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SATURDAY, AUGUST 15, 1914.

The candidates are trying to mobilize the voters.

There may be harder work than waiting for a delayed train, but we have never found it.

After they get through with their war, hadn't we better send some missionaries to Europe?

Even the militants couldn't have brought about a greater smash than the one in Europe.

"Being held in New York on non-support charge," says a headline. Yes, it referred to a man.

A horse will get tired, and an automobile will have to have new tires. And there you are.

You haven't heard of any of the Russians in this country trying to get back home, have you?

The war that France is embarking on promises to be more serious than the usual French duel.

And do you suppose the government is going to spend money to bring Evelyn Thaw back home?

About the biggest Presidential timber we ever had in this country could not boast of a family tree.

And now that Mr. Warburg has got on the Federal Reserve Board, what is he going to do with it?

Why worry about the European war situation? You can find things to worry about much nearer home.

Emperor William kept the peace for a quarter of a century, but he made up for it when he did break loose.

Many a European nation goes to bed these nights wondering if it will wake up a republic in the morning.

The Belgians have sighted a German sailing vessel at Rotterdam, and she will probably rotterdam sails off right there.

Gen. Pau has been placed in command of one of the armies in Europe, and no doubt Gen. Mau is proud of him.

You needn't rejoice, Johnnie, for although a number of teachers have been stranded in Europe there will be enough to run all the schools this fall.

As nearly as we can figure out, the edict for the dissolution of the International Harvester Company recognizes that it is a beneficent organization, but concludes that it ought not to be permitted to exist because it is strong enough to be wicked. We may be thankful that the same principle is not to be applied to individuals, otherwise law-abiding citizens would be hanged simply because they were strong enough to commit murder.

It will be recalled that the day before Germany made its first declaration of war against Russia, German line ships were held in port and one which had sailed was recalled to New York. That action was correctly interpreted as a warning of what was to come. Yesterday it was announced that British liners will observe their regular sailing dates from New York for the present; so it is safe to assume that there will be no great North Sea naval battle for at least a week.

"I would as soon think of 'butting in' on the action of the Supreme Court as to seek to review in any way the decisions of the Interstate Commerce Commission," said Senator Pomerene, member of the Senate Interstate Commerce Committee, when asked concerning a report that Congress would review the recent rate decision of the commission. It would be well for Congress, while creating the Interstate Trade Commission, to bear in mind that it will occupy a position just as high as the Interstate Commerce Commission or the Supreme Court in the view of our statesmen and citizens.

The report of the Senate Foreign Relations Committee on the peace treaties, all but two of which have been ratified, sets forth that the "main purpose of these treaties is to give time for nations engaged in international controversies to reflect and to afford opportunity for subsidence of passion before hostilities shall begin." The belief is also expressed that "the existence of such treaties as these will be most potential in preventing the precipitation of sudden wars such as now exist in Europe." All of which is interesting, but far from convincing. Europe had years to "reflect" before the "precipitation of sudden war."

Young Mr. Franklin D. Roosevelt leaps into the New York Senatorial contest as a candidate for the Democratic homination for successorship to Elihu Root with a reluctance and modest self-confidence that does credit to his name. He says: "A great number of my friends and many persons whom I have never even met have urged me to take this course, and I do so with the belief that the coming campaign will determine whether the State is on the side of reactionary politics or on the side of intelligent progress and honest administration of government." But those insistent people whom Mr. Franklin D. has never met will never be able to forgive themselves if the voters decide that they are not on the side of the particular brand of "intelligent progress" that he represents. Elihu Root's shoes are man size.

The Commissionership Decision.

Justice Stafford, of the Supreme Court of the District of Columbia, has decided that Oliver P. Newman is not in contempt of court in retaining the office of District Commissioner, pending the result of his appeal from the verdict of a jury declaring him a "usurper" and the court's writ of "ouster."

The court's decision would also appear to affirm the legality of the Board of Commissioners as at present constituted and the validity of its acts. If this view of the decision is correct, the District has at least reason to be thankful that it has escaped endless litigation over municipal transactions. As this point was not involved in the contempt action, however, it is not improbable that it may be brought up at a later date.

The decision, while it will to some extent relieve the apprehension that District governmental affairs were to be thrown into chaos, has no bearing upon the contention that the home rule section of the law of 1878 was violated in the appointment of Mr. Newman. The people of Washington who have followed the legal contest from the beginning are of one opinion on this, the main point at issue, even though Mr. Newman, by taking advantage of the intricacies of the law may be able to retain his office to the end of the term.

The fight has been made in the courts, not against an individual, but to uphold the wise and just law which provides that the two civilian Commissioners shall be residents of the District of Columbia, and the men who have made it have earned credit.

How to Levy a Tax.

It is not probable that Chairman Underwood will follow the advice of John Boyle in preparing a war revenue bill, however much confidence he may have in the veteran financial writer's experience in raising revenue or his understanding of the effect the European war may have upon our finances. Mr. Boyle advises the Ways and Means Committee to levy a war tax of $5 a head on the Prohibitionists because they do not now contribute their share of revenues for the support of the government, whereas the men who smoke and drink contribute $8 a piece to keep the government going. The statement of facts presented by Mr. Boyle is probably correct, but the conclusion he draws that a tax of $5 per head on all Prohibitonists would produce $150,000,000 revenue is no more warranted than the various predictions as to what will be the final result of this great European war.

Mr. Boyle innocently bases his calculations on the prophecies of Capt. Hobson and other militant heroes of prohibition, but Mr. Underwood has had considerable experience in testing the windmills of Capt. Hobson's fancy, not only in his latest crusade for prohibition in Alabama, but in the numerous mythical invasions of the Japs the captain has produced whenever a naval appropriation bill was under consideration. Capt. Hobson has so many times blocked the harbor entrances of this country against both foreign and domestic foes that Mr. Underwood has come to find more entertainment in Hobson's militant movements than in those of Don Quixote and his faithful squire Sancho Panza against the windmills of Europe.

If Mr. Boyle will drop the lamentations and prophecies of Capt. Hobson and his good squire Dr. Dinwiddie, and turn to the election tables he will find that the Prohibitionists in 1912 numbered just 207,959 voters or 1 1-3 per cent of those who went to the polls on election day. A tax of $5 a head would produce $1,039,795 in one year or less than the amount the smokers and drinkers voluntarily contribute to the Federal Treasury in one day. Such a tax would not pay the expenses of Uncle Sam even on election day when he takes an official census of the Prohibitionists.

Mr. Boyle will see that his suggestion cannot help Mr. Underwood in drafting a bill for collecting a war tax when we have no war. There might, however, be found a way to reach these people of whom Mr. Boyle complains as paying no part of the government expenses. That would be by a tax, even a small tax, on the speeches of Hobson and Dinwiddie and the other militant Prohibitionists who are raging up and down this part of the earth commanding mythical armies greater than those of the combined forces of Europe to fight imaginary dragons with their tongues. We might raise more millions than Mr. Boyle dreams of and fill the Treasury to overflowing by such a tax, if we could only collect it.

Time to Restore the Sugar Duty.

Of all the products of daily consumption which have advanced in price since war began in Europe sugar easily takes the lead, having almost doubled in cost to the consumer in the last ten days. The enactment of the Underwood tariff bill dealt a staggering blow to the sugar producing industry of the United States, reduced the national revenues $50,000,000 but failed to reduce the cost of the product to the consumer to any appreciable extent. The outbreak of the war finds us with our own sugar industry paralyzed and our people forced to pay famine prices for sugar without putting one additional penny in the Treasury.

With importations of all products from Europe practically suspended, cutting off our customs revenues from that source, the administration is confronted with the problem of raising $100,000,000 annually by additional taxation. With the income tax already in operation, to offset the reduction in customs revenue brought about by the Underwood bill, and with food prices soaring to unheard-of heights the government is at its wits' ends to discover a means of raising the money. It seems almost inevitable that it must restore customs duties in some directions. While our trade with Europe is practically shut off, we are still importing valuable cargoes from other parts of the world and these should be made to restore our depleted revenues to a considerable extent. Above all, the duty on sugar should be promptly restored, not primarily because of any immediate revenue that may thus be produced, but in order to rehabilitate the sugar producing industry in this country. It may be argued that the prevailing war prices offer sufficient encouragement for the resumption of production, but producers who have been driven out of business by the tariff law and forced into other enterprises cannot be expected to return to the sugar industry merely to take advantage of an emergency, with the prospect of being left in their original plight when it passes. The sugar industry can only be rehabilitated by a permanent tariff provision to insure it a profitable existence.

The sacrifice of $50,000,000 annually in sugar duties, with no benefit accruing to the consumer, was a mistake which the administration must have recognized by this time. Now is its opportunity to rectify it.

Gov. Blease probably rejoices over the announcement that Austria has blockaded Montenegro.

The Lawn Mower.

By EMORY J. HAYNES.

I determined to examine its viscera. My old farmer friend had remarked to me the day before, as I saw him sitting idle, that he "did not feel like work." And that whenever he did not feel industrious he "allus knew there was somethin' the matter with his inards." The inside of the lawn mower was a mystery. So I proceeded to unscrew and open it up. Piece by piece, disk by cogwheel, I spread all the interior fixings on the grass. Then I proceeded to study and reason over each piece, the question being, how to have a beautiful lawn?

Such conclusive and final end was the reason for buying the mower, namely a pretty lawn. The particular cogwheels were nothing, except as they were possibly somehow related to the short grass evenly shaved. The relation was my study. I had to connect up, step by step, beginning with the end, the grass. For I did understand the grass. That was an esthetic result, beautiful when flecked with sun and shadow, and adorned with a bevy of dancing children or charming ladies. All so utterly unlike and removed from these greasy, black and mystic cogwheels.

But there was a connection. If the cogwheels caught and articulated with the disks the knives turned against the cutting bar. If the cutting bar was not on the job the grass kept on its growing job. The hired man, then, perspired in vain. There were two pins also, or there were when I started. But I had lost them in the grass, along with several nuts and the screwdriver. The white clover laughed in fragrant victory. It had swallowed these things and triumphed over me.

Eventually we found all these things. We humbled ourselves, getting down on our hands and knees and caressing the pretty clover leaves, begging for "the parts." The regal sun smote us hip and thigh and on the back, for though we had started this investigation all in the shade of a big maple, we tarried so long that a perfect flood of gorgeous sunshine slipped past the trees and joined in the battle against us.

How important was one of those little wheels. How great, in reality, one of those little pins. Eventually I shall drive six miles to get a new pin. And the merchant is telegraphing to get the tiny new cogs. Several factories have already replied that they do not manufacture that kind of a machine this year. I fear my machine was simply made to sell, and I was sold.

The cogwheel is in every office. The great result of the office is a world-wide commerce. But each wheel has an importance all its own. There is little glory coming to the one wheel, the daily duty is so monotonous. And it wears out the cog. To begin in the morning to add and to be adding up to lunch time and to return to the adding till the closing hour, would not that wear the cog? Occasionally one substracts, or divides, or multiplies, all of which use the same mental cogs.

That mental mechanics is a very essential part of keeping up the palace of the owner of the big block of stock.

Yet the cog motion of the accountant's mind seems a far remove from the flower garden or private picture gallery. The small accuracies of employes are very essential. An appraiser of goods, for instance, or a tea taster, who are reliable, make no false estimates of values.

Why should we complain? We are all essential parts of one great whole. Our life work is not our own. Even the large owners are but parts. Nor can many of us be duplicated. When one man wears out, his successor never exactly fits.

Over at the store or the bank a new "part" can be procured if one wears out. But not elsewhere. At home, for instance, when the patient toiler-cog wears out, something infinitely sad takes place. Ask the children if it is not so.

What an immense machine it is. The intricate, minute life of a nation, of a continent, of a globe, and for centuries. The mind pauses reverently and the tongue hesitates to name the great Final Cause, or Being, for whose own ends all these cogs and wheels turn.

Nor can we say what infinite beauty, as of a fair garden, is the result, as my little mechanism beautifies a lawn.

Federal Reserve Board's Value.

The issue of emergency currency has in a way performed the function that would have fallen to the Federal reserve notes if the new banks had been organized in time.

It would be inexpedient for them to attempt to issue currency in the existing circumstances, but the organization of the reserve board should be perfected without delay. It might be of the highest value in assisting to solve the problems arising out of the present peculiar conditions of the money markets and for the foreign exchanges.—New York Herald.

Warships as Merchantmen.

So long as a vessel stopped and searched and perhaps captured at sea belong to a private owner the harm is of a private nature and involves no serious consequences. But how would it be if a warship of one of the contending powers held of a United States naval vessel? Should she claim her rights as such it might be held that her carrying supplies to a power engaged in war was an act of war. On the other hand, could she submit to search, to the forfeiture of all or part of her cargo and to seizure and condemnation herself? The matter is a little too critical to take risks in. The use of our naval vessels had better be confined to strictly neutral zones.—New York Sun.

New Patent Legislation.

The patent laws have been shamefully, and it is believed sometimes fraudulently, abused to delay the issue of patents—the filer being already protected by his caveat—in order to extend proportionately the life of the patent. One of the most famous patents in the country was in contest for many years, the applicant for the patent maintaining the contest, ultimately winning it and getting a patent dated from the settlement of the fictitious controversy. Now that the House Committee on Patents has reported the Oldfield bill it is believed that these dishonest delays can be prevented, and that the defeat of a patent by buying and not using it can be prevented. Some other reforms that have long been needed are promised by this bill.—Philadelphia Record.

Austria in 1859.

The "historical parallel" is promptly making its appearance. The Austrian manifesto against Servia is found to bear a close verbal resemblance to the Austrian manifesto against Sardinia which preluded the War of 1859. In that war Austria lost to the Franco-Sardinian alliance Lombardy, and the loss of Lombardy meant the eventual establishment of the kingdom of Italy. As Servia was charged with harboring assassins, so Sardinia was accused of harboring all the conspirators who sought to injure Austria and Austrians. The explanation of the resemblance between the two manifestoes is not hard to find. Sardinia, an independent Italian kingdom, the rallying point of the spirit of Italian nationality stood across Austria's path in 1859. In 1914 Servia, an independent Serb kingdom, and the rallying point of Serb sentiment, stood across the path of Austria had marked out for itself for its progress southward.—Boston Transcript.

ASTROLOGY AND WAR.

Prophecy Which May Be Interpreted According to Preference.

A prominent German of this city showed to an officer of one of our important banks an interesting horoscope that was made in 1849 by an astrologer for the Emperor William, grandfather of the present Kaiser of Germany, and said that the predictions contained in it were more or less known throughout Germany.

The earlier William asked if he would be King of Prussia. For an answer the astrologer took the figures 1829 (the year of the consultation) and arranged them in the following manner:

```
1 8 2 9
        1
        8
        2
        9
-------
1 8 4 9
```

Adding them up, he said: "You will be King of Prussia in 1849," which came true.

They were already talking of larger Germany (the consolidation of the German states) and William I wanted to know if he would ever be Emperor of the larger empire.

The astrologer set down the figures 1849 in the following arrangement:

```
1 8 4 9
        1
        8
        4
        9
-------
1 8 7 1
```

Then he replied, "You will be Emperor of the larger German in 1871," which was the date of the conquest of the French and the establishment of the German empire.

He asked how long he would live to enjoy his sovereignty over the larger empire, and the astrologer placed the figures 1871 as follows:

```
1 8 7 1
        1
        8
        7
        1
-------
1 8 8 8
```

This was the year in which the Emperor died.

The Emperor put one more question: "What will happen after I am gone?" Again the astrologer took the figures 1888, arranging them as follows:

```
1 8 8 8
        1
        8
        8
        8
-------
1 9 1 3
```

"After 1913," he said, "a great change will come to the German empire."

As Tolstoy is said to have prophesied that a man from the north, a second Napoleon, would rule Europe from 1905 to 1925, it would seem as though these prophetic minds may in this case have foretold the final success of the Kaiser. Who knows?—G. D. M., in the New York Sun.

Frightened.

"What was the matter with Old Boozle when he called the doctor at midnight last night?"

"He thought he had lost his sense of taste. His wife's hat was on the dining room table and he ate the grapes off it."—Exchange.

HISTORY BUILDERS.

The Secret of a Singer's Magic Influence.

(Written Expressly for The Herald.)

By DR. E. J. EDWARDS.

For many years the most intimate personal as well as professional relations were maintained between Parke Godwin and George William Curtis. In many respects their careers were of a like character. Both were magazine editors and jointly associated as editors of the once-famous Putnam's Magazine. Both obtained great popularity as lecturers, and it was as a lecturer that Mr. Curtis gained a sufficient amount to repay the creditors his share of the obligations which the failure of Putnam's Magazine entailed. Mr. Curtis was under no legal obligation to do this, but he looked upon it as a debt of honor.

After Mr. Curtis' death, in 1892, I frequently heard Mr. Godwin set forth in anecdotal form some of his recollections of the delightful and lifelong association he had with the famous writer. One day Mr. Godwin was telling me some of Mr. Curtis' experiences as a lecturer when all of a sudden a new train of thought led him to speak of an experience which the latter had undergone in the days when they were joint editors of Putnam's Magazine.

"I never saw Curtis really excited but once," said Mr. Godwin. "I should be more accurate if I said that I never saw him really excited excepting when he recalled his experience with Jenny Lind. He was ordinarily perfect master of himself. He controlled his temper admirably when he was attacked by Roscoe Conkling at the Rochester convention of 1877. He always spoke of the debt he had incurred through his association with Putnam's Magazine without betraying the slightest symptom of regret that this obligation should have weighed so heavily upon him.

"But it was different when Jenny Lind's name was mentioned. Curtis once told me that he heard Jenny Lind in Leipsic, four or five years before she came to the United States. He paid $120, or the equivalent, in German money, for his ticket. I don't think any one in New York City was as greatly excited as was Curtis when Jenny Lind began her concert tour in the United States.

"I once asked him why his recollection of Jenny Lind and her singing affected him so strangely.

"He told me in reply that when he heard Jenny Lind sing in Leipsic he was satisfied that there was something besides her voice that so mysteriously and strongly brought the audience under her complete control. He said that after he heard her sing in New York he was persuaded that she possessed some mystic or almost hypnotic faculty which she exerted perhaps unconsciously. He was also persuaded that Jenny Lind's singing and the wonderful command she gained over her audiences furnished a hint of the higher and almost unsuspected faculties not only of the human mind, but also of the human soul, and that he was profoundly convinced that Jenny Lind gave the first hint in modern times of what the ultimate perfection and the ultimate universal language of the human race are to be. For music, Mr. Curtis insisted, is some day to be the universal language, as it is to some extent the univeral language now."

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THE WAR DAY BY DAY

Fifty Years Ago.

August 15, 1864—The Confederate Commerce Destroyer Georgia Was Captured Under the British Flag Off the Coast of Portugal by the U. S. S. Niagara—Decline of the Confederate Naval Force.

(Written expressly for The Washington Herald.)

Fifty years ago today the Confederate commerce destroyer Georgia, sailing under the British flag, as a privately owned ship, was captured off the coast of Portugal by the U. S. S. Niagara, as a legitimate prize of war.

The fate of the Georgia was typical of the decline that had fallen upon the Confederate naval force, which, though never large, had been sufficiently active to destroy the prestige of American shipping.

Within a year the Confederates had seen the policy of England with regard to permitting the fitting out of Confederate vessels in British ports reversed, and a heavy hand placed upon some of the most promising Confederate vessels in English ports.

Through the pertinacious representations of Charles Francis Adams, United States minister at London, the British government in October, 1863, had detained two ironclad rams, built for the Confederate States by the Laird Brothers, at Birkenhead, on the Mersey. It had also detained a small commerce destroyer, the Alexandra, at Liverpool, and had so closely watched another, the Rappahannock, that the vessel had put to sea from the Thames unprepared for a voyage, and had been obliged to put in at Calais, where the French government had interned her.

In June, 1864, the celebrated Alabama had been sunk off Cherbourg by the Kearsarge, leaving only the Florida to represent the Confederacy on the sea; for the Georgia had already been withdrawn from cruising.

It had been found that the Georgia—formerly a merchant vessel, the Japan—was not powerful enough under sail or steam to make a successful cruiser. It was planned, therefore, in the spring of 1863, to transfer her battery to the Rappahannock. For that purpose the Georgia terminated a cruise to the South Atlantic and put in at Bordeaux, where she remained some weeks waiting for the Rappahannock to join her off the French coast. The embargo on that vessel continuing, the Georgia had proceeded to Liverpool, arriving there May 2, and there was laid up.

Sold for £15,000.

With the appearance of the Georgia at Liverpool, Minister Adams set a watch upon her. When, in July, he learned that the vessel had been sold, he called the matter to the attention of the British government, saying:

"The validity of a sale of a belligerent vessel in a neutral port in time of war has ever been denied by Great Britain when a party to the war, and is now denied by the United States. This vessel is therefore open to capture and condemnation as a lawful prize of war wherever she may be found upon the high seas, no matter what may be the national character she assumes."

This warning did not greatly concern the British government, which appears to have taken the stand that if a private individual had bought the Georgia, the risk of her capture was assumed by the purchaser. No effort was made to prevent the Georgia from leaving port.

The buyer of the Georgia was Edward Bates, a shipowner of West Derby and Liverpool. He had seen an advertisement in a Liverpool newspaper offering for sale "The splendid screw steamer Georgia, 427 tons net register, built in 1863 by Messrs. Denny, of Dumbarton, having engines of 200 nominal horsepower, and dimensions of 219 feet length, 27.25 feet breadth, and 14.75 feet depth."

The advertisers were Messrs. Curry, Kellock & Co., ship brokers of Liverpool.

Mr. Bates had never engaged in blockade running, but had enterprises with the East, and examining the Georgia, believed she could be used to advantage in the trade with Japan. He offered £15,000 for the steamer, and the offer was accepted.

Taken Off Lisbon.

The new owner of the Georgia knew she had been a vessel of war, as he was obliged to remove her warlike fittings, such as gun platforms, magazines, etc., before she was adaptable to commercial uses. The somewhat obvious question of a clear title to the ship did not appear to occur to him, notwithstanding that the bill of sale was signed by Capt. J. D. Bulloch, naval agent of the Confederate States. The fact that the British custom-house issued a register to the vessel, under her new ownership, appeared to satisfy Mr. Bates as to the validity of his title.

Before the refitting of the Georgia was completed, a representative of the Portuguese government offered to charter the vessel of Mr. Bates, to ply between Lisbon and Portugal's possessions in Africa. The offer was advantageous, and the charter was effected.

When, on August 11, the Georgia, under the British flag and a Portuguese charter—neither of which changed Mr. Adams' views as to her status—sailed from Liverpool, the American consul there sent a message to Commodore Thomas T. Craven, commanding the U. S. S. Niagara, then at Lisbon, to watch for her.

Commander Craven had been at Liverpool to observe the Georgia, and had sailed hence for Lisbon August 5, arriving there August 11. Sailing from that port August 14, he laid in wait off the mouth of the Tagus, at a point on the coast which the Georgia must pass to make port.

The expected prize appeared as expected, being sighted at 9:30 a. m. August 15. In fifteen minutes she was brought to with a shot from the Niagara.

Unarmed, the Georgia could make no resistance. A prize crew was put on board, and the ship was ordered to Boston for adjudication of her case before a prize court.

After a slow voyage, due to machinery troubles, she put in at Hampton Roads. Thence she proceeded northward. Off Montauk Point her machinery was rendered useless by the breaking of her condenser. Her prize commander, Acting Master Jacob Kimball, succeeded in getting her under sail into New London, arriving there September 22.

Thence the Gorgia was taken to New Bedford, where she was duly libelled as a prize. In the proceedings for her condemnation Mr. Bates submitted evidence that he acted in good faith in buying the Gorgia. The court condemned the Georgia as a prize of war. The case went to the Supreme Court of the United States, which in 1869 confirmed the decree of the lower court.

(Copyright, 1914.)

Tomorrow: With Sheridan in the Shenandoah Valley.

OPHELIA'S SLATE

Doings of Society

The Lord Baltimore Country Club, which deferred its opening dance announced for Saturday, August 8, one week, on account of the general mourning for Mrs. Wilson, will inaugurate its dancing season this evening. The dance will follow a number of dinner parties, to be given by club members to their friends with the music continuing until 11:30. The home of this newest of Washington's suburban club is the famous old Calvert mansion, at Riverdale, Md., which has been altered to meet the wants of today without destroying the most attractive features of its colonial architecture.

At the marriage of Mr. Gifford Pinchot and Miss Cornelia Bryce, to take place this morning in the picturesque little church at Roslyn, Long Island, the witnesses will include, in addition to the parents of the bride, Mr. and Mrs. Lloyd Stevens Bryce, Mr. Pinchot's brother and sister-in-law, Mr. and Mrs. Amos Pinchot, several near relatives of the bride and former President Roosevelt. There will be no reception, and immediately after the ceremony Mr. Pinchot and his bride will go to Saugatuck, Conn., where at the country home of her brother, Mr. William Phelps Eno, Mrs. Pinchot, the mother of the bridegroom, lies critically ill. Rev. Thomas Brewer, rector of the church at Roslyn, will read the marriage service.

Mrs. J. W. MacMurray, of 2228 Massachusetts avenue, and Miss Ethel MacMurray are late arrivals in London from the Continent. When Mrs. MacMurray and her daughter went abroad in the early summer it was their intention to continue their travels to China where Mrs. MacMurray's son, Mr. John MacMurray, is secretary of the legation at Pekin.

What effect the war will have on their plans is not known, but for the present they are expected to remain in England. Other Washingtonians registered in London in the past few days are Mrs. William Flather and Miss L. Flather, Mrs. R. Foster and son, Dr. and Mrs. Frank Anderson, and Mme. Albertina Diaz. Miss Elizabeth Spillman, of Warrenton, Va., is also reported safe in London.

Mr. James S. Easby-Smith has cabled Washington friends that his daughter Mary Louise was married on August 13, to Dr. Horace F. W. Warden. The couple were married by Father Lionel Evans in Westminster Cathedral, London. The parents of the bride, James S. Easby-Smith and Lilliam Strong Easby-Smith, are well known to Washington society. The groom is a lieutenant in the Royal Medical Corps and is the son of the late Lieut. Col. Charles J. H. Warden, of the British army. The bride had been attending school at Brussels during the year and being joined by her mother in the early spring, the two had enjoyed an extensive trip over the Continent, but before any war hostilities had broke out had arrived in London. They were joined in London by the father of the bride on August 3. Col. and Mrs. Jones, the latter an aunt of the bride, are also in London and were present at the ceremony. It had been anticipated that the marriage would take place at a later date in Washington, but the date was advanced and an immediate marriage had because of the groom receiving war orders to join his regiment.

The marriage is announced of Miss Mercedes Mederos, daughter of Mr. and Mrs. Thomas Mederos, of Havana, to Mr. Francis Travis Coxe, second secretary of legation at Havana and son of Mr. and Mrs. Marcellus Coxe, of Philadelphia. The ceremony took place in Havana on Monday at the home of the bride's parents, with members of the legation staff and relatives of the bride present. Owing to the recent promotion of Mr. Coxe to be secretary of legation at Honduras, the date of the ceremony was advanced several months to allow his bride to accompany him to Tegucigalpa, where he will enter on his new duties immediately.

An engagement of interest to many Washington friends of the bride-to-be is that of Miss Laura Louise Elkin to Mr. John Griffus Stewart, of Lock Haven, Pa. Miss Elkin was educated at National Park Seminary, Forest Glen, and has been a frequent visitor in Washington. The wedding is expected to take place in the coming winter at the home of the bride's parents, Judge and Mrs. John P. Elkin, of Indiana, Pa.

Representative and Mrs. Charles Bennett Smith, of Buffalo, are passing some time at their home on Lake Erie, where they entertained a large dinner company on Wednesday evening in compliment to Mrs. T. P. O'Connor, of London. Mrs. O'Connor, who is well known in Washington, where much of her girlhood was passed, will make a visit to relatives in this city before returning to England.

Ensign Lawrence Clarke, U. S. N., and Mrs. Clarke, whose marriage took place at St. Thomas' Church a month ago, have concluded their honeymoon travels and a visit to Mrs. Clarke's parents at Utica, N. Y., and are now at Newport, where Mr. Clarke will report for duty. Mrs. Clarke was formerly Miss Frances Pace, daughter of Mr. and Mrs. Lewis E. Pace, of this city.

Mr. and Mrs. W. J. Oates, accompanied by Miss Lilia V. Tavenner, have gone to Norfolk, Va., where they will spend about twelve days with relatives and friends.

Mrs. Gordon Cummings, who is making a series of visits in New England, is the guest at Nantucket of Mrs. Seth Ackley at her summer home.

Mr. and Mrs. J. P. Perry are spending about two weeks with friends and relatives in Virginia.

Registering at the Hotel McAlpin from Washington during the past week have been Mr. H. J. Ramsey, Mr. and Mrs. Matt P. Brady, Mr. N. Heston, Mr. and Mrs. J. Slayne, Mr. H. J. Browne, Mr. S. Caminetti, Mr. J. F. Urguidi, Mr. A. A. Steele, Mr. and Mrs. H. S. Reeside, Miss Anna M. Hagan, Mr. and Mrs. P. J. Ball, Mr. A. H. Sunderland and wife, Mr. George H. Baston, jr., Mr. J. Maurice Bird, Mr. W. W. Lemat, Mr. W. E. Courtright, Mr. Charles R. Tittone, Mr. and Mrs. C. W. Carter, Mr. F. A. Godey, Mr. John T. Delany, Mr. H. L. Perkins, Mrs. Janie Maupin, Mr. F. J. F. Thiel, Mr. Victor J. Evans, Mr. J. A. Edgerton, Mr. Robert Callahan and family, Mr. H. L. Perkins, Mr. and Mrs. N. Sanborn, Mr. J. E. Archbell, Mr. Thomas J. Taylor, Mr. and Mrs. D. W. Lum, Mr. A. Caminetti, Mr. E. H. Talbert, Mr. J. L. Schobie, Mr. and Mrs. R. E. Claughton, Mr. William G. Schafhirt, Mr. I. E. Block, Mr. John F. Sugrue, Miss Helena McCarthy, Mrs. Madeline Giddings, Mr. Charles Rauscher, Dr. and Mrs. H. J. Crossen, and Mrs. A. D. Melvin and daughter.

ARMY ORDERS.

First Lieut. Harry C. Blair, Medical Reserve Corps, is ordered to active duty and will proceed to Fort Bliss, Tex.

Maj. Alston Hamilton, Coast Artillery Corps, is detailed as a member of the board for testing ribed cannon, vice Maj. Frank K. Ferguson, Coast Artillery Corps.

Capt. William H. Moncrief, Medical Corps, will proceed from the Walter Reed General Hospital, D. C., to Baltimore, Md., on official business pertaining to the Medical Department of the Army.

Second Lieut. Frederick E. Uhl, Eighteenth Infantry, will proceed to West Point, N. Y., and report August 22 to the superintendent, United States Military Academy.

First Lieut. Charles F. Herr, Twenty-second Infantry, is placed on the list of detached officers to take effect August 14, and the name of First Lieut. Evan E. Lewis, Infantry, is removed therefrom, to take effect August 12. Lieut. Lewis is assigned to the Nineteenth Infantry. He is relieved from duty at the United States Military Academy.

Leave for twenty-five days, to take effect on or about September 5, 1914, is granted Maj. Jay Ralph Shook, Medical Corps.

Maj. Kenneth Morton, Ordnance Department, upon arrival at Rock Island Arsenal, Rock Island, Ill., will report by letter to the commanding officer, Central Department, for duty in addition to his other duties as assistant to the ordnance officer of that department, relieving Maj. Samuel Hof, Ordnance Department.

First Lieut. Joseph C. Mehaffey, Corps of Engineers, is relieved from First Battalion of Engineers, to take effect on or about September 1, and will then repair to this city and report to the chief of engineers for duty in his office.

NAVAL ORDERS.

Capt. B. C. Decker, detached Naval War College; to command Tennessee.

Commander R. R. Belknap, detached Naval War College; to Tennessee.

Lieut. Comander E. P. Jessop, detached command Benham; to Tennessee.

Lieut. W. W. Lorshbough, detached navy recruiting station, Omaha, Nebr.; to Brooklyn.

Lieut. F. P. Fletcher, detached Tennessee; to temporary duty receiving ship at New York, N. Y.

Lieut. (junior grade) E. G. Haas, to San Francisco as navigator.

Lieut. (junior grade) T. M. Tipton, to navy recruiting station, Omaha, Nebr.

Lieut. (junior grade) W. A. Hodgman, detached San Francisco; to navy recruiting station, Atlanta, Ga.

Lieut. (junior grade) E. H. Williams, detached navy recruiting station, Atlanta, Ga.; to command Tonopah.

Lieut. (junior grade) D. C. Laizure, detached command E-2; to Tennessee.

Lieut. (junior grade) H. H. Norton, detached Parker; to Tennessee.

New York Hotel Arrivals.

Special to The Washington Herald.

New York, Aug. 14.—Washingtonians registered today as follows:

Continental—
P. J. Conlon.
Van Cortland—
G. G. Gangler.
Miss H. Tayler.
York—
R. A. Dixon.
H. A. Boes.
H. Langstream.
G. Lyles.
R. D. Pierce.
L. N. Tress.
J. R. Waters.
Park Avenue—
H. A. Brown.
Marlborough-Blenheim—
R. Hamilton.
Mrs. F. Homberg.
Mrs. J. T. Pugh.
J. G. Steeples.
Mrs. A. Todd.
Herald Square—
F. H. Greene.
J. McLaughlin.
A. M. Kein.
M. L. Bundy.
Navarre—
W. J. Manning.
M. H. Du Gaff.
F. W. A. Haller.
Grand—
W. J. Micklin.
Dr. S. P. Magruder
C. Mackey.
P. M. May.
Normandie—
W. C. Smith.
Wallick—
H. B. Vrooman.
P. R. Vrooman.
Mrs. R. E. Durand
Broadway Central—
C. E. Cahnnel.
O. B. Clevenger.
A. E. Stebbins.
Collingwood—
Mrs. R. Boyd.
Hoffman—
N. S. Dowling.
Ansonia—
J. Kirby.
Miss Millward.
Wentworth—
G. B. Miller.
Cumberland—
C. E. Rowe.
Hermitage.
A. Y. Leech, jr.
H. C. Sheridan.
M. Dorset.
Martha Washington—
Mrs. C. E. Lent.
Flanders—
G. D. Walters.
Albert—
New Victoria—
R. B. Babitt.
Gerard—
C. M. Brune.
Algonquin—
C. B. Doyle.
H. E. Doyle.

Merchants and buyers—S. W. Woodward, 354 Fourth Avenue; S. F. Howland, Arlington; G. G. Sergant, Wallick; T. L. Linwood, Aberdeen; D. Ross, Hermitage; B. S. Cohn, 215 Fourth Avenue; Mrs. M. Curran, 334 Fourth Avenue; Mrs. M. Johnson, 334 Fourth Avenue, and G. Louis, 334 Fourth Avenue.

A Line o' Cheer Each Day o' th' Year.

(Written Expressly for The Herald.)

By JOHN KENDRICK BANGS.

FOR A DULL DAY.

(Copyright, 1914.)

If so your life seems circumscribed and dull
Enough to test the patience of a Job,
The rasp of your impatience you may lull
If you'll compare your scope so bountiful
With that of some poor goldfish in its globe,
Whose mission seems to be to blink and yawn
From dewy dusk until the break of dawn,
And then from dawn to dusk, sunshine or rain,
To yawn and blink, and blink and yawn again!

Just Received—Five New
COLUMBIA DANCE RECORDS
(12-INCH)
ONE DOLLAR EACH

No. 5582—BY THE BEAUTIFUL SEA (one step). THAT'S A PLENTY (one step). Played by Prince's Band.
No. 5579—BRAZILIAN DREAMS (Maxixe). TWO MUCH GINGER (one step). Played by Prince's Band.
No. 5581—MONA LISA (Hesitation). ROSE OF THE MOUNTAIN TRAIL (one step) Played by Prince's Band.
No. 5583—JUNGLE JAMBOREE (one step). DOROTHY WALTZES (Violin and Piano Duet).
No. 5584—CECILE (Hesitation). ON WITH THE DANCE (Trot). Played by Prince's Band.

Come in and hear these popular Dance Numbers in our ground floor demonstration booths.

F. G. SMITH PIANO CO.,
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