THE STORE THAT SELLS WOOLTEX.

Smoot & Felleff
1306 F Street N.W.

PETTICOATS TOMORROW

at about the cost of the silk by the yard—same as every Tuesday and Friday. Remember we offer specials other days also, but Tuesdays and Saturdays are our great petticoat days.

TOMORROW—A TAFFETA PETTICOAT that is good $5 value. Black and all street shades. Our regular price is $3.95. For the day we offer it at..... **$2.95**

OUR GREAT $5.00 TAFFETA PETTICOATS, with 14-inch TAFFETA dust ruffles. Tomorrow at..... **$3.95**

OUR $5 MESSALINE PETTICOATS, with 14-in. accordion-pleated ruffles. Also tomorrow at..... **$3.95**

OUR $6.50 MESSALINE PETTICOATS—Extra fine quality, plain and beautiful novelties; black and colors; Persian borders; accordion-pleated ruffles, with Persian diagonal and all-over plaids. Choice..... **$4.25**

MARABOU SALE!

An importer's stock at great reductions. And every fashion paper says—"Marabou will continue in popularity this spring." Make a selection tomorrow!

MARABOU MUFFS, black and natural, various sizes and styles, including our own entire stock; former prices up to $12.50 each. Choice of the lot..... **$6.50**

MARABOU STOLES, black and natural in all lots; 5-strand stoles; 63 inches long; regular price, $3.50. Sale price..... **$2.75**

6-strand Stoles, 88 inches long; regular price, $7.50. Sale price..... **$4.85**

5-strand stoles, 81 inches long; 3 rows marabou, 2 rows ostrich; regular price, $8.00. Sale price..... **$5.25**

Received Today!
Another Great Shipment of
MUSLIN UNDERWEAR

GOWNS AT $1.00; WORTH $1.50.
DRAWERS AT 50c; WORTH 75c.
CORSET COVERS AT 50c; WORTH 75c.
SKIRTS AT $1.00; WORTH $1.50.
SKIRTS AT $1.95; WORTH $3.00.
All the kinds of Underwear you will like—"Made-at-Home" styles.

WHEN YOUR PHYSICIAN SUGGESTS A STIMULANT ORDER

Ormoco

A whisky of first quality and smooth, pleasing flavor.

Private special delivery.

D. J. O'CONNELL,
636 PA. AVE. Phone M. 761.

THE RIGHT WAY
For Interior or Exterior House

PAINTING

save money, labor, dirt and annoyance by renting our

Patent Scaffolding

No going on roof or inside house, no dirt, no noise. Quickly fitted together without use of tools. Call for booklet.

CAPITAL CITY SCAFFOLDING CO.,
1206 H St. Phone M. 3873.

BURCHELL'S "BOUQUET" COFFEE,
25c Lb.

As delightful as ever, and at the same price, though much higher at wholesale.

N. W. Burchell, 1325 F.

TO PAY CALIFORNIANS' WAY.

Plans Made for Delegation to Go to Exposition.

According to a motion passed by the California Society of this city last evening at the Ebbitt House, any Californian living here who cannot afford to pay his way to the Panama exposition in 1915 will be provided with funds by the society. It is the plan of the members of the society to have a delegation of Californians residing here make the trip in a body.

Resolutions thanking President Taft and Congress for their part in awarding the exposition to San Francisco, and other resolutions thanking Louisiana and Virginia for withdrawing in favor of the western city were adopted.

The society will give a banquet at the Ebbitt House February 25. President Taft will be invited to make an address.

Ohio Society Election Tonight.

Officers for the ensuing year will be elected by the Ohio Society at its annual meeting, to be held at the New Willard Hotel this evening. An entertainment has been arranged.

PEORIA JOBBERS' KINDLY INTEREST

Fischer Bros. Dry Goods Company is the name of a large importing and jobbing house in Peoria, Ill. We have had several letters from them within the past two years asking for literature for their friends. Curiosity prompted us to write and ask the cause of their particular interest. Their reply was as follows:

"A friend of ours, a Mr. Schlitzky, who was representing one of the leading notion houses of New York, was so sick with Bright's Disease that he was obliged to give up his traveling position. His weight was reduced from a hundred and eighty-five to a hundred and twenty-five pounds. He was in a critical condition, and did not expect to live longer than six months. He accidentally heard of the Renal Compound and commenced to use it. We were surprised to meet him a year later apparently a cured man. At any rate, he was his former self, had regained his lost weight, and was enjoying the very best of health. As we were personally acquainted with Mr. Schlitzky's case, we naturally took an interest in your Renal Compound, and since then have written at different times for your literature to hand to some of our friends."

Meanwhile there are patients dying in the hospitals who are given no chance to save their lives.

Physicians do not have to change their treatment—simply add Fulton's Renal Compound to the heart treatment, etc., they are already giving. There is no conflict. It reduces the renal obstruction. There is then hope, but none without it.

Whether he knows it or not, every one who has had kidney trouble over six months is on dangerous ground. James O'Donnell, druggist, agent in Washington.

AIDS SHIP BUILDERS

German Government Has Made Great Industry Possible.

INDEPENDENT OF ENGLAND

Running British Close Race for the Dominion of Sea.

FAILED IN EARLY EFFORTS

Government Came to Their Aid and Failure Was Turned to a Great Success.

BY WILLIAM E. CURTIS.
Written for The Star and the Chicago Record-Herald.

Germany has become the rival of England in the shipbuilding industry in a single generation. In 1885 less than 25,000 tons of iron and steel ships were launched from German yards; during the last six years the launchings have averaged more than 300,000 tons.

Between 1880 and 1890 the German steamship companies bought more than $20,000,000 worth of ships in England. Today Germany builds all her own ships and competes with England for the trade of other nations. In 1885 the total registered tonnage of the merchant marine of Germany was 215,000, and nearly every bottom was built in England. Today the German merchant marine aggregates 3,959,000 tons, and nearly every ship has been built at home. Thirty years ago nearly all the warships of Germany were built in England. In 1908 Germany launched 97,000 tons of warships, against 49,000 tons launched in England, and the average keeps about the same year after year.

Met Enormous Difficulties.

Only a few years ago the Germans were dependent upon the British shipyards for their designs and their workmen and upon British mines and coal pits for their material. Today Germany not only builds her own ships, but produces her own material. In order to do that she has been compelled to overcome difficulties that never have been met by British shipbuilders. The German shipbuilding industry has been heavily handicapped from the start, which makes its triumph all the greater. Germany has few harbors; her coal and iron are separated by long distances and both are far inland. Her raw materials have had to pay heavy cost of transportation, but the rivers, which have been canalized by the German government, have been used to transport the coal and iron ore; the harbors have been dredged and the railway system has been extended until now nobody thinks of the difficulties that were originally encountered, and nobody wonders whence the skilled labor that has created the splendid fleet sailing under the German flag came.

A thorough and practical system of technical education is responsible very largely for the success of the shipbuilding industry in Germany. There are a dozen schools and colleges devoted almost exclusively to marine architecture and engineering, and they are maintained by the government for the purpose of training men to do the work. There are a dozen ships for training sailors and officers for the merchant marine as well as for the imperial navy. Every young officer on board a German steamer has been educated for his profession as thoroughly as a doctor, a lawyer or an electrical engineer.

American Sailor Almost Extinct.

Many years ago, when the Congress of the United States passed a subsidy bill, Senator Frye, who has been the most steadfast and consistent friend of the American merchant marine in either house of Congress, insisted upon a provision requiring every ship that enjoyed the benefit of government patronage to carry four cadets—young men who were ambitious to become sea captains. In this small way Senator Frye hoped to develop a profession which requires much skill, nerve, intelligence and courage. The American sailor is almost extinct and the American-born sea captains can be counted on the fingers of your hand. There are training ships for sailors in New York, Boston, Philadelphia and perhaps other ports, and they have turned out many good men; our government never has looked after them. In Germany the government requires that the officers of a ship, who become responsible for the lives and welfare of their passengers, shall have a thorough technical education and provides the means for them to obtain it. It provides also schools for the education of men who design and build the ships, and subsidizes a technical society of shipwrights, marine architects and engineers, which conducts and supervises investigations, researches and experiments in all matters pertaining to the construction and navigation of ships.

Another vital reason for the success of the shipbuilding industry in Germany is the material encouragement that has been given to shipbuilders and ship owners by the government. Prince von Bismarck was the first to put into practice a broad, distinctive and permanent policy for building up a merchant marine. He said to the Krupps and other iron masters: "We will give you orders that will keep you busy and will pay you a large profit if you will provide the plants." To this day that promise has been kept in a most liberal manner. When the government has no orders of its own for the shipbuilders it goes out and gets them from other nations.

Object to Dollar Diplomacy.

Our Department of State, through our energetic minister at Buenos Aires, assisted one of our shipbuilders to obtain a contract from the Argentine Republic and has tried to get orders from China and other countries. This is really the first time that such a thing has been done, and the objectors call it "dollar diplomacy." When Turkey obtained a loan from the bankers of Berlin the German government made them put in a stipulation that one-half the proceeds of the loan should be expended in the purchase of ships and military supplies from German manufacturers. In that way the skilled workmen who have been trained, the immense plants that have been erected and the producers of the material required for ships, guns, armor and engines have been kept busy, so that they have not lost their skill or wasted their time.

The German government does not object to allowing the men who serve it to make a liberal profit on their orders. On the contrary, contracts are placed on such a liberal basis that the manufacturer is able to keep his shops and tools up to date and to enjoy the reward of his efficiency. The Congress of the United States seems to think it is wrong for a man to make money on a government contract, and any proposition that promises a profit to its promoters is always met by determined opposition when it comes before our Senate or House of Representatives.

Will Not Charter Bank.

For example, we have no banking facilities with Central and South America, and our exporters and importers pay a tax to English banking houses for handling their exchanges. We sell and buy $250,000,000 worth of merchandise in our trade with our own American neighbors, and we pay the British bankers a percentage on that amount for settling the bills. This is necessary, because we have no direct means of settling our own accounts, but the Congress of the United States will not charter an international bank for fear somebody will make some money out of it.

The first international American conference reported a scheme for the organization of an international American bank, with headquarters in New York and branches in all the important cities of Central and South America and the West Indies. The delegates of the United States to that conference were made the incorporators, and were authorized to receive subscriptions for stock under rules that would have prevented any individual or syndicate from obtaining control. Nobody denied that the bank was necessary, but the committee would not report the bill because there was a probability of a very large profit to those who assumed the risk and the management of the enterprise. A similar attempt was made last year to secure a charter for an international bank, but Congress refused even to consider it, and several prominent republican leaders declined to introduce the bill for fear their motives might be misconstrued.

Germany Helps Bankers.

The German government has a well defined, long range, permanent policy to promote the profit and the influence of its bankers, its merchants, its manufacturers, its steamship companies, its shipbuilders and others who are making the nation strong and rich. It not only encourages, but co-operates with its manufacturers and merchants in the extension of their trade and gives its support to enterprises in foreign lands as well as at home with an energy and a determination that are exasperating to other governments. Just now the German ambassador to Turkey is trying to prevent that government from granting a railroad concession to an American syndicate because German capitalists want the same privilege, and he has insisted that the German language shall be taught in the Turkish schools because the English language is taught in the missionary schools throughout that empire.

The first man-of-war built in Germany was a sailing vessel carrying sixteen guns, which was launched in 1842. In 1848 two small gunboats, partly of wood and partly of iron, and with English engines, were made the nucleus of the German navy. No other ships were built, except small coasters, either for commerce or for defense, until 1865, when Prince von Bismarck persuaded the reichstag to pass a subsidy law and offer the benefits of it to the highest bidder. The North German Lloyd Steamship Company obtained the contract and built three steamers of 4,000 tons each, the Bayern, the Preussen and the Sachsen, at the yards of the Vulcan Iron Company, in Stettin. Three vessels are now in the Black sea fleet of the North German Lloyd Company, sailing between Genoa and Batoum, via Constantinople.

Lost Heavily on Contract.

On this contract the shipbuilders lost more than $500,000, because they lacked experience, made many mistakes and had to buy new tools and appliances, but the government came to their assistance, and the North German Lloyd Company gave them an order for four 6,000-ton vessels, the Werra, the Elbe, the Havel and the Spree. All these vessels were failures and under ordinary circumstances the builders would have been compelled to go out of business. But neither the government nor the steamship company lost faith. They kept up the fight; they imported foreign engineers and workmen; they sent their own men abroad to be trained. By increasing the subsidies, by remitting duties on imported materials, by giving low rates of transportation and by guaranteeing the shipbuilders against loss they finally made good. The results of this co-operation and of the liberal policy of the government can be seen in the fleets that carry the manufactured merchandise of Germany to every part of the world.

The great triumph came and the policy of Prince von Bismarck was vindicated when the steamer Furst Bismarck of the Hamburg-American Company, which was named in his honor, established a new transatlantic record for speed by making an average of nineteen and a half knots from Hamburg to New York. Until that time the Cunarders had been the queens of the sea.

Then the Cunard company built the Lucania and the Campania, which reduced the passage from Queenstown to New York to six and one-third days, making averages of 22 knots an hour and 562 knots in a single day. That record stood until in 1897 the Kaiser Wilhelm der Grosse of 14,350 tons came out of the German yards at Stettin and made the crossing in six days at a speed of twenty-two and one-half knots an hour and 580 knots in a single day. Then came the Deutschland, built in 1900, a steamer of 16,500 tons, the largest and the fastest that had ever been known. She crossed in five days and a half and kept the record away from England for several years. The Kronprinz Wilhelm and the Kaiser Wilhelm II made twenty-three and twenty-three and one-half knots, respectively, but the Deutschland held the record until the Mauretania and the Lusitania, those ocean wonders, appeared from the English shipyards and surpassed all expectations.

Plan to Surpass Olympic.

Today six German steamers are making an average of more than twenty-three knots an hour, and rank next to the great Cunarders, and, as I told you in a recent letter, the Hamburg-American company is making plans to surpass the great Olympic of the White Star line with the Europa, which will be the largest steamer ever built.

I saw a statement the other day in a scientific paper that twenty-five years ago 60 per cent of the materials used by German shipbuilders were imported from Great Britain and Belgium; twelve years ago the estimate was 30 per cent, while last year less than 3 per cent of the materials that entered into the merchant and naval vessels built in Germany was imported from foreign nations and four times that amount of materials and fittings were exported.

The moral of this story need not be pointed out. But for the definite, permanent, liberal policy pursued by the German government the success of its ships and shipbuilders could not have been achieved.

This Evening—At the Palais Royal

Valentine free.....With each box containing dainty Neckpiece at 25c or 50c.....Valentine free.

Come Before 6 O'Clock This Evening and Pick Out the Neckpiece, Box and Valentine You Fancy. Pen, Ink and the Cent Stamp for Postage Will Be Here.

Here They Are.

We show but three of the thirty styles here at 25c and 50c. Included are a half hundred sample pieces the makers did not reproduce, because proving too costly to retail at the prices. Look for them—on table near 11th street door. Note that valentine, with attractive box, all ready for mailing, are free of extra charge.

A Poem of a Dress, $5.98.

Like An Early Spring Flower.

Refreshing—just to look at such a dress. It's of voile, of checks and stripes linking black and white, lavender and white, blue and white, with black satin trimming. It's so much of a poem that prose can't describe it. And think of only $5.98! On third floor.

"Bon Ton" and "Royal Worcester."

The New Spring Styles of 1911.

Have that "poem of a dress" tried on over the corset the Palais Royal expert will recommend and fit on you. There'll be no obligation to purchase—but you'll be made so attractive that we hope you'll be made a patron.

"Bon Ton" for Dress Occasions.

"Worcester" for Ordinary Wear.

The economy of two pairs of Corsets is logical enough. The first cost in dollars need be very little, with the "Royal Worcester" for as little as $1.00, and the "Bon Ton" at only $3.00. With a saving in dollars link style, grace and comfort. Learn—interview the Corsetiere-in-chief tomorrow. On third floor—where is that "poem of a dress."

Furniture at 25% Discount.

One-quarter Off Marked Prices.

Each piece guaranteed to give lifetime service. Best cabinet-made furniture, unusually good values at the marked prices. Deduct one-quarter from these prices—and buy at half furniture stores' quotations.

$1.50 Copyright Books,

Clothbound. **44c** Library Edition.

The Music Master.
The Goose Girl.
The Third Degree.
"Doc" Gordon.
Dr. Lavendar's People.
The Thirteenth District.
The Lion and the Mouse.
A Mysterious Disappearance.
Rebecca Mary.
Tony Bungay.
A Little Brother of the Rich.
The Riverman.
The Turn of the Balance.
Half a Rogue.
Romance Island.
Under the Red Robe.
The Lion's Share.
The Web of the Golden Spider.
The Port of Missing Men.
A Daughter of the South.
The Blazed Trail.
Satan Sanderson.
Diana of Dobson's.
Beverly of Graustark.
The Four Pools Mystery.
At the Time Appointed.
Her Mountain Lover.
The Lure of the Mask.
Colonel of the Red Hussars.
Light Fingered Gentry.
Fair Margaret.
The Day Before Yesterday.
The Shepherd of the Hills.
Comrades.
The Missourian.
Get Rich Quick Wallingford.
Partners of the Tide.
Princess Zara.
The Bronze Bell.
The Golden Horse Shoe.
Elizabeth Visits America.
The Pest.
The Fighting Chance.
Princess Maritza.

Pictures to Brighten Home

And the Cost to Be Very Little.

This department was reinstalled just before Christmas, so that none of these Pictures have been in the store three months. The reduced prices are now made to sell every one before the store changes occur.

$4.98 for Pastels and reproductions of masterpieces, in appropriate frames, 21x36 and 20x33 inches; many of the frames are alone worth $5.00.

$3.98 for Landscapes, Water Scenes and other Pictures, in frames representing old and crusted oak, metal trimmed; the frames are worth $5.00.

$2.98 for choice of many interesting subjects, each frame 19x25 inches; many of these are worth twice the price asked.

$2.48 for Imitation Pastels, also fruit and other dining room pictures; all appropriately framed; size 19x25 inches.

$1.98 for Landscapes and Dining Room Pictures, in frames 11x13, 19x12 and 19x25 inches; some of the oak frames with metal trimmings are alone worth more than $1.98.

$1.49 for Camp Scenes and Pictures suitable for the "den." In frames 14x18 and 19x25 inches; some were as much as $2.98.

98c for choice of Etchings, Water Colors and Oil Reproductions; also Christy's latest pictures; in oak frames 14x22 and 15x29 inches; not a few were as much as $2.25.

89c for Etchings in 15x29 oak frames that are alone worth coming to see.

This Table, $8.85.

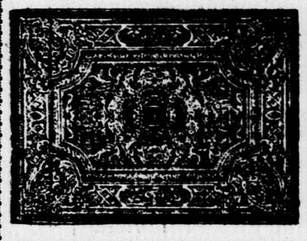
The chance of a lifetime to secure a lifetime-wearing Dining Room Table. It's of quartered oak, expands to 6 feet. Note the mirrorlike polish, the carving of the clawed feet, the size, weight and "character" of this table, and understand why $8.85 is a price less than ever has been or likely to be again.

The Palais Royal

A. LISNER. Hours, 8:30 to 6. G STREET.

Hygienic "Deltox" Rugs

Dirt Will Not Sift Through.



9x12 feet	$6.48
8x10 feet	$4.98
6x9 feet	$3.29
54x90 inches	$2.19
36x72 inches	98c
30x60 inches	69c
27x54 inches	59c
21x45 inches	39c
18x36 inches	29c

Slip Covers Made, $5.00.

For 5-piece Suite.

Cut and made by thoroughly competent workmen; of Belgium linen, with choice of a score of attractive styles. Consult Mr. Cornwall—on fourth floor—he is a thoroughly practical man, and has innate good taste. Estimates for all kinds of Slip Covers, Shades and Awnings will be cheerfully given. Hotel proprietors and others needing extensive work are promised prompt and efficient service, linked with Palais Royal prices.

Lace Curtains Reduced.

89c, $1.25, $2.00 and $3.50.

Were $1.00 to $5.00 Pair.

A few real Irish Point Lace Curtains are to be included. The collection embraces Renaissance and Brussels Lace Effects, in a vast variety of artistic patterns. That the Palais Royal $1.00 to $5.00 Lace Curtains are the equal to those offered at $1.50 to $7.50 at the credit establishments is a fact known to a host of shrewd housekeepers. With the prices now 89c to $3.50, future as well as present needs may be thought of.

Saved—
From $1.00 Up.

Your eyesight is apparently good—but you are nervous and prone to headaches. Even your children grow tired and irritable without seeming cause. Millions are suffering because of their eyes, knowing not the cause. A consultation with Dr. Samuel—no charge for consultation—will make you wise. Office hours: 9 to 12 and 1 to 6 daily, on balcony parlor, first floor.

SAY 2,500,000 PERSONS ARE STARVING IN CHINA

NEW YORK, February 13.—The Presbyterian board of foreign missions has received from its missionaries in the province of Anhui, China, an account of the famine conditions prevailing there. The missionaries declare that at least a million dollars will be needed to tide the suffering provinces over to the next harvest time. Crop conditions are so bad, they add, that it will take the district several years to get back to normal conditions in the flooded districts.

The Rev. E. C. Lebenstine, who made a long trip of inspection through the flooded district around Hwai Yuen mission station, writes as follows:

"The inhabitants are face to face with the worst famine in their history. The rainfall last summer was the greatest of which there is any record, and the autumn crops were a total failure over a region of approximately 7,000 square miles. It is estimated that two and a half million persons are practically starving, and the death roll of the coming months is bound to be very great.

Hundreds of Refugees.

"In order to acquaint myself with the actual conditions I made two trips into the famine district. I met between two and three hundred refugees each day. Thousands had already left to seek support elsewhere, but these had remained to plant a little wheat so that they would have something to return to in the spring. Then they left to try to keep body and soul together by begging, or by such scanty work as they could find.

"Only about one-third of the amount of wheat planted each autumn could be sewn this year, owing to the abject poverty of the inhabitants. It will, therefore, take them several years to get over the effects of this summer's floods, even if they manage to pull through alive till the spring.

"For six months hundreds of thousands will be absolutely destitute, and more than 1,000,000 persons will be dependent upon charity."

PAN-AMERICAN CONFERENCE.

By FREDERIC J. HASKIN.

The Pan-American commercial conference opens its sessions in Washington today. It is the first conference of the kind to be held and is intended to awaken the commercial organizations, the business men and the general public of both North and South America to the importance and possibilities of Pan-American commerce and trade.

Stretching from the Rio Grande southward, across the Isthmus of Panama, over the great valley of the Amazon, along the vast reaches of the Andes, as far as Cape Horn and the Straits of Magellan, is a territory of wonderful fertility and tremendous extent. It includes, roughly, what is meant by the comprehensive term Latin America. Nowhere in the world can an equal area be found that will surpass this in the wealth of its resources or the possibilities of its soil. The surface of its development has barely been scratched.

More and more, in recent years, the attention of the United States has been directed to the Latin American countries, with their limitless but latent possibilities in trade and commerce. The traditional hatred of the Spaniard and the Portuguese for the Anglo-Saxon has been in a large measure overcome. The best thinkers in the twenty Latin American republics and many of the best thinkers in this country have turned their attention to the problem of how best to knit closer the relations among all the republics of the western hemisphere. To recount all that has been achieved in this direction would require volumes. But while much has been done, it is but a small part of what remains to be accomplished.

* * *

Promotion of Trade Its Chief Purpose.

Director John Barrett of the Pan-American Union projected the meeting which opens today. One of the chief objects is to promote commerce among all the western republics. The conference was conceived in the belief that it would be of advantage to bring together under one roof large numbers of the people of this country who want to know more about Latin America and experts who can give them the knowledge they seek. At the same time to bring into contact with them Latin Americans who are anxious to know more about the United States. It is believed that the exchange of ideas and information will be valuable both to this country and to Latin Americans.

Since James G. Blaine set out earnestly in his great policy of promoting good relations in the western world, the periodic meetings of the Pan-American Congress have had a perceptible effect in bringing the republics of North and South America closer together. The conference beginning today is in furtherance of a work that has received the attention of numerous master minds in the last two decades. It was one of the foremost achievements of Elihu Root as Secretary of State to put Latin America and the United States on a firmer footing of friendship. With better relations has come increased trade. Secretary of State Knox has pursued the same end.

But just now there are special reasons for unusual efforts in this direction. These special reasons relate to the opening of the Panama canal. The time for the opening of the canal is drawing near. If this great waterway proves to be as useful as anticipated it will cause a wonderful quickening of pan-American commerce. Already this trade is enormous. It is growing yearly by leaps and bounds, but its growth thus far is slight compared to what is expected when the canal opens. It is believed that unprecedented growth is in store for the whole Pacific coast region, reaching from Puget sound to southern Chile, and that enormous benefits will also accrue to the whole eastern coast of the two American continents. Holding that belief, the moving spirits in the Pan-American Union are getting ready for the canal's completion.

* * *

Large Attendance at the Conference.

Something like 100 commercial organizations of this country and upward of 300 American firms and individuals are in attendance at the conference, to say nothing of a large representation from Latin America. All the diplomatic representatives of the Latin American republics in Washington are attending. In addition numerous special Latin American representatives are present, including many business men. Consular officials both of this country in Latin America and of Latin American countries in the United States are among those present. In all, upward of 600 delegates are at the meeting. President Taft, Secretary of State Knox, Representative Champ Clark, President Farrell of the United States Steel Corporation and prominent Latin American diplomatic representatives speak on the opening day.

The first day's program is formal, but after that the time will be taken up with informal discussion and conference over topics of moment to any movement for trade expansion. Among the subjects talked about will be credits, trade marks, tariff regulations, banking facilities, packing, advertising, catalogues, freight rates, steamship routes and laws governing salesmen and samples.

It is the purpose to have such questions discussed and expounded by the best export and import trade experts, official and private, and by diplomatic and consular officers as well. The manufacturer, the importer and the exporter alike will be able to glean valuable information. Specialists have been invited from colleges and schools, which have special commercial courses, including foreign trade. The conference is not concerning itself alone with export trade of the United States to Latin America. It will consider exchange of trade between the different countries and imports as well as exports.

* * *

Americans Must Buy as Well as Sell.

In the past, in such meetings and discussions as have been held, too much emphasis has been laid on the building up of the export trade of the United States to Latin American countries. This has caused some resentment in Latin America, some feeling that the only object Americans have there is exploitation for their own benefit. The Pan-American Union has seen the wisdom of obviating any such idea and the conference will direct its attention alike to what this country can sell the southern republics and what they in turn can sell the United States.

Nearly four centuries ago the Spaniard first set foot on Latin America. Most of the time since then the eye of that part of the western world lying to the south of the Rio Grande has been turned, not northward, but eastward, toward Europe. This has been so not alone because of certain ties of race and blood, but because of the accessibility of much of Latin America to the great European ports. It is easy to reach Europe from such South American ports as Rio and Bahia and Buenos Aires. Immense quantities of European capital have found investment in Latin America, while American capital, concerned first of all with the development of this country, has been largely employed at home.

It is but latterly that American capital has been stretching out its hand for fields other than its own to conquer. And it is making wonderful headway. American investments in Mexico are piling up close to the billion-dollar mark. American capital is pouring into the West Indies. And American capital is giving more and more attention to the South American countries. Argentina, for instance, is offering an inviting field of investment for American packing interests. No man can reckon the possibilities of Latin American development in the next generation. The great Amazon valley alone, with its rich soil and its only half-known resources, is capable of feeding and supporting the population of an empire.

* * *

Trade During Decade More Than Doubled.

The figures of the growth of trade between the United States and Latin America read like a romance of statistics. A decade ago the total exchange of trade between them was $236,000,000. Today it has reached the enormous total of $600,000,000. That is, it has more than doubled. Gradually the United States is drawing over to itself the trade with Latin America that has long been appropriated by Europe. The trade with Argentina affords a good illustration. The United States, according to the last figures, increased its trade with that country 21 per cent, while Germany's increase was 19 and Great Britain's only 6 per cent.

The approach of the Panama canal opening is serving to center attention on it, and the impetus it will give to all American traffic. Another transportation agency cannot be overlooked in the same connection. A few decades ago had one talked of a Pan-American railway he would have been called visionary. Today, while the dirt is flying from the huge ditch on the isthmus, the links are steadily being connected in the great line of railroad that will some day in the not remote future make possible a rail journey from Seattle or New York to South American cities.

Tomorrow—BOY SCOUTS.

TRISTATE CONVENTION.

Maryland, Delaware and District Y. M. C. A. Delegates to Meet Here.

The interstate convention of the Y. M. C. A.'s of Maryland, Delaware and the District of Columbia will be held in this city March 14, 15 and 16. Assistant Secretary Hays of the Department of Agriculture, Selden P. Spencer of St. Louis, Dr. E. A. Steiner of Grinnell College and C. L. Johnson and C. E. Beckett of the local association are included on the list of speakers.

Some of the topics to be discussed are "The Spiritual Uplift of the Association Movement," "The Reorganization of Country Life," "The Conservation of Country Manhood," "The Young Man and the Bible," "The Relation of the Y. M. C. A. to the Immigrant" and "Our Membership; How Composed, Secured and Assimilated."

Francis A. White of Baltimore, William Knowles Cooper, general secretary of the local Y. M. C. A., and J. H. Apple compose the convention committee.

"God in the Foothills," by Lloyd Osbourne, and "Two Mothers," by Adachi Kinnosuke, stories by two famous writers, will both appear in our next Sunday Magazine in our short story contest.

Children Injured

Ordinary Cathartics and Pills and Harsh Physic Cause Distressing Complaints

You cannot be overcareful in the selection of medicine for children. Only the very gentlest bowel medicine should ever be given, except in emergency cases. Ordinary pills, cathartics and purgatives are apt to do more harm than good. They cause griping, nausea and other distressing after-effects that are frequently health destroying and a life-lasting annoyance.

We personally recommend and guarantee Rexall Orderlies as the safest and most dependable remedy for constipation and associate bowel disorders. We have such absolute faith in the virtues of this remedy that we sell it on our guarantee of money back in every instance where it fails to give entire satisfaction, and we urge all in need of such medicine to try it at our risk.

Rexall Orderlies are eaten like candy. They are particularly prompt and agreeable in action, may be taken at any time, day or night; do not cause diarrhoea, nausea, griping, excessive looseness or other undesirable effects. They have a very natural action upon the glands and organs with which they come in contact, act as a positive and regulative tonic upon the relaxed muscular coat of the bowel and its dry mucous lining; remove irritation, overcome weakness, tone and strengthen the nerves and muscles, and restore the bowels and associate organs to more vigorous and healthy activity.

Rexall Orderlies completely relieve constipation, except when of a surgical character. They also tend to overcome the necessity of constantly taking laxatives to keep the bowels in normal condition. Two sizes of packages, 60 cents and 25 cents. Remember, you can obtain Rexall Remedies in Washington, D. C., only at our stores, the Rexall stores, O'Donnell's Pharmacies, 904 F st. n.w., Wis. ave. and M st. n.w., 3d st. and Pa. ave. s.e., Wis. ave. and P st. n.w.

Funeral of Mrs. Mary L. Shipley.

Funeral services of Mrs. Mary Lizzie Shipley, who was shot and killed by her husband, Samuel William Shipley, nearly a week ago, were conducted yesterday afternoon at the house of Mr. and Mrs. John Engel, her parents, 323 M street southwest. Rev. W. L. Lynn, pastor of Gorsuch Methodist Episcopal Church, officiated. The body was placed in the receiving vault at Congressional cemetery.

Secular League Meeting.

The life and works of John Wycliffe were extolled by Prof. William Macon Coleman in an address before the Secular League in Pythian Temple yesterday afternoon. J. J. Crowley made an address; W. R. Boynton spoke a monologue and music was provided by the Thomas Mandolin Club.

Your Liver is Clogged up

That's Why You're Tired—Out of Sorts—Have No Appetite.

CARTER'S LITTLE LIVER PILLS

will put you right in a few days.
They do their duty.
Cure Constipation, Biliousness, Indigestion and Sick Headache.

Small Pill, Small Dose, Small Price.
GENUINE must bear SIGNATURE

Brent Good