THE EVENING STAR,
With Sunday Morning Edition.

WASHINGTON.
FRIDAY.....October 10, 1913

THEODORE W. NOYES.....Editor

The Evening Star Newspaper Company.

Business Office, 11th St. and Pennsylvania Avenue.
New York Office: Tribune Building.
Chicago Office: First National Bank Building.
European Office: 3 Regent St., London, England.

The Evening Star, with the Sunday morning edition, is delivered by carriers within the city at 45 cents per month; daily only, 25 cents per month; Sunday only, 20 cents per month. Orders may be sent by mail, or telephone Main 2440. Collection is made by carrier at the end of each month.

Payable in advance—by mail, postage prepaid. Daily, Sunday included, one month, 60 cents. Daily, Sunday excepted, one month, 40 cents. Saturday Star, $1 year; Sunday Star, $2.40 year.

Entered as second-class mail matter at the post office at Washington, D. C.

☞In order to avoid delays on account of personal absence, letters to THE STAR should not be addressed to any individual connected with the office, but simply to THE STAR, or to the Editorial or Business Department, according to tenor or purpose.

## The President and the Currency.

Again the record of today recalls the record of twenty years ago. Mr. Cleveland had his troubles, and Mr. Wilson is entering upon his.

Mr. Cleveland put the money issue ahead of the tariff, and carried his point. But he won with republican support. Without it he would have been defeated. John Sherman was his guide, philosopher and friend, and the generalissimo in the Senate. The greatest American master of finance since Hamilton and Gallatin was an invaluable ally in that contest.

Later, when the tariff came up, Mr. Cleveland lost. A tariff bill was passed, but it bore no relation to what Mr. Cleveland wanted. When cornered, he dodged. He would neither sign nor veto. The bill became a law without his signature, much to the regret of some of his friends, who desired him to veto it, save the issue for the coming congressional campaigns, and go to the country on it.

Mr. Wilson put the tariff before the money issue, and got a bill to suit him. In fact he dictated its dominating provisions. In signing it he simply indorsed himself. The law is his, and he made it, and his hands prepared the ground upon which his party friends in Congress stood. He got a little outside help, but did not need it. He controlled the necessary votes in both houses in his own party.

But here is the money issue—not in the shape of twenty years ago, but nevertheless appealing, as that did, to the whole banking and commercial interests. They are vitally concerned, and are not only within their rights but obeying a public duty in exerting all their power to have legislation take a safe and workable business form.

It is very clear that Mr. Wilson, unlike his experience with the tariff, will not get what he wants in the matter of currency reform. He would have taken the so-called Glass bill as it passed the House; but that never stood the slightest chance of passing the Senate. He would now take the bill that Chairman Owen would be glad to have the Senate indorse, but the Oklahoma senator will not be permitted to dominate the situation.

Mr. Wilson is not master in this business. He has not, as Mr. Cleveland had, republican allies in the Senate. John Sherman is dead, and the republican senator from Ohio is not touched in the slightest particular with greenbackism or Bryanism. And the leader of the progressives in that body—Mr. Bristow—is dead set against the Wilson-Glass-Owen program.

What will Mr. Wilson do with the bill that reaches him, whenever one does reach him? It will not be the bill he has been advocating and his friends have been trying to pass. Will he dodge, and permit the measure to become a law without his signature, or muster his nerve, veto it, and save the issue for next year's congressional campaigns?

There is an element of Mexico's population that would feel greater confidence in the future if Porfirio Diaz, like Wu Ting-fang, were counting on a lifetime of two hundred years.

The American public is too frank to try to convey the impression that it finds the same exhilarating interest in banking and currency that it finds in world series base ball.

India is perhaps justified in seeking to bar interpretive dancers who seek to visit that country. The native supply has always been equal to any reasonable demand.

The most serious crop failure that the New England states have to report is in connection with the melon cuttings formerly indulged in by the New Haven road.

## Deaths on the Rails.

It is a familiar claim of the railroad corporations in this country that they are more sinned against than sinning in the matter of causing deaths. Whenever public attention is directed to the lack of facilities and precautions against rail disasters it is sought by railroad organizations to call attention to the low percentage of the total casualties due directly to failures of the railroads' own systems and equipment. The bureau of railway news and statistics at Chicago has just put forth a post card bearing upon this matter, classifying the fatalities charged to railways in the United States in the twenty-three years, 1890 to 1912, inclusive. The figures are as follows: Trespassers, 103,566, or 53.8 per cent; employes, through their own fault or mischance, 49,947, or 25.7 per cent; other persons through their own fault or mischance, 18,328, or 9.5 per cent; employes in accidents to trains (of which it is claimed that at least 50 per cent are due to the negligence or carelessness of the victim), 13,630, or 7.1 per cent; passengers through their own fault or mischance, 4,219, or 2.2 per cent; passengers in accidents to trains, 3,302, or 1.7 per cent. Of this total of 192,542 fatalities it is stated that 175,610, or 92.2 per cent, were due to the fault or mischance of the victims, while only 16,932 were due to accidents to trains, or 8.8 per cent. Following these figures is this comment:

"So long as legislators, commissions and critics rivet their attention on steel cars, which may cause, but never avert, a collision or derailment, the tale of railroad fatalities will grow along the line of the greatest percentage of causes."

It is difficult to follow the reasoning that suggests that steel cars may cause collisions or derailments, but that is beside the point. What The Star wishes to suggest in this connection is that here is again the plea that trespassers upon the railway lines are the chief contributors to the total of railway fatalities. By "trespasser" is meant the person who gets upon the railway's right of way. This may be a tramp or a person using the railroad track as a highway or it may be and usually is a person who is attempting to cross the track at a regularly established intersection of road and railway.

It would be interesting if the bureau of railway news and statistics were to separate the "trespassers" into various classes and show how many people have been killed on railroad lines at grade crossings during the twenty-three years. It is true that in a certain percentage of these cases the fault has been with the victims in that they have failed to take sufficient precaution in attempting to cross railway lines. Some of them have ignored the positive warnings of the railroad representatives. Some have perhaps even passed under barriers lowered on the approach of trains. But a shockingly large number have been killed because the railroads have not sufficiently protected the grade crossings, but have thrown the burden of protection and precaution upon the public. If the railroads had in 1890 inclosed their rights of way and avoided grade crossings the total of deaths of "trespassers" would not have reached anything like 103,566. The grand total of railroad deaths would have fallen far below the 192,542 recorded. All the percentages in the other classifications would have been increased.

It should not be a boast of the railroads of this country that in twenty-three years they have killed "only" 3,302 passengers in accidents to trains. That they have killed that number is a reproach, almost a national disgrace. It is true that the adoption of steel cars will not materially check this evil, but that the railroads must, to acquit themselves of the grossest contributory negligence, equip their lines with devices that will prevent collisions by rendering "man failure" a negligible factor in railroad operation.

## The Navy.

The democratic party is divided on the question of the navy. There are big navy advocates, little navy advocates, and no navy advocates. At Baltimore last year the declaration was for "an adequate navy." But the phrase was a campaign trick, and now the party confronts the consequences in the shape of an interrogatory. What is "an adequate navy"?

Advocates of a big navy reply with the statement that we belong in second place on the water—next to Great Britain. They refer to our long coast line on both the Atlantic and the Pacific, to our oversea possessions, and to our great responsibilities just opening at Panama. They urge more ships, and as rapidly as they can be built. If the new tariff does not provide the money, increase the duties.

Advocates of a little navy declare that we should withdraw our eyes from European armaments and fix them on our own affairs; that the navy as it floats is strong enough; that a few more ships now and then will serve every proper purpose. Keep down expenses. And so forth.

No navy advocates talk only peace. In their opinion a navy of any size is but a provocation to war. The bigger the navy, the stronger the provocation. Abandon the policy. Build no more ships, and let those in existence go to the scrap heap in the order of their wearing out. The whole business is a conspiracy between armor plate manufacturers and jingo politicians. Money profits and office are the two incentives in the big navy agitation.

At the regular session of Congress the question will come up, and we should witness a pointed and vigorous debate, which, of course, will open in the House. Mr. Hobson of Alabama wants a big navy, and will fight for one. Mr. Bailey of Pennsylvania thinks the navy is big enough, and will resist the proposition for large naval appropriations. He regards money so appropriated as wasted, and he claims that economy was one of the promises on which the democracy was returned to power.

Speaker Clark is a robust partisan, but broad-minded and patriotic as well, and his position on this matter is the subject of some speculation as the result of his speech at Louisville, Ky., last Saturday in which he advocated disarmament. He told his audience:

"The way of universal peace, I believe, lies in the direction of gradual disarmament among nations. And I believe the time has come for the United States to take the lead in such a movement."

The Speaker has a way of leaving the chair and entering the bull ring when the subject appeals and the spirit moves; and if he take the floor at the next session when the naval bill comes up and enlarge upon the theme of disarmament he will add much to the interest of the discussion.

J. J. Hill expresses himself with doubt concerning some of the suggestions now offered in connection with public affairs. But Mr. Hill himself has conquered a great many doubts in the course of his career.

President Poincare refused to see a bull fight in Madrid. The King of Spain might get even by refusing to see Pegoud throw somersaults with an aeroplane.

Schmidt has confessed to almost every offense that he could think of except the theft of the Mona Lisa.

Chicago appears to have one great advantage over New York in the comparative ease and simplicity of its campaigns for the office of mayor.

The most courteous town forgets its hospitality when a visiting club gets out on the ball field.

New York refuses to admire Charles Murphy more because it admires William Sulzer less.

The old phrase, "it isn't the heat; it's the humidity," was worked overtime this year.

## Tuberculous Pupils.

In connection with the proposed separate school for tuberculous children, for which the Commissioners are to submit estimates to Congress, it may be suggested that perhaps ultimately this project may develop beyond its present form. Obviously a school of this character will draw pupils from all parts of the District, for children afflicted with incipient tuberculosis may be found in every section of the capital. Naturally, a school of this character should be located, not in the heart of the city, but sufficiently beyond the business section to give the best of air. It would be indeed most satisfactory if it were situated quite out in the country. But wherever it may be placed it will be at a considerable distance from the homes of many of the pupils assigned to it. Some of these will have to travel four or five miles to reach school, covering thus ten or twelve miles daily in going to and from their classes. In the case of the majority of pupils this will involve street car fares, and it is questionable whether such an expense can be endured in many instances. For a child riding five days a week to and from school the annual car fare charge is close upon $20, a heavy burden to be borne by a man of small income supporting a family.

The solution of this obvious problem may be the establishment of a hospital-school, or rather a sanitarium-school, that is to say a place where the children can live in sanitary conditions under observation and treatment while they are being educated. This would be the most humane and the most efficient means of giving education to tuberculous children without exposing others to the danger of infection. But it is a question whether this could be done now, in the inception of the whole project of segregating the tuberculous pupils. It is worth while considering, however, the possibility of such an establishment in connection with the recommendations which the Commissioners are to make to Congress as the logical outcome of the decision to exclude children afflicted with this disease from the ordinary public school system.

In case the Athletics win, Washington may feel pride in the league to which it belongs. In case they lose they cannot be regarded as invincible antagonists, and Washington's chance for first place next year may seem improved.

Men whose names are attached to laws passed by Congress would often be seriously overworked if they were expected to attend court proceedings in order to explain their exact intentions.

A statesman who gets his own views before the public in a satisfactory manner is doing very well, without attempting to represent the mental attitude of others.

## SHOOTING STARS.

BY PHILANDER JOHNSON.

### Critical.

"The natural refinement of the feminine character cannot be wholly subdued," said one London policeman.

"Quite so," replied the other. "What has happened now?"

"A militant suffragette has turned a bomb into police headquarters. It was a perfectly good bomb, but she didn't approve of the hand-painted decorations."

### An Obstructive Theorist.

"Jo Struthers is a reformer, isn't he?"

"Yes," replied Farmer Corntossel; "but he's one o' those reformers who don't get anywhere. He'll stop a lot o' men who are tryin' to fix a mudhole in the road and get 'em all worried over his suspicions about what's bein' done in Wall street."

### Nothing New.

The world is turning upside down,
So reckless is its change
That faces wear a gloomy frown
Because of manners strange.
Oh, gloom-promoters, cease these fears.
This world at which you scoff
Turned upside down each day for years
And no one yet fell off!

### Overheard.

"That is a great title for a play," said the head usher.

"Yes," replied the ticket taker; "it's a shame to see how many good titles are spoiled by the plays."

### Expertness in Language.

"A man has to be a master of language to say exactly what he thinks," remarked the essayist.

"Yes," replied Senator Sorghum. "But the real trick is to keep from saying it at the wrong time."

### To the Congressional Record.

Dear Mr. Editor:—I've been
Admiring you for many years
For printing pieces that could win
Such laughter and so many cheers.
But here's where my subscription ends.
I shall not want you any more,
Nor recommend you to my friends.
You did not print the base ball score.

I must admit that you have shown
Both taste and care in many ways.
Your articles are widely known
And often claim unbounded praise.
But you my confidence have lost,
A faith which nothing can restore.
'Midst hot debates you are a frost.
You did not print the base ball score.

## The Canadian Tariff.

From the Cleveland Plain Dealer.

It is not surprising to learn that the tariff issue is likely to bob up again in Canada. The enactment of the Underwood law at Washington makes it almost a certainty, for in these days of frequent intercourse among nations peoples as closely related as the United States and the Dominion cannot well continue upon widely differing tariff bases.

The indications are that Sir Wilfrid Laurier and his liberal party are ready to urge once more a lowering of the Canadian tariff wall. One would like to see this question submitted again to the voters of the Dominion. In 1911, when the reciprocity measure was rejected, the question of trade relations with the United States had become entangled with the naval issue and other questions and the result was not convincing as to the tariff.

It is possible that now with the changed situation in the United States the Canadian electorate might be persuaded to change the verdict of two years ago, particularly if the question could be kept distinct from unrelated issues. The time appears favorable for resubmitting the question.

## Cowardice at Sea.

From the New York Evening Telegram.

It is not a pleasant story that comes from Seattle to the effect that when the steamship Spokane, off Vancouver, was in imminent danger of sinking through an open sea cock and the boats were ordered out "the first two boats to leave the ship were filled with men, and some women were taken on the life rafts."

The incident is in strong contrast with all reports of the loss of the Titanic, and recalls the disgraceful actions that accompanied the sinking off Block Island of the Larchmont of the Joy line, when the captain, charged with leaving his ship in the first boat, explained that he did not know it was the first.

That investigation resulted in a whitewash in Providence, R. I. What will be done in regard to the practical abandonment to their fate of the passengers of the Spokane remains to be seen. Inasmuch as the ship was righted and all aboard saved, that will in all probability be hushed up.

## Lower Armor Plate.

From the Boston Post.

One of the officers of the steel trust was in Washington the other day, and in reply to the allegation of a naval officer that armor plate had been sold to the Italian government at a lower figure than was bid on a home contract said the difference in price covered the freight costs between the two countries, it being necessary to carry the plate 3,000 miles to the point of delivery in Italy, whereas the armor for American ships had been placed on boats built in Philadelphia.

But what have freight costs to do with the price received by the steel companies? They didn't pay them, and if they had, their intake for armor plate would have been even less.

As an explanation why the Italian government was given better terms than our own this is pretty lame.

## Anti-Aigrette Absurdity.

From the New York Evening Mail.

The anti-aigrette law is an excellent thing. It is highly proper that the commercial importation of even one of these feathers should be forbidden. And because the law is a good one, it should not be made odious.

## A Possible Valedictory.

From the Cincinnati Enquirer.

If Theodore Roosevelt does not return alive from South America, let historians remember that his last words on leaving New York were: "Bill Barnes is a liar."


# A Remarkable Testimonial
## From the Employes of M. Goldenberg

ONE of the most remarkable events in the history of the firm of Goldenberg's occurred this week, when the following voluntary testimonial was presented to Mr. M. Goldenberg, bearing the signature of every person in the firm's employ:

"Mr. M. Goldenberg,
"Washington, D. C.

"Dear Sir: We, the undersigned, employes of M. Goldenberg, wish to express our thanks for your courtesy and kindness in our behalf in deciding to close Saturdays at 6 p.m. throughout the year, and as a slight token of our appreciation, and in consideration of the fact the store will be closed Saturday, October 11, during the usual business hours, on account of holiday, gladly offer our services on that date from 6 to 9 p.m."

Never in the history of retail business of the country has such a unique tribute been paid to employer by employes—a tribute in which everybody from the humblest to the most important personage in the establishment joined in offering to the head of the firm. In this communication is expressed the spirit of loyalty and co-operation that exists among the store's workers, and it is above all else the firm's most highly prized possession.

Mr. Goldenberg's reply to this wonderful tribute of esteem was as follows:

"To the Employes of M. Goldenberg:

"It is with pleasure I acknowledge your communication regarding your willingness to be on duty Saturday, October 11, from 6 to 9 p.m. Independent of that, I assure you of my solicitation of the welfare and just treatment of all my employes at all times.

"Yours truly,
"M. GOLDENBERG."

Dictated M. G.

It is a delightful feeling to know that our efforts to improve the conditions of our employes are appreciated. No stronger evidence of that appreciation could be furnished than this voluntary testimonial, and we are happy in the satisfaction of having received this expression of good will at this time. It gives emphasis to the strongly welded sentiment that has played such an important part in this store's success.

It shall be our endeavor in the future as in the past to do all in our power to merit and maintain the continued good will of both our employes and our public.

Store Open
This Saturday
From 6 to 9 P.M.

"IT PAYS TO DEAL AT GOLDENBERG'S"
Goldenberg's
SEVENTH AND K "THE DEPENDABLE STORE"

Store Closed Saturday
Until 6 P.M. on
Account of Holiday

THE Insurgents are not coming to Washington on Monday to create trouble---not a bit of it. When you know them well enough you'll feel more than ever at peace with the world.

—JOIN THE
—ROCHDALE AND
SAVE ON CLOTHING
8,000 members of the Rochdale Society get special discount from leading clothing merchants.
Membership Costs Only....50c
Annual Renewals, 25c.
For Full Particulars Call
ROCHDALE Co-Operative Society
Southern Building,
First Floor, Room 6.

Our Business Hours are 8:30 to 6 p.m.
Modern Electric Devices for the Home

The economy and convenience of using electrical cooking devices in the home are recognized by many housekeepers. They can be placed conveniently on the dining table—thus making the preparation and serving an easy task for the housewife.

The new devices in Copper and Nickel are displayed in a variety of sizes and styles and represent the leading manufacturers of high-grade warranted electrical wares.

Each article has complete attachments for connecting with the electricity in the home.

Electric Tea Urns.
Electric Coffee Percolators.
Electric Grill Stoves.
Electric Toasters.
Electric Chafing Dishes.
Electric Egg Boilers.

Dulin & Martin Co.,
Pottery, Porcelain, China, Glass, Silver, Etc.,
1215 F St. and 1214-18 G St.

D—You need the —help of Dermatine —to keep your skin fresh and complexion clear.
A toilet lotion deemed indispensable by scores and scores of women. Bottle..... 25c
W. S. Thompson Pharmacy,
Frank C. Henry, Prop., 703 15th.

The VANDERBILT HOTEL
34th St. East at Park Ave., N.Y.
Subway Entrance
Walton H. Marshall, Manager.
"An hotel of distinction with moderate charges"
Within five minutes of principal railway terminals. Situation Ideal
TARIFF:
Single rooms - per day—$3, $4, $5, $6
Double rooms - " " $5, $6, $7, $8
Double bedrooms, boudoir, dressing-room and bath, per day $8, $10, $12
Suites—Parlor, bedroom and bath - - - - - $10, $12, $15
Each room with bath

The Only Perfect Double Vision Lens.
My bifocal lenses are perfect in every respect. The dividing line between the near and far vision lenses is invisible—they look like an ordinary pair of glasses—yet they give perfect vision.
I examine eyes free.
Roe Fulkerson,
Optician,
1407 F St. N.W.
Opposite Willard Hotel.

BUY YOUR SEWING MACHINE
From us and save the middleman's profit.
New Drophead Sewing Machines. $19.75
We are the sole Washington agents for the Famous New Home Sewing Machine.
OPPENHEIMER'S,
Cor. 8th and E Sts. N.W.

Burchell's "Bouquet" Coffee, 30c Lb.
It really is a household friend. Always delightful for breakfast, luncheon, Dinner.
N. W. Burchell, 1325 F.

Painting and Paperhanging.
LET us submit an estimate if you contemplate having your home redecorated. We will plan an effective color scheme that will make home more beautiful than ever.
Geo. Plitt Co., Inc.,
1218 Connecticut Ave.

Best Quality
COAL
Lowest Prices
For C. O. D. delivery east of 17th and south of W sts. and in Brookland.
White Ash Stove, $7.10. Large Furnace, $6.60.
Chestnut, $7.25. W. A. Egg, $6.85.
Pea, $5.50 per ton.
Subject to change without notice.
We handle only the best grade of coal that can be bought, and guarantee 2,240 pounds to every ton. Estab. 39 years.
JOHN MILLER & CO.,
PHONE MAIN 2990. 911 H ST. N.W.

HIGH-CLASS WAGONS
—If you contemplate buying a new Wagon, select it now.
T. E. Young Carriage Repository, 404-406 Pa. ave.