

THE WASHINGTON HERALD

PUBLICATION OFFICE: 724 FIFTEENTH STREET NORTHWEST. Entered at the post-office at Washington, D. C., as second-class mail matter.

Published Every Morning in the Year by THE WASHINGTON HERALD COMPANY. Telephone Main 3300. (Private Branch Exchange.)

Subscription Rates by Carrier. Daily and Sunday, 10 cents per month. Daily and Sunday, \$2.80 per year. Daily, without Sunday, \$1.80 per year. Sunday, without daily, \$1.00 per year.

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Manuscripts offered for publication will be returned if unavailable, but stamps should be sent with the manuscript for that purpose.

All communications intended for this newspaper, whether for the daily or the Sunday issue, should be addressed to THE WASHINGTON HERALD.

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MONDAY, MARCH 6, 1911.

Champ Clark and the District.

In view of the attitude of the last Congress, and especially of the lower branch, toward District affairs, the interview with the next Speaker of the House which appears in another column this morning is not without value.

Mr. Clark answers with an emphatic negative the suggestion, put forth at the recent dinner to Representative Gardner, that the District Committee of the House be entrusted with the preparation of the District appropriation bill.

Already the splendid Capitol and the towering Washington Monument make this city unique, and with the Lincoln memorial added, we will have a trio of structures which will command the admiration of the world.

Perhaps Mr. Cox, of Cincinnati, is sorry now that he did not retire from Ohio politics and move to New York.

Health and Marriage. It was an interesting symposium which appeared in the Sunday edition of The Washington Herald upon the question whether a health certificate should be a prerequisite to a marriage license.

At the same time, the clergymen, physicians, and others who gave their views in thoughtful and entertaining fashion fully realized that there were many obstacles in the way of giving immediate force to the reform.

The importance of the question which has been presented is universally admitted. It will take time to educate the people to a point where public sentiment will crystallize into law or regulation.

Disarmament in Theory and Practice. The recent adoption by the French Chamber of a resolution inviting co-operation of other powers to obtain consideration at the Hague of the question of simultaneous disarmament is very significant.

Russia in 1872. Such hosts cannot be reduced save by concerted action. This was illustrated at the original Hague conference, when Russia's proposal to reduce its army was found to leave it still with a preponderance, which gave Germany the opportunity to defeat disarmament.

Even the recipients are said to welcome the Michigan bill to prohibit campaign cigars.

The Lincoln Memorial.

The exclusive announcement in The Washington Herald yesterday that the Lincoln Memorial Commission has decided that under the wording of the law the nation's tribute to the martyred President must be erected within the National Capital effectually disposes of the proposed Lincoln highway between Washington and Gettysburg.

Having thus eliminated every proposition which extends beyond the city's boundaries, the work of the commission is comparatively simple. The character of the memorial which can be erected here is necessarily restricted, but none the less it may be made worthy of the subject and of the nation.

Nothing daunted, we hope, the advocates of the parcel post system will try again. This is not the first time that a just and popular measure has been kept from the statute books by technical obstacles.

The new savings bank life insurance plan does not seem to take in Massachusetts. We understand that a man's life is insured amply if he has money in the bank.

Ek-Banker Roblin's first attorney said the man was a lunatic. His second lawyer insists that he is a hero. But what we would really like to know is what Roblin has to say about the experts in his case.

A Baltimorean who lost his fortune now also has lost his wife, who divorced him because he is poor. Some misfortunes really are blessings in disguise.

As a simple act of justice to one departed, we desire to state here officially that Washington has seen worse days than those of last February.

Did it ever occur to you that the youth who walks down town to his place of employment would get there sooner if the girl who parades about ten feet ahead of him would walk faster?

This is a long-felt want, sure enough. An Italian has invented a machine that applauds automatically in theaters. He ought to make a fortune.

POLITICAL COMMENT.

From the Philadelphia Record. There have been times when a man's right to a seat in the Senate was judged on higher grounds than his right to be at large.

From the Boston Transcript. In proposing to build at his own expense a splendid highway the whole length of the State of Delaware, the president of the Du Pont Powder Company is preparing for himself a unique and attractive distinction.

WHEN KINGS GO INTO COURT

When kings take to the courts for vindication history shows that they rarely serve their reputations. George V, irritated by the recurrent tale of his boyish love and marriage with the daughter of Admiral Seymour in Malta, has succeeded in establishing his innocence in court, but rumor, or scandal, if you please, has so firmly rooted the romance that it will follow him in history.

Only a Temporary Defeat. Through the single objection of Senator Bailey, legislation proposed in the post-office appropriation bill authorizing the Post-office Department to receive for delivery on rural delivery routes packages weighing not more than eleven pounds was defeated.

Let it be understood that this proposition had been carefully drafted by the Postmaster General, who had given it his hearty approval. It could not have interfered with the business of the express companies, for the simple reason that there are no express offices along rural routes.

In other days the history of the marriage of the present heir to the Austrian throne, Archduke Franz Ferdinand, would have been kept "under the rose," and when he unexpectedly became heir apparent he would have been supplied with an official "morgantonic" Europe.

The libel against King George of England was contained in a journal published in November and December called the Liberator, which was devoted to the spread of republican ideas. This prosecution was brought because the man had chosen to circulate an attack upon the King in respect of the marriage which he contracted with the Queen in July, 1893.

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From the Boston Globe. As for the pen with which Gov. Foss signed the certificate of Senator Lodge's re-election, we do not know whether he will give it to Hon. Butler Ames or keep it for himself.

DISTRICT RECORD IN CONGRESS.

Views and Interviews

Return to America from Canada.

American farmers, who for the past decade have been lured by the fertile lands of the Canadian Northwest to desert their native country, are flocking back again, according to Lewis M. Porter of Helena, Mont., who is at the New Willard.

The Musselshell Valley, which is the district in the central eastern part of the State, claims to be reaping the richest harvest, said Mr. Porter, "from these returning tillers, many of whom are deserters of worn-out farms in the Eastern part of the United States."

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Conditions are bad in some spots in Paris, however. They are developing there the "Eux" system of handling traffic, which might just as well be called the London, New York, or Chicago system.

Three weeks of close study of London confirmed Capt. Healey's opinion that the way traffic is handled is due to the quick obedience of the public to the police. "London streets are easy to clean, owing to their smooth surface. The cleaning of them at night, when there is no traffic congestion, is fine. I have never seen the streets so completely free of garbage removal as in London. The vans are metal, and are almost air tight, preventing matter being blown about and penning up odors. Motor brushes and motor sprinklers save time, and are economical, and far in advance of the hand cleaning methods in Chicago or any other city in the United States."

Bar Mails to Trans.

One method of compelling the corporations to obey the law, according to Max Pam, attorney of Chicago and New York, who was seen at the Arlington, would be to call on the power of the government to deny the use of the mails for carrying matter of any corporation that will not make complete and full reports of its corporate affairs, and its management and operation, and also to deny the right of the use of the channels of interstate commerce, such as express companies, for a similar non-compliance with the law.

Devil Wagons Breed Trouble.

D. F. Elliott, of Philadelphia, who is at the New Willard, speaking of the connection between automobiles and the high cost of living, said: "So much leather is used nowadays in the manufacture of automobiles that hides are higher, leather is higher, and so on down, step by step, until the price of boots and shoes is raised. It is the same story with rubber. The demand for the crude material in the automobile trade has hoisted prices all along the line, from overcoats to pneumatic tires, and most of all in London, for the shares of new Scotch rubber plantation companies. The more people ride the more the man who walks pays for going afoot."

The automobile has developed into an expensive luxury for the people who do not use it, continued Mr. Elliott. "It has added to the cost of maintaining the roads in good repair and of going well shod in wet and dry weather. It has created new styles of clothes and new resorts for deer food and drink. At the present rate of consumption lobsters and champagne are likely to go higher. The only thing that has been cheapened is human life. The cost of high living, as James J. Hill said, has made the cost of living higher. The automobile was well named the 'devil wagon.'"

LITTLE KNOWN FACTS ABOUT WELL-KNOWN PERSONS.

JUSTICE W. H. MOODY, formerly of the United States Supreme Court, was at one time city attorney of Haverhill, Mass. DR. WOODS HUTCHINSON, the medical writer, is a native of Yorkshire, England. REV. CHARLES F. AKED, of New York clergyman, is an expert bicyclist. He has toured all of Europe on his wheel, climbing the most difficult passes of the Alps. F. LUIS MORA, the New York artist, is a native of Uruguay. He was born at Montevideo. F. BERKELEY SMITH, the author, now living in Paris, was formerly an architect in New York City. MRS. MARY ELDORA GAGE, of Washington, D. C., president of the National Society of Colonial Daughters, is a lineal descendant of Charlemagne, Alfred the Great, William the Conqueror, and several other minor celebrities.

Bill proposed by the District Commissioners and passed during the Sixty-first Congress:

- Extension of Fourth street southeast. Extension of Third street northwest. Authorizing donations to a branch library for the District. Extension of Franklin street northeast. Extension of New York street northwest. Acquisition of land at Connecticut Avenue Bridge for streets. Condemnation of streets and alleys under permanent highway plan. Providing a road along Anacostia River. Change of highways plan west of Rock Creek Park. Amending code law in regard to bonding of officers. Extension of Twenty-third and R streets southeast. Extension of Massachusetts avenue northwest. Regulating the height of buildings in the District. Changing names of west side of Fifteenth street, between I and K. to McPherson place. Extension of Military road. Widening First street northeast. Requiring telegraph companies to pay a tax on their gross receipts.

District bills which passed during the Sixty-first Congress—in addition to those proposed by the District Commissioners:

- Authorizing changes in highway plan of section west of Rock Creek Park, north of Massachusetts avenue, east of Thirty-sixth street west, and south of Cathedral avenue. Extension of Thirty-third street northwest. Widening Park road. Authorizing changes in highway plan of section north of Rittenhouse street, and between Twenty-third and R streets southeast. Amending an act authorizing Washington, Spas Springs, and Gretta Railroad to enter the District. Extension of north street northwest. Extension of the underground system of City and Suburban Railway Company on North Capitol street. Changing name of Twenty-third street, north of Calvert street, to Woodley place. New grade crossing on line of Q street northwest. Authorizing changes in highway plan of section between Georgia avenue, Sixteenth street, Kalma street, and Buttercup street. Extension of Columbia road northwest. Removing Jefferson street northwest from the plan of the permanent system of highways. Providing for the condemnation of streets or parts of streets under the plan for permanent system of highways. Repealing and prohibiting mandamus. Extension of Princeton place northwest. Amending an act to incorporate St. Vincent's Orphan Asylum. Extension of the Washington and Suburban Railway. Requiring the Commissioners to return persons released from the workhouse or reformatory to the District. Providing for manufacturing purposes of square 228. Extension of Nineteenth street. Providing uniform warehouse receipts. Amending an act to incorporate the Washington Sanitary Housing Company. Extension of Reno road. Relief of William Frye White. Changing the name of Mesmore place to Mozart place. Directing the Secretary of War to convey the outstanding legal title to lot 29, square 253. Relief of Martha Seidman. Extension of Seventeenth street northwest.

Bills proposed by the District Commissioners and not passed:

- Providing guides for the District and prescribing their duties. Amending the act to preserve peace in the District. Prohibiting traffic regulations. Prohibition of poisonous hair-dressing. Amending the appropriation act. Providing for payment of the debt of the District and for permanent improvements. Amending the District code. Amending the child and wife support law. Amending chapter 53 of the District code. Amending the act relating to taxes and tax sales. Regulating the business of loaning money. Extension of Kenyon street and Seventeenth street. Extension of Farragut street. Authorizing the surveyor of the District to adopt assessor's system of land valuation. Prohibiting the exhibition or sale of Metropolitan police insignia. Widening Sixteenth street at Piney Branch road. Regulating the business of handling of deadly weapons. Prohibiting corporations to do business under names similar to those of other corporations. Amending an act relating to the sale of intoxicating liquors. Regulating the sale of milk. Directing the recorder of public deeds to keep an index of records relating to lots of tracts. Licensing moving-picture shows. Conferring on Commissioners powers of a public service commission. Regulating the business of plumbing and gas fitting. Prevention and punishment of cruelty to animals. Providing a police and firemen's relief fund. Setting aside land for streets at Jackson and Twentieth streets northeast. Regulating evidence in eminent domain suits. Amending sections 639 and 638 in the code of laws. Amending the act regulating the registration of births. Amending the game laws. Repealing the Chesapeake and Ohio Canal Company to build and maintain bridges. Amending drivers' license. Amending the act to register tuberculosis cases. Making drunkenness a misdemeanor and establishing a hospital for inebriates. Providing for lights on vehicles. Authorizing the suspension of certain permits. Confirming the name of Barney Circle. Repealing the act authorizing the leasing of water mains and sewers. Authorizing the collection of annual rental for vault privileges on public space. Extension of First street east. Authorizing the receipt of arrearages of taxes due the District to July 1, 1908, at 6 per cent per annum, in lieu of penalties and costs. Amending the act authorizing the leasing of water mains and sewers. Providing an additional method of foreclosing tax sales and tax deeds. Amending the act relating to public buildings. Extension of Colorado avenue, between Fourteenth and Sixteenth streets. Amending the child labor act. Regulating the operation of elevators and licensing elevator pilots. Authorizing the extension and widening of Minnesota avenue. Extension of Grant street northeast and Deane avenue. Providing punishment for larceny of real property from the workhouse and reformatory. Extension of Buchanan street northwest. Amending an act requiring the erection of fire escapes. Amending Barry place northwest. Amending Underwood street. Rectifying the boundary line of Rock Creek Park. Extension of Thirtieth street northwest. To distinctively designate parcels of land for taxation purposes. Creating the Klinge Ford Valley Park extension.

NAPOLEON IN LONDON.

John Burns Corrects Lord Rosebery and Furnishes Data of Visit.

From the London Express. The question whether Napoleon Bonaparte ever visited London was raised by Mr. Lansford Lucas, and Lord Rosebery, who was consulted on the point, replied that he had never heard of the rumor and could not conceive any one giving the slightest credit to it.

Lord Rosebery is now put right by John Burns, who declares that Napoleon's presence in London has gone beyond mere rumor, and quotes "The Story of Charing Cross and Its Neighborhood," by J. Holden Macmillan: "It is not generally known that the great Napoleon Bonaparte lodged in a house in George street, a thoroughfare which extends from Duke street to the embankment."

"Old Mr. Matthews, the bookseller of the Strand, used to relate that he remembered the Corsican ogre residing here for five weeks in 1791 or 1792, and that he occasionally took his cup of chocolate at the Northumberland coffee-house, opposite Northumberland house; that he there read much, and preserved a provoking taciturnity toward the frequenters of the coffee-house."

"Though his manner was stern, his deportment was that of a gentleman." He was absent-minded. There was an absent-minded professor in a famous Western university who used to take long walks late in the evening. One night he was walking alone in deep meditation when he collided with a cow.

Thinking it was his friend, the school-teacher, he politely doffed his hat and made a profound bow, saying: "I beg your pardon, madam." After going a little farther he really did collide with the school-teacher, recalling his previous experience, he exclaimed in utter disgust: "Is that you again?"

His Change. From the Cleveland Plain Dealer. "Be mine, I pray you!" cried Mr. Popper, passionately. "Ah, do not answer hastily! Ponder well, and see if you cannot love me. Oh, if I might only, as some knight of old, perform some deed of daring—do some valorous act to show you how—"

"You can," interrupted Miss Cunningham, calmly. "Go to papa."

GERMANS GREAT TRAVELERS.

Almost a Million Visited Their Capital City During Last Year.

From the Boston Transcript. A million and a quarter strangers registered in the hotels and boarding-houses of Berlin last year. Of these about 300,000 were foreigners and about 200,000 Americans visited their capital in 1910, which is rather significant. Germans in the past have not been considered as very great travelers, but there is nothing more apparent to the American tourist in Europe to-day than the movements of the Germans themselves. Of the prosperity that has come to them in the last ten or twenty years the Germans have taken advantage by traveling about.

They do not go long distances, but they may be found in large numbers in Northern Italy, in Vienna, in Holland, in Belgium, and in Western Russia. A tourist who lands at Naples will see almost no Germans until he strikes Venice. There the hotels are full of them, and one hears their guttural accents on every side. The American Express Company and Cook's offices in Venice are the busiest of all cities in Europe because of the German swarms. Many of these come, it is true, from Vienna, but most are from Germany itself. But, as these statistics show, the Germans do more traveling in their own country than they do outside, and when any one takes one of those famous trips up or down the Rhine the boats are filled with Germans who continually sing their national songs, particularly "The Watch on the Rhine" and the "Lorelei," when they pass by that famous cliff.

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