greet the Chief Executive of the nation have been made by the mayor and other prominent citizens.

The chief of police will have every available policeman at the station and along the route that the Executive automobile will travel in order to reach the house. The railroad station, city hall, and post-office, and almost every private residence and building in the city has been decorated.

President Taft is due to reach Boston in his special car on Sunday morning at 7:38. The car will be detached from the Federal Express and sent over the Boston and Albany tracks to the Grand Junction tracks at Cottage Farm, and then across to the Boston and Maine tracks at Somerville.

Special Train Crew. A special crew under Trainmaster John B. Hammill, of the Boston and Albany, will have charge of this shifting process, which will take about an hour. The special car with one or two more cars attached will be made up into a special by the Boston and Maine and sent out directly after the regular 8:15 train.

Tessie, the full-blooded Jersey cow, is already on the ground, having arrived from Derry, N. Y., to-day. Representative and Mrs. Nicholas Longworth, who are already at the summer estate here, will be at the depot to extend the hand of welcome to the President and the members of his family. It is expected they will be the guests of President and Mrs. Taft to-morrow.

Capt. Archibald Butt arrived yesterday and spent to-day making arrangements. President Taft, accompanied by Mrs. Taft, Miss Helen Taft, and Charley Taft, left Washington on the Federal Express at 5:35 o'clock yesterday afternoon. The President, however, will return to Washington on next Friday, to remain until Congress adjourns.

Before returning he will visit Norwich, Conn., and take part in the Lake Champlain ter-centennial celebration. Mrs. Taft's condition of health has improved considerably, but she has not fully recovered from the recent break-down.

COULD SUPPORT HARMON.

Gov. Johnson Discusses Report Regarding Nomination in 1912. Minneapolis, July 3.—"I am not in Presidential politics now," is the significant answer which Gov. Johnson made when asked for a statement regarding the report that of the 161 Democratic members of Congress, 125 who had been polled were for Gov. Harmon, of Ohio, for President in 1912.

"I know nothing of the report that the Representatives are for Harmon," added the governor. "I have the highest regard for Harmon, and if he is nominated I could very cheerfully support him."

KILLED IN COLLISION.

Traction Cars Meet Head-on Near Cleveland, Ohio. Cleveland, July 3.—One man was killed and a dozen persons injured in a head-on collision between two cars on the Chardon division of the Eastern Ohio Traction Company near Gatos Mills late this afternoon. Passengers were panic stricken and trampled on each other in efforts to escape from the cars. Traffic was tied up for three hours.

According to Robert Beatty, receiver for the traction company, Motorman Eggleston, in charge of the east-bound car, overran his orders. His instructions were to wait at a switch 1,500 feet from where the collision occurred.

MAXIMUM TAX WINS THE DAY

Senate Knocks Out Duty on Tea and Coffee.

BAR ON DISCRIMINATION

Bill Authorizes President to Impose Extra Duty.

Senator Dooliver's Amendment Creating a Tariff Commission of Five Is Beaten by a Vote of 23 to 28. Daniel and Aldrich in a Clash. Bacon Brings Up the Question of Treaties—Point of Order Made.

After considering the maximum rat features of the pending tariff bill for five hours yesterday, the Senate, by a vote of 26 to 18, adopted the report of the Finance Committee recommending an additional duty of 25 per cent on every product of a country which discriminated against the United States.

Various unsuccessful attempts to amend the committee paragraph were made, but none of them were successful except in so far as the proposals were agreeable to Chairman Aldrich. The most important amendment was that knocking out the proposed duty of 5 cents a pound on coffee and 10 cents a pound on tea.

Senator Root opposed the retention of those duties. He talked eloquently of the cordial relations that existed between the United States and Brazil, which he hoped would not be disturbed. As Brazil is the principal exporter of coffee to the United States, the proposed duty seemed aimed specially at that republic, Mr. Root said.

Other Senators opposed the proposed tax, and Senator Aldrich was on the point of modifying the committee amendment to strike out the coffee and tea tax, when Senator Daniel, of Virginia, called attention to the fact that he had an amendment pending striking out the words "thereupon the motion was put to the Senate on Mr. Daniel's amendment, and it was adopted by unanimous vote."

Business Gains Point. Another important amendment, suggested by Senator Heyburn, of Idaho, and accepted by Senator Aldrich, allowed ninety days to elapse after the issuance of the President's proclamation extending the benefits of the minimum tariff before the rates should take effect. This amendment was agreed to for the purpose of giving business a chance to adjust itself to the change. There was little or no opposition to it.

One of the closest votes of the entire tariff bill consideration occurred on an amendment proposed by Senator Dooliver creating a tariff commission of five. The amendment was defeated by five majority, the vote being 23 to 28.

As the maximum tariff sections were finally adopted, the President has authorized to appoint any number of tariff experts without any limit as to the salary to be paid, and the appointments will not require the advice and consent of the Senate. This feature of the tariff bill was agreed to after some controversy, and was acceptable to the business interests of the country, which have been contending for a tariff commission.

Debate on Maximum. There was an exciting debate over the operation of the proposed maximum tariff. Senator Bacon declared that it made the general tariff 25 per cent higher than the rates which appear in the bill, and was inordinate.

Senator Shively, of Indiana, made a long speech condemning the measure, and Senator Hughes, of Colorado, declared that the United States had by the passage of such a measure invited commercial war with the nations of the earth. Senator Root, who drew the maximum tariff provision, declared that it afforded the only effective means of compelling fair trade recognition for the United States.

Senator Aldrich said that there were only two countries that would be affected by it—France, which now practically excluded all American exports, and Germany, which excluded most of them. He predicted that before the maximum tariff went into effect next March, under the terms of the bill, both Germany and France would make the necessary concessions, and that there would be no occasion to impose a retaliatory duty, or maximum tariff, against any country.

The maximum tariff as it passed the Senate imposes a 25 per cent ad valorem duty additional on all of the duties carried by the bill, with a condition that this additional maximum may be suspended by the President whenever in his judgment any country refrains from discriminating against the products of the United States. It also authorizes the appointment of the tariff experts.

Culberson Loses. After Senator Shively and Senator Bacon had opposed the maximum tariff a vote was taken on the amendment offered by Senator Culberson limiting the number of experts to seven, making their salaries \$7,500 a year, and providing not over four should belong to the same political party. The amendment was rejected. Ayes, 17; noes, 41. Only one Republican, Mr. La Follette, voted for it.

An amendment was then offered by Senator Gore substituting and re-enacting the reciprocity features of the Dingley law for the maximum tariff. It was rejected, 16 ayes and 39 noes. Three Republicans, La Follette, Bristow, and Clapp, voted "aye."

Mr. Gore then offered the Dingley law reciprocity section as an additional section.

Continued on Page 2, Column 6.

\$11 to Niagara Falls and Return, July 9, 7:45 a. m. Special train of day coaches and parlor cars via Baltimore and Ohio and Lehigh Valley route. Tickets good 15 days. Dining cars en route. Liberal stop-over privileges returning. Cheap side trips from Niagara Falls. Other excursions July 21, August 6 and 20, September 3 and 17, October 1.

Sound Boards, \$1.75 Per 100 Ft. Frank Libbey & Co., 6th st. and N. Y. ave.