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TUESDAY, APRIL 14, 1914.

Two magic words will cheer us all when the umpire cries, "Play ball."

Baltimore and New Orleans are great cities, but they are not good losers.

You can never tell. For instance, the Mexicans look down on the Spaniards.

Most of the paragraphs about Mr. Shah, the new Chinese Minister, are not worth shucks.

Saw a man eating cabbage in a dress suit the other night. That is just what we saw.

A woman's idea of saving something for a rainy day is a pair of silk stockings in her trunk.

Ambassador Page probably realizes by this time what a serious matter it is for him to try to be funny.

When the Republicans and Progressives get together the Democrats ought to rejoice, for it means a scrap.

A Federal judge in Ohio resigned because the pay wasn't enough. And, stranger still, he was a Republican.

It appears that Hon. Richard Croker's favorite diversion is reading Hon. Charles F. Murphy out of the Democratic party.

All the Chicago women candidates were defeated. But they should have known better than to try to run in these tight skirts.

We wonder what the old-time dorkies who used to dance the caké walk think when they see the white folks dancing the tango.

Truth lies at the bottom of a well, says an old adage, and we suppose that is why a water meter has no connection with it.

In a biscuit baking contest in the Newport high prize over a number of girls went for women!

Between the coal miners and the operators has begun, but the consumers won't be called out 'til pay for it before next winter.

Dr. Mary Walker says the late President Arthur proposed to her twice and that she refused him because he used tobacco. Just how hard a knock is that for tobacco?

The Houston Post and the Toledo Blade have been engaged in a long and turbid discussion as to whether a hen "sets" or "sits." What difference does it make, just so long as she lays?

The nation's business is waiting on Congress and the Interstate Commerce Commission, neither of which is making much headway toward starting the wheels in motion. But the November elections will walk neither on business nor the administration.

Unless an Illinois man can raise \$50 necessary to appeal a verdict finding him guilty of murder he will go to the scaffold on April 21. Becker, the former New York police lieutenant, had the price, so he slept peacefully while the four gunmen were being put to death in Sing Sing.

The well-preserved skeleton of a man who lived 150,000 years ago, according to the scientists, has been discovered in Africa. Wonder if he heard anything about the origin of the policy known as "watchful waiting?"

"Mr. Personal Representative" John Lind has broken his long silence at last. He "smiled approvingly" when he was told that President Wilson would insist on a Mexican salute to the American flag.

Pennsylvania has an equine surgeon. Joe Brooks, a village blacksmith, fell on an icy sidewalk some time ago and dislocated his knee. The other day while he was shoeing a horse the animal kicked him and snapped his knee joint back into place. We hope no jealous member of the profession will try to punish the horse for practicing without a license.

Presumably the sole object of Mr. E. T. Chamberlain, United States Commissioner of Navigation, who appeared before the Intercoastal Canals Committee of the Senate yesterday, was to throw light on the tolls situation. When he gave it as his opinion that the United States should pay the tolls of all its vessels passing through the Panama Canal, and that such payment would not be a subsidy, it was not apparent which contention he had aided most, President Wilson's or that of the opponents of repeal.

One plank in the Democratic platform reads: "We believe in fostering, by constitutional regulation of commerce, the growth of a merchant marine, which shall develop and strengthen the commercial ties which bind us to our sister republics of the South, but without imposing additional burdens upon the people and without bounties or subsidies from the public treasury." Another plank sets forth: "We favor the exemption from toll of American ships engaged in coastwise trade passing through the canal." Is \$1,000,000 in coastwise shipping tolls, which the nation's taxpayers would be forced to contribute, if these ships are exempted, a subsidy or an "additional burden"?

If it is, then the hysterical clamor for the enforcement of one platform declaration which is expressly overruled by another ought to be about due for the soft pedal.

Weird Taxation Statistics.

Debate in the House of Representatives yesterday on the so-called George taxation bill showed plainly that members will not be misled, as they have been in the past, regarding conditions in the District of Columbia. They have within easy access actual figures and figures which were not in their possession a few weeks ago and are in a position to smile at the weird array of statistics held up for their inspection by Representative Prouty, in an attempt to support his contention that the people of Washington ought to pay \$4,000,000 in taxes instead of \$7,000,000.

Mr. Prouty's audacious juggling of figures in his effort to show that the average taxation rate in forty cities is 19 mills on the dollar, while Washington's rate is only 10 mills, will certainly deceive no one, since the Congress and the entire community have already been supplied by eminent authorities, including those represented by the United States census, with the exact figures; with figures which show that taxation per capita in Washington is higher than that in 149 out of 195 cities, and that the \$330,322,487 assessed value of its real estate on a two-thirds basis is only some \$400,000 less than that of the great commercial city of Baltimore on a nominally 100 per cent basis. When Mr. Prouty calmly adopts \$744,000,000 as the taxable value of real estate in Washington and proceeds to speculate on the amount of revenue which would be produced at a rate of 19 mills on the dollar, it becomes evident that for him figures have no meaning. He gives no hint as to where this noncommercial city of 340,000 inhabitants, 95,000 of them colored, is to find the \$14,000,000 to pay the taxes he proposes to levy.

The 30,000 government clerks here will prick up their ears at Mr. Prouty's assertion that "Washington has always skillfully and successfully played the role of the wily miser who conceals his wealth that he might have face for asking charity." These clerks constitute the great majority of the revenue producers in Washington. The sum total of their salaries has been estimated at \$35,000,000. Outside of this sum Washington has few resources. It manufactures nothing to speak of and has nothing to sell. Its activities are very largely confined to supplying the wants of these 30,000 clerks, all the rest of its revenue being brought here from the outside world by temporary residents living in hotels or private houses. From these sources of income the District of Columbia now contributes approximately \$7,000,000 in taxes, an amount equal to 20 per cent of the money disbursed annually by the government for services rendered. Manifestly the temporary sojourners must contribute a considerable share of this \$7,000,000, and if \$7,000,000 additional is to be raised we shall have to look to these "technical" residents, as Mr. Prouty calls them, for most of it, if they will only be so obliging as to stay while search is being made by the assessors for property, much of which is no doubt taxed where they have their actual residences.

Unless, indeed, Mr. Prouty has some scheme in mind for endowing the city with the means to meet his extraordinary demands.

Surprises from Senator Cummins.

Statements made in the Senate yesterday regarding the condition of the railroads of the United States, coming from a statesman of the recognized ability of Senator Cummins, of Iowa, will surprise railroad men and such of the general public as is familiar with the situation through personal observation all over the country. Charging that a persistent campaign, not to influence the Interstate Commerce Commission, but to create public sentiment in favor of granting an increase in freight rates, is under way through misrepresentation in magazines and newspapers, the Iowa Senator made the truly amazing assertion that the railroads are in better physical condition now than ever before in their history and that "we are dealing with the most perfect and complete railroad system this world has ever seen."

Senator Cummins must have been exceedingly fortunate in his travels if he has failed to encounter the antiquated, ramshackle, and congested stations in important cities, or worn-out rolling stock and inadequate track facilities which so many other travelers have been complaining of for several years, and he must certainly have permitted an excess of patriotism to prompt his characterization of our railroads as the best the world has ever seen.

And when he departs from these general appraisals and looks squarely in the face the deplorable conditions of the present moment, from which there is no escape, he takes the opportunity to blame it on the Democrats, on the "depression that began with the first of October last and has grown more serious with each month since that time." It is difficult to imagine how Senator Cummins can fail to realize that depression has been going on among the railroads for a much longer period than six months. He might at least, without weakening his case, admit that it began about the time that the result of the great national conventions in 1912 made it plain that we were to have a Democratic administration.

As for his figures quoted to prove that railroad stocks generally have been higher and steadier from 1890 to 1914 than industrial and other securities, they constitute a class of comparisons that may be made to prove anything. It is pertinent to suggest, however, that a comparison of the values of railroad securities for the different years within the period mentioned would reveal an interesting story.

Altogether inexplicable is Senator Cummins' apparent blindness to the plain figures submitted by railroad presidents to the Interstate Commerce Commission, which has every facility at its disposal for verifying them.

As for the alleged persistent and organized campaign to influence public sentiment in favor of increased rates, we are disposed to differ with the Senator. The reverse is probably true. We believe that the newspapers and magazines are merely reflecting an already existent public opinion that is growing and spreading.

Tampico to Hear Sound of Guns.

Several times within the past few months even the most optimistic peace preservers have been ready to admit that the limit had been reached in Mexico. Each time President Wilson has discovered some route around or under the crisis. Today he is confronted with a situation different from any he has yet encountered. Admiral Mayo has forced an issue by demanding that the Mexican federal forces at Tampico fire a salute of twenty-one guns to the American flag as an apology for arresting some United States marines. Reports have been conflicting as to the day and hour when the salute is to be fired, but there is no doubt that Admiral Mayo has made the demand, and it is stated by authority that the President is supporting him.

Is this a real crisis? It looks like one. Tampico will hear the sound of guns.

Monuments of Ancient America.

By HERBERT J. SPINDEN, Of the American Museum of Natural History. At Chichen Itza, a capital of the ancient Maya empire, in Northern Yucatan, seven or eight structures are still in a fair state of preservation, but the bush for miles about is filled with heaps of cut stone that mark the sites of other buildings now in utter ruin. The most impressive structure is doubtless the Castillo or Castle—the temple on the pyramid seen as we entered the ruins.

The pyramid rises steeply in nine terraces faced with cut stone and decorated with sunken panels, and on each side is a wide stairway with balustrades. The base of the pyramid measures 195 feet and its height is 78 feet.

The temple on the summit rises an additional twenty-four feet, so the structure as a whole is more than 100 feet in height. This temple has on one side an ample doorway with two serpent columns that leads into a vaulted portico. Directly behind this is the sanctuary.

On the other three sides of the temple are doorways giving access to a narrow vaulted passage that leads neither into portico nor the sanctuary.

The decoration of the temple consists of sculptured doorjambs and lintels, all in bad repair; a mask panel or highly conventionalized serpent head in front view, on the outer walls above each door; two columns, already mentioned, that represent feathered serpents with the heads at the base and the tails serving as the capital, and an open-work roof ornament reproducing the Greek meander.

A splendid relic of ancient glory is the great building known as the Monjas or Nunery. This rambling structure, richly decorated with grotesque faces and geometric designs, is of especial interest to the archaeologist because it shows different periods of growth. In the first place the substructure of the principal range of buildings has been enlarged several times, as is made clear by excavations leading into the solid mass. The ground level wing on the east was added after the substructure had received its final enlargement.

The small chamber at the top of the Monjas, which may be called the third story, was not contemporaneous with the range of rooms beneath it, first because some of these rooms had to be filled in with earth to support the weight above, and secondly because the walls of this upper chamber are plainly made of re-used material. There is good evidence that the sculptured details of certain other parts of the Monjas were taken from the wreckage of earlier buildings.

In close connection with the Monjas are two small temples without substructures, the more interesting one being the single-roomed building called the Iglesia or Church. This little temple is decorated with mask panels, and has the front wall elevated one story above the roof, an architectural device known as the flying facade. This flying facade bears three mask panels which differ from each other and which are obviously made up of re-used material.

West of the Monjas is the Akat'chib, the House of the Dark Writing, so called on account of some hieroglyphic inscriptions. North of the Monjas is the Caracol or Snail, a curious circular tower with a winding stairway.

Still farther to the north is the Casa Colorado or Red House, an admirably preserved building with a long outer chamber and three inner ones. The flying facade of this building is very pleasing, with its mask panels flanked by frets. Over the center of the roof rises another wall pierced by windows. This architectural detail, commonly called the roof comb or roof crest, is found in this single instance at Chichen Itza, although often seen in other Maya cities.

Continuing in the same northerly direction we encounter a temple upon a pyramid very similar to the Castillo, but smaller, which has been named the Temple of the High Priest's Grave. This rather fanciful title comes from a deep shaft on the floor leading down to a small burial chamber. In conjunction with this temple are some small platforms which are believed to have been used as stages for dramas or religious ceremonies. Several of these platforms, having stairways on the four sides and sometimes sculptured panels, are found at Chichen Itza.

Northwest of the Castillo lies the Ball Court Group with the famous Temple of the Jaguars. The south temple of the group is a plain building of little interest, but the north temple is very interesting because its entire inner surface, including the sloping surfaces of the vault and the round columns in front, is a mass of sculptured detail in low relief.

The carvings deal with processions of priests and warriors similar to those on the wall of the Lower Chamber of the Temple of the Jaguars.

The Temple of the Jaguars is situated at the southern end of the parallel stone walls of the court. The inner chamber of this temple has excellent frescoes in low relief, while the outer chamber at the base of the wall has painted sculptures.

The last group of buildings which we have time to consider is the group of the columns in the western part of the city. In this extensive ruin there are great rows of columns on platforms as well as several interesting temples. It has been suggested that this part of the city was a market, but nothing that really confirms such a belief has come to light. The temples are mostly of the same general type as the Castillo, with sculptured doorjambs and serpent columns. Several of these temples have been only partly excavated. One of the most interesting is the Temple of the Tables, which takes its name from a table-like altar supported on the uplifted arms of small Atlantean figures. So much for the buildings of Chichen Itza.

Those who are opposed to total prohibition of the liquor traffic, including the manufacture, importation, or sale of any beverage containing alcohol in any form, draw attention to the loss of revenue which this country will sustain. The total revenue receipts of the Federal government from all sources for 1912 were \$201,000,000, \$222,000,000 of which were derived from taxes and duties on distilled and fermented liquors. This large sum would have to be made up in some way and the question to be decided is whether the sacrifice would result in a corresponding gain in the welfare of the people.

If drunkenness could be abolished with the assurance that no other vice, such as the habitual use of opium would take its place, the answer would be more easily given. The trouble is that absolute prohibition would be followed by the manufacture of illicit spirits on a large scale. The process of turning a mash of any grain or other material containing starch or sugar into ordinary alcohol in a more or less diluted form is very simple and the cost of the apparatus required is small.—New York Commercial.

Abuse of Legal Process. There is only too much reason to think that the search by the State for the taxable assets of dead citizens is often used for ulterior motives. Not only do dissatisfied heirs take advantage of it, but also, according to current talk, municipalities in search of unassessed personal belongings. This is an abuse of legal process that should be rigidly suppressed. Surrogate Fowler will have general approval for his action in a particularly flagrant case on Saturday.—New York Sun.

HIGH COST OF RAILROADING.

Locomotives, Cars, Labor, and Materials Have All Advanced. The high cost of living has hit the railroad, and has hit them hard, according to figures recently furnished by the Lehigh Valley Railroad. Taking a period of fifteen years, from 1898 to 1913, the Lehigh Valley shows with figures from its own books that all items of expense have increased astonishingly. In some cases the increase has been more than twice as much. The most important question of the track. The maintenance of way expense per mile of track was \$728.66 in 1898. Last year it was \$1,813.12, more than twice as much. This is principally due to more expensive and heavier rails, ties that have almost doubled in price, heavier ballast and the increased cost of labor. The necessity for a heavier track to carry heavier equipment has, of course, had something to do with it, and, again, crocheting ties has also doubled the cost, making the cost of ties today four times what it was fifteen years ago. From 1898 to 1913 the same proportion holds, the expense having jumped in fifteen years from \$1,674.74 a year to \$3,224.35.

A wooden passenger coach used to cost \$5,000. The new steel coaches, which the Lehigh Valley is using, cost \$12,000. Meanwhile, however, there is an increased assurance in passenger cars. A standard freight locomotive costs \$20,000, where it cost only \$15,000 in 1898. Repairs have jumped in proportion, the locomotive from \$1,500.00 a year to \$2,000.00. This is largely offset, however, by the increased tractive power of the standard locomotive.

Where the high cost of railroading is most apparent, though, is in general repairs and renewals. Here the increased cost of materials has been particularly conspicuous. On a passenger car (this item has increased from \$10,777 to \$25,116) a freight car (this item has increased from \$10,000 to \$20,000) and a freight engine (this item has increased from \$10,000 to \$20,000) the cost of upkeep between 10 cents and 4 cents a mile.

In these items labor, of course, is counted on. This has figured for all railroads as a 10 per cent increase. In the operation of trains it is more than 10 per cent, however, as the engineers, conductors, and trainmen have had the biggest increases in pay, and the fuel cost has increased in proportion. The interesting part of the comparison is that the cost of fuel has increased largely not in efficiency and better methods of railroading. It has been impossible to meet them entirely, and that is why the railroads are in the predicament they are in.

As a result of the increased cost of materials and labor, the railroads have had to raise their rates. In some cases the increase has been as high as 100 per cent. The railroads have had to raise their rates, and the public has had to pay for it. The railroads have had to raise their rates, and the public has had to pay for it.

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HISTORY BUILDERS.

The Feat Capt. Marratt Pronounced Impossible. Written Expressly for The Herald. By DR. E. J. EDWARDS. The late Serevo H. Scranton, who built, in the early fifties, the Shore Line Railroad in Connecticut, which afterward became a vital link in the through route between New York and Boston, was of a family of railroad builders. His brother was for some years president of the New York and New Haven Railroad, and those who were near of kin established the city of Scranton, Pa., their achievement having been memorialized by the name of the city.

I was riding from Boston to New Haven in 1871 and had the good fortune to share my seat with Mr. Scranton for an hour or two. He told me many interesting and exciting romances of railroad building. He was especially fond of relating stories of the ingenuity of men of large affairs and experience, especially about the engineering feats of railway construction in the early days.

One of the most interesting of the stories that he told me was that of the Boston and Albany Railroad for many years. I think it was the first of its kind. He said that the railroad was completed from Boston to Springfield, or it may have been Worcester. And it was then called the Western Railroad. The promoters wanted to extend it to the Hudson River, but there were the difficult Berkshire Mountains to be conquered by the surveyors and railroad builders. In order to secure the best engineering ability the promoters of this line employed Capt. Whistler as the engineer in chief. He was the engineer who afterward surveyed the railroad line from St. Petersburg to Moscow in Russia. He has a son, who, I believe, is a prominent politician here.

Mr. Scranton thus spoke, Whistler, the painter, had not gained the great reputation which he afterward acquired. "After the survey was made over the Berkshires mountains and the construction of the railroad began, the owners of the line occasionally invited prominent men to make an excursion to Boston for the purpose of witnessing what was then regarded as a wonderful piece of engineering."

"You of course," he read the stories written by Capt. Frederick M. Marratt. I suppose every boy has read them. Well, Capt. Marratt made a visit to the United States just after the war, and he saw the new railroad work was finished and the railroad construction over the Berkshires was under way. It was at that time that he almost as much as he had seen the Berkshires mountains. He was invited to visit the United States a few years earlier. He was invited to visit the United States a few years earlier. He was invited to visit the United States a few years earlier.

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Statesmen, Real and Near.

Secretary Bryan has never yet dictated a letter or speech while riding horseback. But that is one of the comparatively few places where he makes no effort to convey his thoughts to a stenographer. He thanks nothing of dictating while walking (usually along the street).

Three or four mornings a week, if we were noticing, one might see the Secretary of State leave his home accompanied by a confidential secretary who has gone there for the purpose of walking down to the State Department with Mr. Bryan. As he walks along, Mr. Bryan dictates and the secretary jots it down in a notebook so small that it is almost hid from view by the man's hand.

Unless one were paying close heed, one would never know there was any dictation going on at all. They seem to be merely conversing.

One morning recently Mr. Bryan and one of his secretaries might have been seen to huddle into a little niche in the wall near the entrance of the State Department, and for some time stood there while Mr. Bryan dictated. "If we go up to the office," smilingly explained Mr. Bryan, "there will be such a crowd there that it may be hours before we can get these letters disposed of."

Gen. Isaac R. Sherwood, of Toledo, Ohio, one of the few remaining civil war veterans in Congress, has a passion for high-priced horses. He usually wears a team of spirited, whimsical-looking animals here in Washington, and he is generous about asking other Congressmen to do the same. He has a horse named "Old Boy" because the horse looks as if he might take fright at the Washington Monument any minute, without notice, and try to bolt. The horse is named "Old Boy" because he is not afraid of them—even if he is seventy-eight years old.

The only horse that ever gave the general a real fright was a small little driving horse known as "Old Roy." One day while driving "Old Roy" about the streets of Toledo, Gen. Sherwood happened to see the entrance of the State Department, and he was so much interested in conversation and ran a few errands in the neighborhood. He drove Roy right in and tied him carefully to a post, never noticing that he was one of the corner uprights of the carriage elevator.

As the general stood chatting with the liverman, a bright young chap who was working his way through Yale by serving time in the library stable summers, approached the elevator shaft on the second floor. Not knowing anything about Roy being hitched there, he began to pull the cable.

Gen. Sherwood, hearing commotion, glanced about to see "Old Roy" standing on his hind legs and still going up. "No great harm was done," says the general, "but it gave me an awful shock. Imagine how you yourself would feel if you had a horse named Roy, noted for being quiet and self-contained, and you suddenly chanced to see it standing right up on its hind legs like a horse in a circus."

Byron R. Newton, Assistant Secretary of the Treasury, is not given to superstitions—except about one thing. When he was helping William G. McAdoo look after the Wilson campaign in the District, several persons down around Stanton, Va., sent Mr. Wilson lucky stones that grew in a lucky-stone mine down that way. The stones were of a peculiar ground in the form of a perfect cross. All one has to do is rub the hands over a stone like that, then carry the stone about in the pocket, and one will find all kinds of good luck. As there were more of the stones sent in than Mr. Wilson needed for his own personal use, Newton held out one of them himself. Ever since then his health has improved, his frame of mind and his whole outlook on life have been better than ever before. It may not have been the lucky stone at all, but Newton says he would not take a chance on parting with it—not for anything.

Some weeks ago Vice President Marshall made the remark that the greatest need of this country is a good cigar. The remark was picked up in the newspapers and manufacturers of 5-cent cigars began to bombard the Vice President with cigars. He has now tried a great many more brands of 5-cent cigars than he had in months or two ago, but he now issues the statement: "The country's greatest need still exists."

Secretary of War Garrison was visiting the Army and Navy Club in Washington one evening when an army officer, who had just returned from a large, gray-colored man, said: "See that fellow yonder? That's Gen. Soandoo, the killjoy of the army. What do you suppose that man wanted to do one night?" "Give it up," answered Garrison. "What, did he want to do?" "No, he wanted to go over there with a big army, bugle and blow the recall." (Copyright, 1914, by Fred C. Kelly. All rights reserved.)

Backward Step in Bay State. Massachusetts seems to be taking a plunge backward into barbarism. Her senate has just passed a bill upholding the stupid and wicked prejudice which a few people still entertain against vaccination. The persistence of this opposition in the face of the millions of cases of application of this great prophylactic method and its now almost universal use is one of the carthorses of the human mind. In the countless millions of cases of vaccination the number in which harm has been done is almost indistinguishable, and smallpox, once the scourge of civilization, has been almost exterminated. Strangeth by far than the limited popular prejudice in the sanction given to it by a legislative body in a State which aspires to lead in civilization.—New York Sun.

A Ship Astray. That must have been a dazed and much aggrieved skipper who brought his windjammer King Alfred into Charlestown, Mass., Saturday, with nitrate from Peru which should have gone to Charleston, S. C. The skipper, who was a geographer. The blame seems to lie with the shipping clerk who wrote Charleston, S. C. But one of our navy officers in the last year was a geographer, and came near making Tampico, Mex., instead of calling at the Florida port of the same name.—Springfield Republican.

A Line o' Cheer Each Day o' th' Year. (Written Expressly for The Herald.) BY JOHN KENNEDY BANGS. MOVING PICTURES. (Copyright, 1914.) Movie pictures? Yes, as they're fine, Flashin', reelin' off the line. But I'd never pay to see 'em. Movie pictures, ain't they? While I got a chance to go, I'd set out to watch 'em. No two like where'er you look—Picture God Himself has took!

That memorable Tuesday night when the House of Representatives passed the measure regarding the Panama Canal exemption clause, the Speaker of the House, Champ Clark, had one pebble into the sea of debate which has sent forth a ripple that has already disastrously affected certain unstable bodies, notably, one or two members of the United States Senate.

He quoted one paragraph from an opinion of the Supreme Court delivered by Mr. Chief Justice White in deciding the case of Olsen vs. Smith, (106 U. S. 322) in support of the contention that the exemption clause under debate was not a contravention of the treaty by the terms of which "ships of the nation" were guaranteed the use of the Panama Canal. It is undeniably true that the exemption clause was given by this country in regard to British vessels entering United States ports, but it was not given by Great Britain, Clark, that such a provision did not prevent the authorities of the State of Texas, though a member of the United States, from imposing certain penalties upon vessels in the foreign trade shipping entering United States ports.

The quotation was exactly the best part of Mr. Clark's speech, inasmuch as it was the only part of the speech which dignified itself that had any immediate or potential power of conversion. It has since been pronounced enough at the moment, but it was not enough to save Mr. Clark, that such a provision did not prevent the authorities of the State of Texas, though a member of the United States, from imposing certain penalties upon vessels in the foreign trade shipping entering United States ports.

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HOWARD P. OKLA.