

THE WASHINGTON HERALD
Published Every Morning in the Year by THE WASHINGTON HERALD COMPANY.
714 FIFTEENTH STREET, NORTHWEST.
Entered as second-class matter, October 3, 1876, at the post-office at Washington, D. C., under act of Congress of March 3, 1879.

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Telephone, Main 3500. (Private Branch Exchange.)

Subscription Rates by Carrier or Mail.
Daily and Sunday, 50 cents per month.
Daily and Sunday, \$1.50 per quarter.
Daily and Sunday, \$4.50 per year.

No attention will be paid to anonymous contributions, and no communications to the editor will be printed except on the name of the writer.
Manuscripts offered for publication will be returned if unavailable, but stamps should be sent with the manuscript for that purpose.

New York Representative, J. C. WILBERLING.
Special Agency, Brunswick Building.
Chicago Representative, BARNARD & BRANHAM, Boyce Building.

SUNDAY, OCTOBER 24, 1909.

The Tariff and France.

There is apparent no sound reason to anticipate a tariff war between the United States and France. The present commercial agreement between the two countries will expire on November 1 next, but the end of that agreement is not in itself provocative of a policy of retaliation in either country.

The suggestion that the pure food law can be invoked against French imports, particularly champagnes, seems both superficial and not to the point. The pure food law was not designed for commercial retaliation, but for sanitary protection.

Human frailty is depleted every time we make a wish; the giving voice to a desire, the expression of a want unattained, the longing for the unpossessed, all manifest a characteristic trait found in all mankind.

Under such depressing conditions, it is a great pleasure to quote one army officer who entertains an optimistic view. He is Brig. Gen. Charles Morton, in command of the Department of the Missouri, who has had long experience in every grade from that of enlisted man to brigadier general.

When the wish remains a wish, and no effort is made to attain its realization, stagnation results. Atrophy of mind is a sequence. We must guard against too great ambition, but must guard the more against a state of inertia, which means retrogression rather than advancement in life's struggle.

American suffragettes disagree openly in their views of the "militant" policy advocated by the English woman, Mrs. Pankhurst, who has come to the United States avowedly to raise money for the "cause" in her own country.

Senator Stone shows considerable discretion in selecting his victims, however. Neither a Pullman porter nor a city hack driver is apt to get much sympathy from the public at large, no matter what the circumstances of an assault and battery in which they play a star part.

A Wilkesbarre woman was fined \$5 the other day for telling an acquaintance she was "out of style." Hereafter, she will confine herself to the good old plan of talking behind her neighbor's back, presumably.

The Topeka Capital takes back all the good things it said about Mr. Crane once upon a time, and all because it finds that the wearside whippersnapper. It was his side remarks that got him into trouble, however.

portion and her consciousness that in reality she is not a downtrodden creature will enable the American suffragette to maintain her poise. She may be trusted not to violate the public peace or defy existing law. It is true that this English woman has challenged attention, but the notoriety of gratuitous martyrdom in this country would tend to alienate the sympathy of wholesome opinion.

Railroad Baiting.

Little fault, if any, will be found, we think, with Mr. Taft's recent remarks concerning the senselessness of railroad baiting in general and some railroad baiting in particular. We are not quite sure, indeed, that Mr. Taft's utterances along that line are to be differentiated sharply from Mr. Roosevelt's often reiterated plea for "a square deal."

Railroad baiting was quite the political fashion down South a little while ago. Texas, Alabama, and Georgia were given a maximum dose of it. The last named State appears to have recovered a large measure of its old-time poise, and the same may be said of Texas. Alabama is not yet out of the woods entirely, but seems to be emerging. Throughout Dixie, in this day and time, it is not considered nearly as good politics to "cuss" the railroads as it was, well, along in the years of grace 1895-05, say.

It may be that Mr. Taft had something of this erstwhile violent anti-railroad attitude of the South in mind when he took occasion to condemn it on Southern soil and before a Southern audience. That was not inconsistent with the engaging frankness that has marked his every utterance throughout his present "swinging around the circle." But, at best, it will hardly serve more than to confirm a suspicion that has grown wonderfully in Southern philosophy, anyway of late—that railroad baiting for political purposes is one of the most costly pastimes any sane community can indulge in at any time and in any circumstances. The South has found that out for itself, we think.

Mr. Taft's indorsement of the South's conclusion is interesting, of course, but not of remarkable significance.

Praise for the Army.

We hear very much in these days of discontent among members of the military and naval personnel. The increases of pay and the additions to the allowances which have been made during the last two or three years do not satisfy the officers, who claim that they are confronted with stagnation in advancement, and that all sorts of defects have crept into the military-naval administration. The older officers claim that the service is going to the dogs, with the reforms that have been inaugurated; the younger officers insist that the service is crippled because the reforms have not gone far enough.

Under such depressing conditions, it is a great pleasure to quote one army officer who entertains an optimistic view. He is Brig. Gen. Charles Morton, in command of the Department of the Missouri, who has had long experience in every grade from that of enlisted man to brigadier general. He is to retire for age next March. He has been an officer with infantry and cavalry regiments, and is acquainted with all the field officers and many of the other officers of all organizations. He feels justified in putting upon the military situation, and this he does in the conclusion of his last annual report:

"I therefore venture to make the observation that, with the exception of a brief interval of a few months, I have been continuously in the service since July, 1861, passing through about every grade from a private of volunteers, and an infantry soldier, to the rank of brigadier general, with steady and constant improvement in the army power, but more pronounced of late years, and judging from the troops and affairs that have recently come under my observation, and presuming that like conditions prevail in other departments, I am convinced that the army was never in better condition, or in a higher state of efficiency."

This is refreshing in all respects, and is probably the sort of comment to which the army is entitled, and which its enlisted force and commissioned personnel richly deserve. Instead of the adverse and discontented comment in which army critics indulge.

Since we know that the Seattle Exposition proved a financial success and a dividend producer, we shall never doubt any fairy story we may hear hereafter—without careful consideration, at least.

The most interesting thing about the north pole, we should think, is that there is no souvenir postal card emporium there. Senator Stone shows considerable discretion in selecting his victims, however. Neither a Pullman porter nor a city hack driver is apt to get much sympathy from the public at large, no matter what the circumstances of an assault and battery in which they play a star part.

A LITTLE NONSENSE. PEOPLE AND THINGS

USE DISCRETION. They say a clerk about his work. Should always keep a smiling. A cheerful phiz. In getting his work done. Is thought to be beguiling.

A merry smile. Is well worth while. After a hard day's work. But when the boss sustains a loss. You'd better stop your grinning.

He Responds. "I approach you in a worthy cause, Mr. Titevadd." "Um." "We want to raise \$100,000. A prominent philanthropist offers to contribute a quarter of it."

Timely Caution. "Jimmy, a lady six blocks up the street wants a messenger boy to button her gown for her." "Yesir."

Americana. Europe sends a motley brood. From its fens. Baseball makes them into good citizens.

A Frank Admission. "We're sleeping on the floor at our house to accommodate company." "How thick, eh?" "No; no problem. We brought it on ourselves by going visiting."

Idle Items. Do you talk on the lecture platform. It is difficult to sell an encyclopedic to a man who knows it all. Suppose the owner had found the sleeping beauty with her mouth wide open? A cold bath is a fine thing these mornings—with a little hot water turned on. Worrying too much about the children will hurt any woman's game of bridge.

Hard to Choose. "Who is your favorite in this pole controversy?" "Peary, Peary, Peary," chanted the poet. "Cook, hook, book. I can't quite make up my mind. They're both good for rhymes."

TREASURES IN ANCIENT SHIPS.

From Barbary Coast Comes Delightful Tale of Gold and Jewels. From the Barbary coast, that abode of pirates, now the goal of travelers seeking sunshine, comes a delightful tale of treasure trove, surpassing gold and jewels, rescued from the sea. The place is Tunis, which faintly marks the site of Carthage's empire, now under the control of the French, who have established there the usual administrative officials, among them a director of antiquities. That office is doing excellent work in the exploration of Carthage and its district and deserves the remarkable good fortune that has attended its marine venture.

Some time ago the wreck of an ancient ship was located by fishermen in fairly shallow water off Mahdia. The stretch of sea intervening between that coast and Sicily is a great highway of commerce between East and West in ancient days, one of the two paths by which seaborne trade between Greece and Rome could pass. From Barka to Sicily, the region of the Syrtes, with its storms and shallows, was famous in classical literature. M. A. Merlin, the director of antiquities at Tunis, decided that it was worth while to find out what the wreck of the ship, and divers were sent to work last summer.

They discovered a treasure much like that which was fished up from the tip of Greece, off the island of Cerigo, a few years ago, consisting of a shipload of the most valuable of ancient coins, and a plunder that Lucius Mummius or his successors stripped from Hellen after the conquest. The brief summary in the Kolische Zeitung of what has been brought to the surface in one season will, we think, interest numismatists and art lovers alike. Marbles of great value, bronzes in profusion, and even parts of the ship's material equipment.

The bulk of the cargo consisted of marbles, most of them about thirteen feet long and twenty inches in diameter; the divers brought one up so perfect in its architecture and ornamentation that it has been reserved for the museum. There are besides many marble statues, busts, and other carvings of the most beautiful kind. These have been arranged up in pieces. All the marbles, naturally, have suffered from the barnacles. Among them are a statuette of the hunting Artemis, a figure of a woman, and a child, a tombstone relief showing a figure at a funeral banquet. There are four immense milk jars with a bacchic relief running around them, equal to the famous Etruscan ones. There are also inscriptions which prove that the vessel sailed from Attica and enable an approximate date to be set.

The bronzes are likewise numerous and are of the character of parts of the buildings, such as the base of a column, a candelabra, a fine head of Athena with the helmet, Artemis with her quiver, masks of bearded men and women, heads of animals, a springing panther, the shalloons of a horse, and a number of beautiful lamps. More interesting even are the remains of the ship itself; the anchor—amphoras that held water, oil and wine—in one remnant of which were left an earthenware lamp with its wick; two iron nails for compasses, all as they sank 2,000 years ago, and apparently only a small part of the cargo has been salvaged so far.

A new romance is added to the Mediterranean, the shallows and the sands of the coast are almost boundless and the sands on the shore have been barely scratched. A golden age seems to be at hand for archaeology.

One He Couldn't Answer. From the Ladies Home Journal. There are some legal questions that a witness cannot answer by a simple yes or no, and a brooding lawyer will sometimes take advantage of this fact. One of this class was once demanding that a witness answer a certain question either in the negative or affirmative.

LOST—THE SUMMER. Where has the summer gone? She was here just a minute ago. With roses and daisies. To whither her traces. And every one loved her so.

Has any one seen her about? She must have gone off in the night! And she took the best flowers. And the biggest ones. And asked no one's leave for her flight.

Have you noticed her steps in the grass? The garden looks red where she went; By the side of the ledge. There's a golden edge. And the rose vines are withered and bent.

Don't you fear she is sorry she went? It seems but a minute since May! I'm scarcely half through. What I wanted to do. If she only had waited a day.

Do you think she will ever come back? I shall watch every day at the gate. For the robins and doves. Sparing over and over. I know she will come if I wait.

Wouldn't Be Fair. From an Exchange. "Why don't you try to drive that horse without profanity?" remarked the shocked parson. "It wouldn't do no good," answered the canal boatman. "It ain't fair to the 'orse to ask it to start at its time of life to learn a lot of polite words."

Cautions. From the Boston Transcript. "Call'er—I would like to see something in the way of a check." "Tallyer—yes—collector—me—are you a customer or a bill collector?"

MEANING OF THE WISTARIA. AT THE HOTELS.

Japanese Consider Its Purple Blossom the Ideal of Women. From the Los Angeles Times. The wistaria, the last floral beauty of the Nipponese spring, is classical. It endeared itself and was sung already in the Nara period (eighth century), and the court ladies of Koto in the ninth century, who made the Nipponese literature of the Heian era, refined, pleasuring, and, of course, feminine, found in the wistaria their ideal of the Nipponese woman, whose charm in temperament and beauty has been universally praised.

The purple of the wistaria is the Nipponese woman's beloved color. They wear it extensively. The woman's close zuki, or hood, is largely of the wistaria purple. It suggests to the Nipponese mind the intensity of heart and love. The doku poet, Kyoroku, commented on the wistaria as a flower of enthusiasm. In Nippon the wistaria clearly symbolizes which loves the Nipponese sake. If you get a jar of wine under the flower, its sprays will grow longer from its desire to reach the jar.

The wistaria at Kamado, the temple garden famous for its beauty, the place of Tokyo, owes its great size and beauty, it is believed, to the fact that its roots are nourished with the rice wine of the country by visitors, who are accustomed to empty their sake cups at the base. In this temple garden are quaint little tea-houses that extend over queer-shaped ponds stocked with huge goldfish. When the wistaria is in bloom the water is swept by vast feathered armies of delicate lilac-colored blossoms, some four feet long, odoriferous of honey and buzzing with bees.

Another famous wistaria of Nippon is to be found at Kashikura, northeast of Tokyo. The tree is 50 years old, and 4,000 feet over trellised covering a large area. Its pendent clusters are more than fifty inches long. Noda, of the province of Settsu, is well known for wistaria, and there is a species called Noda no Fuji after the name of the place. The most famous wistaria there is named chitose, or tree of a thousand years. It is a custom of somewhat modern origin to make much of wistaria viewing, associated with sake drinking and merry-making. For this purpose the trees are arranged to cover long walks, bridges, or arbors in tea and temple gardens.

The tender leaves of the wistaria are good to eat. They are also used in place of tea, and the flowers themselves are used for food in China. If the seed of the wistaria is baked its taste is likened to that of a chestnut. The bark is used in Nippon for making clothes, ropes, and sandals. Its branches are used as cable, and are also used for making. It is said there is nothing more durable than a wistaria bridge. Nipponese antiquarians tell how in early times, before carpenter tools had been invented, the dwellings of the people in Nippon were constructed of young trees with bark of the wistaria, and thatched with the grass called kawa. I believe that the wistaria is a true Nipponese flower, although it bears in the Western countries such a name in honor of Caspar Wistar, the American physician.

One of the greatest Nipponese families bears the name Fujiwara, or Wistaria Field. It was by the Emperor, Tenji (seventh century) that Nakatomi no Kamatari was authorized to assume that family name and created nai-daijin (private minister). This family still prospers, keeping in close touch with the imperial family of Nippon. The wistaria is its coat-of-arms. Besides the Fujiwara family, there are many other families who take it as their hereditary crest.

The Nipponese are sensitive and sympathetic to the wistaria, and rules governing the use of flowers. These superstitions and rules are many and varied. To use a flower out of season, or one inappropriate to the occasion, would be considered entirely vulgar in Nippon. In fact, some rules in honor of a superstition, would be applied in such a way as to make the act a sacrilege. For the purpose of rejecting and prohibiting certain flowers for special occasions of ceremony or congratulation, there is a long list of rules (one might call them traditions, superstitions) that no one, not even a Nipponese localist, would think of disregarding.

A Stroke of Genius. From the Baltimore Star. To the fearless and original New York World we must yield the palm for the most original and the most meaningful recent journalistic combination of unoffending English words. Setting forth in due form that a great Chicago department store has appointed a woman censor to regulate the habits of its female workers while on duty, this esteemed metropolitan newspaper has treated this vail. They looked in and saw the magnificent sarcophagi, but in trying to enter the chambers of the dead they were repulsed by flames of fire bursting forth from within. The frightened workmen closed the entrance to the vault, the exact location of which has been forgotten.

The Schools of Boston. Boston, city of culture, has enrolled in its public schools, more than 100,000 pupils. The greatest percentage of gain is in the high schools, where some important experiments in education are under way. The Mechanic Arts High School has 252 more pupils than last year, the High School of Commerce, 156 more, and the High School of Commerce, 175 more, each of them having to refuse applicants for lack of accommodations. It is in this direction that the tide is running strongest now in elementary and secondary education. There is a demand for more industrial training schools for boys. More than 8,000 of Boston's school population are housed in improvised rented headquarters.

He'll Get His Paper. From the Topeka (Okla.) News. Last Saturday Joe Marcus, a Tonkawa Indian, subscribed for the News. The following Tuesday he came to the office with his war paint on and wanted to know why he was not getting his paper. We have been visited by indignant subscribers before, but not so soon after becoming one. Joe was pacified by the assurance that the paper was issued once a week. He departed, with the very reassuring remark: "You no send paper me, maybe so take soap." There is one thing sure: There might be some of our readers who will fall to get their paper, but Joe Marcus will not be among the number.

No Misunderstanding. From the Philadelphia Inquirer. "Now, Mr. Blank," said a temperance advocate to a candidate for municipal honors, "I want to ask you a question. Do you ever take alcoholic drinks?" "I answer the question," responded the wary candidate. "I want to know whether it is put as an inquiry or as an invitation!"

Now, We Understand. From the Associated Press. Three picture post cards posted five years ago were delivered at Pett, a Sussex village, near Hastings, England, a few days ago. One post card bore the date December 23, 1904, and the other two the date of December 5, 1904. They were dispatched from Hastings, which is only three miles away.

In the Crowded Car. From Success. "Here, you," said the conductor, angrily, "you run up a fare. Do that again and I'll put you off." The small man standing in the middle of the crowded car promptly rang up another fare. Thereupon the conductor projected him through the crowd and to the edge of the platform.

Just a Trifle Wild. From the Chicago Tribune. "Your boy was just a little—er—wild when he was at college, wasn't he?" "Oh, yes; he generally was a little wild at first. Couldn't get 'em over the plate, you know. But he always steadied down before the game was over."

Ginn Helps Now and Then. From the Detroit News. Ginn, the school book man, helped the cause of peace in his lifetime by following his business, and helped it again at his death by giving it \$1,000,000 he made at his business.

Big Game for T. R. From the Indianapolis Star. After much good practice, Mr. Roosevelt ought to hurry home and aim a few trusty bullets at the Tammany tiger.

AT THE HOTELS.

"The unwritten law" in the maritime world that the captain of the ship is supreme commander of his vessel when the leaves port will not be modified by the fact that the wireless system keeps him in constant communication with the officials of the company." said Capt. R. W. Richards, a passenger steamer captain, of New York, at the New Willard yesterday.

"The ship's captain will ever be sole and absolute in authority in the navigation of his vessel," said Capt. Richards. "No matter whether he is in communication with wireless with the home offices or not. Ships' commanders generally are loath to consider any suggestions of a lessening of authority because of the wireless, as they desire to preserve the tradition of the sea that a captain is monarch of his surveys when aboard."

"This theory, which has been in general practice with passenger and merchant vessels ever since navigation began, does not hold good, however, with captains or commanders and modern firms in the navy. That is the impression I have on the subject, as the officers at the Navy Department map out the movements of the vessels in time of war before they even get to the water. Some instance is left to the commander of the vessel, but as a general rule the movements of the ships is directed from Washington, and not from the captain's bridge."

Discussing farming conditions in the South, Samuel N. King, of Greensboro, Ala., who was seen at the National, said: "The farmers of Mississippi and Alabama and other Southern States ought to know all about agriculture because of the efforts that are being made to instruct them in that science."

"Secretary Wilson, of the Department of Agriculture," continued Mr. King, "has a faculty of experts conducting experimental stations and model farms in all Southern States. Nearly all of the States have their own departments of agriculture, agricultural colleges, and boards of commissioners, while the Southern Railway, the Mobile and Ohio, the Illinois Central, and other railway companies are trying to increase their local traffic and build up business for themselves by sending out 'farmers' specialists' with instructors in the agricultural sciences from the colleges. It is now proposed to introduce agricultural education in the public schools, as it is already done in Georgia and other parts of the South."

"The farming population is very conservative, however," added Mr. King, "and is apt to oppose new fangled ideas and insist that the old ways are the best. The change of methods, therefore, is gradual, but there are learners slowly. Some of them have already discovered the advantage of raising five bales of cotton upon five acres of ground, rather than ten acres, and that it is possible to make twice as much money from a crop of alfalfa or corn or cane strip or early vegetables as from an acre of cotton."

F. B. Pickens, of Philadelphia, who is at the Cobden, argues that the making picture hall is debasing. "The mayor of every city and village in the country," said Mr. Pickens, "should close all the debasing picture halls. In addition to closing all these places, which show immoral pictures and which are in themselves fire traps, our municipal and national authorities should at once seize the obscene films which are under the control of the big concerns which have for years been making money from their sale and manufacture."

"There would indeed be a sensation if the names of the men who back these film-manufacturing concerns were made public. The money-making picture shows in Chicago, New York, and other large cities are, as a rule, men who have thrived by keeping other kinds of dives."

"They are hardly to blame, because they find it easy to set money to open these picture halls, and the vile material with which they attract the children and degenerate adults is furnished them by two or three large companies. I am glad that your wistaria picture shows, doubtless the men who have invested their money have found ways of warding off the vice detectives, because their plans have never been stopped in any of the cities of the country. The men who operate the picture shows in Chicago, New York, and other large cities are, as a rule, men who have thrived by keeping other kinds of dives."

"Before going away he said: 'Preach your best, for though insane on some points, they are very intelligent.' So he talked to them on India, and of heathen mothers who threw their dear little babies into the sacred river Ganges as offerings to their false gods. 'Tears streamed down the face of one listener, evidently deeply affected. When asked by the preacher afterward what part of the sermon had touched his heart with grief, the listener replied: 'I was thinking it was a pity your mother didn't throw you into the Ganges.'"

Harry J. Miller, a civil and railroad engineer of Chicago, who is at the Riggs, said that the country is being gridled with trolley lines, and that they are carrying many thousands of passengers every day.

"They have come into sharp competition with steam roads in a good many places," said Mr. Miller. "This competition bringing with it reduction of fares and more frequent service. Doubtless the contention of many railroad men appears to be well founded that the development of the trolley lines will mean increased business for the steam roads. While in some instances there has been competition that has resulted disastrously to steam railroad receipts for short distances, in other cases there has been stimulus to travel. The trolley lines have opened up new territory as contributing regions to the steam roads. They have touched villages and towns heretofore out of connection with railroads. They have increased the facilities of the merchant and shipper in such places, making business much easier and far more satisfactory to dealer and customer alike."

"What seemed at first a duplication of machinery is turning out to the great advantage of all, so that the conditions of life in the country are being transformed. That the old-fashioned hack line did in a clumsy and limited way the trolley is accomplishing with satisfaction and comfort to its patrons. To people who live along the line of an 'interurban' system these things are perfectly familiar. Yet the recounting of what is commonly accepted is worth while now and then. It is through such changes that the face of the country is changed, and the progress of an era of remarkable advancement in many directions the transformations produced by the trolley are worthy of particular note."

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