

The Daily Press.



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SUNDAY, JULY 4, 1909.

PROOF OF NECESSITY FOR CHANGE IN SYSTEM.

Proof of the necessity for making a change in our method of city government is seen every day by those who pay the slightest attention to municipal affairs. The question of how a city ought to be governed is a big one, and when the subject finally is brought before the legislature for consideration and action it probably will take some time to satisfy the legislators as to what plan is the best.

An incident which serves to show the slipshod manner in which the affairs of Newport News are conducted under the present system occurred yesterday afternoon. Friday evening the health officer and his assistant appeared at the city hall to attend a scheduled meeting of the health committee. There were various matters of importance on the calendar for disposition—among other things the bill of the department had not been audited for two months and the creditors were getting tired of waiting for their money.

When the meeting adjourned at 2 o'clock, when the health officer and his assistant were the only members of the committee present, a conversation was held. And the health officer and his assistant were the only members of the committee present, a conversation was held. And the health officer and his assistant were the only members of the committee present, a conversation was held.

With the Richmond fall only a few miles away, it seems queer that the Petersburg authorities should have attempted to keep an alleged wife-murderer and bigamist in a cotton factory with holes in the floor.

An English traveling salesman lost a grip containing half a million dollars worth of jewels the other day. In this country a man who carries half a million dollars around in a grip is liable to lose something more valuable to him than the contents of the grip.

general and specific powers, but he has practically nothing to do with the real business management of the municipality, and even the full powers he has are seldom exercised. The common council may deal with business matters, but anything that it does must be passed upon by the board of aldermen before it can take effect.

This cumbersome, unsatisfactory system of government must be done away with. The city needs an active, business administration, with somebody actually in charge of affairs at all times. This never can be had as long as twenty-four busy men, giving only incidental attention to the city's business and having their hands tied by the two-branch council plan, are depended upon to run the municipality.

SIGNIFICANCE OF PRESIDENT TAFT'S REMARK.

While President Taft's more or less casual remark to the Yale students to the effect that the Republican party will be relegated to the position of a minority opposition unless the antielection tariff promises are made good cannot be viewed in the light of a deliberate or significant warning to Congress, the speech was a very significant one in another way. It called the attention of the entire country to the fact that President Taft understood the promise of a revision of the tariff to mean a revision downward; that he knows that he was elected because the people accepted this promise in good faith, and that he knows that the people will be worse than a gullible lot of fools if they do not resent the utter failure of the Republican leaders to carry out their solemn pledge.

If the President really desired and was determined to put a stop to the upward revision rampage of Mr. Aldrich and his associates, he would not content himself with remarks to Yale students. He would make it known to the Senate that such a measure as the one about to be completed would be vetoed. A strong intimation to this effect would do more toward bringing a decent tariff bill from the Senate than all the talk in the world.

It has been suggested that President Taft probably will veto the bill, but there has been nothing in his attitude to indicate that he will do so. The fact that he has allowed the town corporation income tax amendment to be attached to the measure containing the obnoxious Aldrich higher tariff schedules without so much as a direct public protest against the measure, is a strong indication that he has no idea of using his veto power.

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When an automobile engine stops it's bad and when a launch engine stops it's worse, but both of these are pleasant little incidents compared with the stopping of a flying-machine engine.

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The talk of making Bingham mayor of New York recalls what "Joe" Brown did for Hoke Smith.

Representative Hefflin, who shot Louis Lundy, a negro, some time ago, made a poor job of it and now the Washington authorities have got to feed the negro for a year. Lundy was sentenced for carrying a razor.

The recent expose of the tobacco trust by the government does not seem to have affected the standing of that aggregation of "corporate pirates" with the Senate.

Mr. Alvah H. Martin denies that he is to be the "black and tan" candidate for governor. The announcement didn't read like it was inspired by Mr. Martin.

Another Western bank cashier reports being robbed at the point of a gun. Unless there were witnesses he may have difficulty proving that he didn't take a tip from Fort Worth.

"Transitory frenzy," advanced as a defense in a Detroit murder trial, sounds like a description of an incident on the stock exchange.

Hill and Harlinian are said to have reached an agreement. Somebody is going to catch it.

Labor Congestion.

Booker T. Washington and other representative colored men have done much to elevate their race; but it is best for him to go out into the agricultural sections and not to crowd into the cities they will do a much greater work than they have already accomplished. There is a tendency among the colored people to crowd into the cities, where there is no employment for them and where idleness leads to vice and then to crime. In Washington there are more negroes than can be employed, and many of them become vicious because they are forced to idleness.

There is not one of the great agricultural States that could not furnish employment to thousands of laborers on the farms if men out of employment could be induced to go there for work. Secretary Wilson states that labor leaders have recently complained that more 2,000,000 men are idle in the large cities. These 2,000,000 men and their families they represent have to be fed. Forced by the overcrowding of the cities to be idle, they are consumers without producers. This is a great social problem that confronts the country. Its solution depends largely upon the methods themselves. They can't just work it out. They will go out of the overcrowded cities. But if they do not get their places as laborers on the farms, they will have to be supported by the government. This is a very serious situation. Thousands of these men would like to work if they could find employment. It is a great social problem that confronts the country.

WITH THE PARAGRAPHERS.

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It is a curious thing to note that the health officer and his assistant were the only members of the committee present, a conversation was held. And the health officer and his assistant were the only members of the committee present, a conversation was held.

A Detroit fire for a week. Mr. John D. Rockefeller's conference with a task compared with which the perfecting of the Standard Oil organization was possibly a less hazardous and difficult undertaking. A question has arisen between Mr. Rockefeller, Cleveland pastor and Mr. Rockefeller's New York pastor as to the orthodoxy of the letter. On all matters relating to rebates, suppression of competition and construction of the Sherman Antitrust law as applied to the oil business Mr. Rockefeller is credited with the possession of vast stores of information. But when it comes to theology the Oil King's status is not clearly defined. In New York he reconciles himself to interpretations of the Scriptures which his Cleveland pastor characterizes as heretical. In Cleveland he is satisfied with inflexible orthodoxy. But when his pastor disagree, and when the Cleveland theologian smites the New York theologian hip and thigh the Oil King must find himself in a delicate, if not an embarrassing predicament. It seems to be "up to" him to pour oil upon the troubled waters, to bring into harmony the teachings of the New York and Cleveland pastors, from whose ministrations he has derived edification and contentment heretofore. That Mr. Rockefeller is a man of broad views may be inferred from the fact that he has endowed a university at Chicago whose theological department disseminates doctrines which are not in accord with the teachings of his Cleveland pastor. It might further be inferred from this circumstance that if his New York pastor is in sympathy with the theology of the Chicago university, Mr. Rockefeller might reasonably be expected to take the side of the New York theologian. But Mr. Rockefeller has in business at least, recognized the necessity of maintaining a united household. If he should

John D. Rockefeller ought to get his staff of pastors to get together. —Baltimore Sun.

Pat Calhoun says his trial furnished a disgraceful exhibition of the administration of justice in California. So far nobody has risen to take issue with him on that point. —Norfolk Virginian-Pilot.

What a pity that Colonel Roosevelt didn't go deep-sea fishing! He might have shipped a few crates of salt water octopus as "tokens of esteem and remembrance" to the "malefactors of great wealth." —Chicago Record-Herald.

The duty on hides makes a fine strike for the preservation of the home encouraging the fattened-calf industry. —New York Evening Post.

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PROPER CLOTHES for MEN

Peysler Says

DRESS AS THE WEATHER DEMANDS!

Silk and Mohair Suits, \$18.00 to \$22.50.

Mohair and Alpaca Coats, suitable for all occasions, \$1.50 to \$6.00.

White Flannel Suits and separate Trousers in plain and pin stripes.

Khaki Trousers, \$1.00 to \$2.00.

2715 WASHINGTON AVENUE Newport News, Va.

he called in as arbitrator between his New York and Cleveland pastors his decision will be awaited with interest. —Baltimore Sun.

Georgia's New Governor. It was not to be assumed that Hon. Hoke Smith, on retiring from the office of Governor of Georgia, would display an effusive cordiality when his successor took the reins of government and qualified as the Chief Executive of the Empire State of the South. The meeting between these gentlemen in the State Capitol at Atlanta, Ga., was distinctly frosty. The words of the Hon. Hoke Smith were few and curt. The hearing of the Hon. Hoke Smith was haughty, his mien that of an irreconcilable. But the new Governor, "Little Joe Brown," didn't quake or quiver in that awful presence. His bearing was that of a man who attaches no importance either to the smiles or the frowns the blessings or the maledictions of Hon. Hoke Smith. It was an act of extraordinary audacity on the part of Joseph Brown, after being removed from the office of Railroad Commissioner by Governor Smith, because he would not carry out the extreme policies of his chief, to go into the Democratic primary and beat Hon. Hoke Smith to a standstill for the nomination for Governor. For that he will never be forgiven by Mr. Smith. But he proves to be as good a Governor as the majority of Georgians expect him to be, the displeasure of Hon. Hoke Smith can be treated as a negligible quantity. —Washington Post.

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AT THE VERY LAST

By CYNTHIA GREY

"Is this the place, aunty?" "Yes, Bluebell."

"And is this the very spot where you fell after the man said good-by to you?" "Yes."

"Then you lay back on the beautiful green moss and shut your eyes, for your ankle hurt just awfully, and then a dog whined close to your ear and you opened your eyes right into the big, beautiful black eyes of a very tall, handsome knight, who lifted you up in his arms and carried you to yonder gate."

"You know the story well, but you must not forget that it is a secret."

"I have not forgotten, but you and I may talk of it here."

"Yes, you and I may talk of it—until to-morrow."

"To-morrow you are to be married. What is he like, that man you are to marry—like the knight?" "No, child, no! Let us talk now of the knight, and not of—of him!" "And after he reached the gate," continued the child, "he lifted you up, way up high onto the horse and walked, yes, walked every step of the way to the house close beside you, didn't he?"

"Yes, and then?"

"And then after that he came to the house to see you and brought you flowers, and books, and music, and grew to love you very much, and you loved him, and didn't know it for a long time, and when you found out you sent him away because—for I never knew just for what you sent him away, aunty."

"For honor, Bluebell."

"Whose honor?"

"A woman's honor, dear, a woman's honor," groaned the woman, and to herself: "Heaven knows I love him still, and to-night Clarence comes back, and to-morrow I shall marry him because I promised—promised, before I knew what love meant."

"Who was the man who was saying good-by to you just before you fell, aunty? You never told me."

"His name," said the woman, slowly, "was Clarence Duncan."

There was a sound of footsteps on the gravel path.

"You have come," said the woman, rising from among the shadows about the door, and she held out her hand.

He pressed his lips to her cool forehead. "It seems natural to be back," exclaimed Clarence, as he followed her into the hall. "I always hung my hat on that hook and my coat here. I think I expected to see the house in dress-up clothes, ready for the—for to-morrow."

"It will all be very simple and quiet," said the woman, "if that pleases you."

"The simpler the better for me, all right," said the man, laughing.

"There was the sound of small feet running down the hall. "Aunty, aunty, here's a letter," I put it away this morning and forgot it," and Bluebell clung to her aunt's skirts in a tremor of remorse. "Please read it right away, for it may be important, you know."

"To honor the child, she tore open the letter. "Make yourself comfortable, Clarence; you always liked this chair," said she, drawing the paper from the envelope.

"The letter was without beginning, middle or end, and it was so long, and so full of nonsense, that she had to throw it away. "I know I ought not to have read it, but I can't help it. I am so curious and I don't know how my heart feels. Clarence doesn't know that I have written it, so read away as soon as you find out how much we care for each other. It is so long, but you must be so good and read it. I thought, maybe, if you knew you would say us. Forgive me, forgive me, I am so unhappy."

"This letter will interest you, Clarence."

"So," smiled Clarence; "it is a woman's writing, eh?" and he flushed hotly, "she should not have written it."

"Read it," said the woman, softly. "The letter is very important. Bluebell, it has something to do with our secret. Will you tell the story to Mr. Duncan?"

"The one about the handsome knight?"

"Yes."

"The little girl told the story to the wondering man, pausing here and there to look at her aunt, who always nodded for her to go on. "And at the very last—but this part is all my secret, for I have never told even aunty—at the very last, the knight came back on his big black horse that pranced and jumped and made aunty and the knight laugh a great deal."

"That night Hugh Vernon received a telegram which read: "All is well; can you come home?"

Less to Do.

"The late Russell Sturgis," said a New York architect, "continually marvelled at the swift passage of time. This great architect and critic continually found new examples of the swift way men grow old and ugly while still believing themselves young."

"He repeated to me one day a remark he had heard in a barber shop. "An old chap, with hardly a hair on his head, snapped at the young barber, on the completion of a haircut: "You are not the thorough workman your father was, my boy. He used to take a good half-hour to cut my hair."

Reduced Fares!

Between Newport News and Buckroe Beach, Beginning

JULY 1st, 1909.

Coupon tickets from Newport News to Buckroe will be sold for 25c. ROUND TRIP and may be purchased from the conductors on the main line. These tickets will be good ON CARS GOING FROM NEWPORT NEWS AFTER 4:00 O'CLOCK P. M. EACH DAY DIRECT TO BUCKROE BEACH, and the return coupons will be good at any time after 5:00 o'clock p. m. on cars leaving Buckroe Beach for Newport News.

A through 15 minutes schedule will be maintained between Newport News and Buckroe, on the afternoon of each day beginning at 2:00 p. m. June the 25th; and reduced tickets will be on sale on July 1st and thereafter until August the 1st, 1909.

NEWPORT NEWS AND OLD POINT RAILWAY & ELECTRIC CO. W. W. S. BUTLER, General Manager.

NOTICE

We, the undersigned Bakers of Newport News and Phoebus, Va., find it impossible to sell bread at any less than four cents (4c) per loaf, and Buns, Rolls at eight cents (.8c) per doz, wholesale, regardless of quantity, on and after June 14th 1909. Owing to the advanced price of flour and with no prospect of cheaper flour.

Very respectfully, Signed,

THE HEALTH FOOD BAKERY, W. R. Jennings, Prop.

OLD HOMESTEAD BAKERY, Davis Bros. Proprietors.

MARYLAND BAKERY, J. H. Bruning, Prop.

EINWICK'S BAKERY, Louis Einwick, Prop.

UNION BAKERY, Mary Van Wagener, Prop.

HEINICKEL'S BAKERY, A. K. Heinickel, Prop.

ARE YOUR LACE CURTAINS DIRTY?

After your curtains have hung up all winter, after they have received a season's usage and handling, have absorbed a writer's smoke and dirt—and the dust of many sweepings—it is not unlike by that they need laundering.

When you take yours down this house cleaning time, send them to us to launder. We'll handle them carefully, launder them nicely, return them promptly, and at the reasonable charge of 50 cents per pair.

You'll find it better and cheaper than to bother with them at home.

HOTEL Warwick Laundry

DR. H. H. ADAIR

VETERINARY SURGEON Office Coffee's Livery Stable. Both Phones, No. 1

TRANSPORTATION GUIDE.

ANCHOR LINE

GLASGOW and LONDONDERRY Sailing from New York every Saturday New Twin-Screw Steamships "California," "Caledonia," and "Columbia" (Average Passage 7 1/2 Days.) SALOON, \$67.50 TO \$125. SECOND CABIN, \$42.50 TO \$50. THIRD CLASS, \$27.50 AND \$28.75.

For New Illustrated book of hours and information, apply to HENDERSON BROTHERS, New York, or JAS. SCRIMGEOUR, Newport News.

CLYDE LINE

TO PHILADELPHIA

Steamers leave Mondays a. m. Thursdays and Saturdays. Leave Philadelphia Tuesdays, Thursdays and Saturdays. Freight received and delivered daily at C. & O. Pier 6, Office, River Road, CLYDE STEAMSHIP COMPANY, James W. McCarrick, General Southern Agent.

TRANSPORTATION GUIDE.

CHESAPEAKE & OHIO RY

Fast Trains to Richmond and the West. Leave Newport News 10:05 a. m. 5:25 p. m. and 8:45 p. m. Local Trains to Richmond 6:00 a. m.; 5:45 p. m. Trains arrive Newport News, 10:00 a. m., 10:30 a. m., 5:30 p. m. 7:20 p. m. and 8:55 p. m. Steamers Service for Norfolk. Leave Newport News 10:35 a. m. 5:35 p. m. and 9:00 p. m.

OLD DOMINION LINE

Daily Service FOR NEW YORK—From Company's Wharf Norfolk, foot of Church street every week day at 7:00 p. m. FARE—First-class, one way, \$8.00. Round trip, limit thirty days, \$14.00—meals and berth in stateroom included.

Steerage, without subsistence, \$5.00 TICKETS on sale at C. & O. Railway Ticket Office. NIGHT LINE BETWEEN NEWPORT NEWS AND RICHMOND, VA. Steamers Brandon and Berkley leave Pier "A" 8:30 every evening passengers only.

VIRGINIA NAVIGATION COMPANY, James River Day Line for Richmond and all James River landings. Steamer Pocahontas leaves Newport News, Tuesdays, Thursdays and Saturdays at 8:15 a. m. Leave Newport News Monday, Wednesday and Friday at 5 p. m. for Norfolk and Old Point.

Steamer Hampton will leave Pier "A" daily except Sunday at 9:00 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer "Accomac" will leave Pier "A" daily except Sunday at 9 a. m., going to Smithfield and 3 p. m., going to Norfolk.

All business between New York and Newport News transacted at pier No. 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A" foot of Twenty-fifth st. W. H. LANDON Agent.

NORFOLK & ATLANTIC TERMINAL

"Sewall's Point Route." Effective Saturday, May 8th, 1909. Subject to change without notice.

Table with columns: Leave Norfolk, Leave Sewall's Point, Leave Shipyard, Leave Ivy Ave. Pier. Rows for AM and PM times.

J. L. ADAIR, General Superintendent, Norfolk, Va.

The Norfolk & Washington Steamboat Co.

(Schedule Effective Nov. 1, 1908.) The New and Powerful Iron Palace STEAMER NEWPORT NEWS, WASHINGTON and NORFOLK will leave Baltimore as follows:

Northbound. Lv. Portsmouth 5:00 p. m. Lv. Norfolk 6:00 p. m. Lv. Old Point 7:00 p. m. Lv. Washington 7:00 p. m.

Lv. Wash. B. & O. Ry. 8:00 a. m. Ar. Phil. B. & O. Ry. 11:50 a. m. Ar. N. Y. R. & O. Ry. 2:10 p. m.

Lv. Wash. Penn. Ry. 8:00 a. m. Ar. N. Y. Penn. Ry. 11:15 a. m.

Lv. Wash. Penn. Ry. 8:00 a. m. Ar. Phila. Penn. Ry. 10:40 a. m.

Southbound. Lv. N. Y. B. & O. Ry. 11:50 a. m. Lv. Phila. B. & O. Ry. 2:17 p. m. Ar. Wash. B. & O. Ry. 5:30 p. m.

Lv. N. Y. Penn. Ry. 12:55 p. m. Ar. Wash. Penn. Ry. 5:16 p. m. Ar. Wash. Penn. Ry. 10:16 p. m.

Lv. Phila. Penn. Ry. 8:20 p. m. Ar. Wash. Penn. Ry. 8:22 p. m.

Lv. Washington 8:45 a. m. Ar. Old Pt. Comfort 7:00 a. m. Ar. Norfolk 8:00 a. m.

\*Daily. \*\*Daily except Sunday. †Sund. only.

For information apply to J. N. SMITH, Agent, Union Ticket Office, Chamberlain Hotel, Old Point, Virginia.

F. M. PRITCHARD, Gen. Agent. JNO. L. WILLIAMS, City Pass. Agent, corner Granby and Pine streets, Norfolk.

Merchants & Miners Trans. Co.

STEAMSHIP LINES.

Passenger and Freight. Newport News to Baltimore. Daily Except Tuesday, 5 p. m. Fare \$3.00 One Way, \$5.00 Round Trip—including Stateroom Berth. Tickets to all points. Norfolk to Boston. Every Sunday, Tuesday and Friday 7 p. m. Norfolk to Providence. Every Mon., Thur. and Sat. 7 p. m. For tickets and further information apply to F. B. BRAGG, Agent, Newport News, Va.