

The Washington Times

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TUESDAY, JULY 14, 1903.

Daily Calendar of American History.

- July 14. 1853—Commodore Perry, with a squadron of seven vessels, sailed for Japan with a letter from President Pierce to the Tycoon soliciting a treaty. Crystal Palace exhibition opened in New York, President Pierce present. 1862—Major General Pope taken command of the Army of Virginia. 1870—Pension of \$3,000 granted by Congress to Abraham Lincoln's widow. Congress passed act authorizing the refunding of the national debt at 4, 4 1/2, and 4 per cent. 1901—Monument to Commodore Perry unveiled at Kurehama, Japan.

What Do They Think of It?

The Business Men of the City and District Affairs.

We are told that the real trouble about the auditing of District accounts—or, rather, the total absence of it for years—has been that Congress has failed to appropriate the necessary amount of money for clerk hire. This, in substance, was the answer of the Collector of Taxes, the Assessor, and the Auditor, when called upon to explain why they hadn't obeyed an order of the Commissioners, issued several years before.

What, we are tempted to ask, do the business men of the District think of such methods of conducting the public business and of such explanations made by public officials? Can a daily flow of oratory, fragrant with asseverations of the spiritual growth of the city, hoodwink them?

Can the great banking and mercantile firms of the city be deceived by such excuses?

The Riggs National Bank does an annual business of \$150,000,000—or thirty times more than the entire revenues of the District of Columbia. And yet everyone knows that this bank, like all banks, settles its "cash" before it closes each day's business, and as to clerks, the District offices have the greater number.

The United States Treasury affords a still more striking example. Its monthly debt statement is a balance sheet of the vast operations of the Government in all its branches. Compared with this, the financial operations of the District government scarcely take rank above the daily business of the pop-corn merchant at the street corner. And yet years are permitted to pass without a settlement of "cash," upon the boyish excuse that "Congress has not given clerks enough."

What, we repeat, do the plain business men of the District—the taxpayers—think of it all?

The Power of "Precedent."

"Against Stupidity Even the Gods Contend in Vain."

The "Philadelphia Press" draws attention to a case recently decided by the United States Court of Appeals for the fifth circuit, which illustrates—to the lay mind, at least—the extent to which the juggernaut of "precedent" dominates the Anglo-Saxon system of jurisprudence.

A man of the name of Burt was carrying insurance on his life for the benefit, we presume, of his family. A murder was committed. Burt was suspected of being the murderer; the evidence convinced a jury of his guilt, and he was convicted and hanged for it.

When a sentence of death has been executed as a result of a conviction for crime, it has been decided by the courts that insurance cannot be collected on the life of the criminal.

This seems fair enough in the case of ordinary murderers. But Burt was not an ordinary murderer; in fact, evidence produced after he had been hanged showed that he was not a murderer at all, and that he had been convicted "under a mistake."

The members of the unfortunate man's family were no doubt gratified to establish his innocence, and they thought, under the circumstances, that

they were entitled to his life insurance. Not so the United States Circuit Court of Appeals, which refused to depart from the precedents, and whose decision is reported in "Case and Comment" as follows:

The innocence of an insured who was executed after conviction of a capital crime does not change the rule that insurance cannot be recovered upon the life of a person who was executed for crime, even if the policy makes no provision for forfeiture on that account.

In commenting upon this decision the "Press" says:

A man who obeys the law and does his full duty by the State and denies himself that he may leave sufficient insurance to support his family after his death may, under a false accusation of murder, forfeit his life. This is hard, but under this decision his family loses also, through no fault of his or theirs, the provision his affection and foresight had, he believed, secured for them. This also is hard, but it is gratifying to know that the precedents are mistaken and that things established are not disturbed.

We can only add that it seems to us a triumph of unreason over common sense. No wonder it makes many an honest man think at times that the administration of human justice is a mockery of every law divine.

General Wood's Promotion.

His Exceptional Advancement Due to Exceptional Service.

The announcement that Brig. Gen. Leonard Wood is shortly to be advanced to the grade of major general has raised both in and out of army circles a certain flurry of hostile criticism. It is already rumored that confirmation of General Wood's new appointment will be fought in the Senate, and that every obstacle which can be devised by political intrigue and personal enmity will be raised to hinder his promotion. It is easy enough to trace the hostility to General Wood to two distinctive sources. With certain politicians seeking to undermine the personal popularity of President Roosevelt, it has become a fashion to picture General Wood as a self-seeking "court favorite," promoted for merely nominal services over the heads of hundreds of more deserving senior comrades. And in the army itself a certain feeling of resentment at General Wood's extraordinary rise in rank is undoubtedly cherished by scores of officers who have seen him pass in less than six years from a staff captaincy to a grade which will assure him within two years more the great prize of the lieutenant generalcy.

It is argued by army officers that General Wood's promotion by lineal succession to the place soon to be left vacant by General Miles and General Young will give him a term of nearly twenty years at the head of the army, and will thus make it impossible for any other officer now above the rank of major to attain that highest prize in the military service. And this stoppage of the regular course of military promotion will be made the basis of a fight to suspend—in General Wood's case at least—the ordinary laws of advancement by seniority.

We have some sympathy with the plea that others must suffer if General Wood is to reap the full fruit of the promotions already granted him. Yet it is everywhere the rule of life that one individual cannot be singled out for distinction without some loss of possible prestige to other individuals. If General Wood grasped the opportunity given him to win a reputation in Cuba, where others failed to see or make an opportunity, that fact cannot now be charged against the regenerator of Santiago. Destiny works out its own plans and discovers its own favorite agents. And certainly in the work actually done in Cuba by General Wood there can be found ample reason for the meteoric rise he achieved through it on the army roster.

When the army in Santiago was in a fever of homesickness, when the bog of yellow fever stalked largely through every imagination, when Montauk Point was the paradise for which every enfeebled spirit in that army yearned, General Wood quietly and sensibly undertook to live and make life possible once more in a city of pestilence.

He showed by his example what could be done to make Santiago or any other Cuban city a clean and wholesome place of habitation, and he blazed the way more than any other military commander in Cuba for the political and physical rehabilitation which was to follow.

General Wood's exceptional services must not be forgotten, when a protest is made against his exceptional military advancement. If he was honored much, he also accomplished much, and he still has before him years of energy and accomplishment.

Hot weather advice will never be a "chestnut" until death and suffering become such. And the advice for hot weather is to keep as cool as possible; do not worry; keep in the shade; eat sparingly and especially of meat and other heating foods, and drink more sparingly of alcoholic beverages; keep

out of the sun as much as possible, and do not stint yourself in the matter of sleep. Those who obey these rules keep out of the lists of "dead or prostrated by heat," as a rule.

No matter how high the thermometer may climb, the coolest place in the world to a small boy, is the inside of a circus tent.

One of the ways of preventing race suicide is to give the children good milk to drink.

The Field of Politics.

Pessimistic View.

Sufficient time has elapsed since the recent Iowa Republican convention was held for a number of stories of incidents which occurred at that gathering to be wafted eastward, and they tend to throw light upon the attitude of several Hawkeye statesmen toward the revision plank in the platform. It appears that some of the irreconcilable "stand-patters," such as Representative Lacey and Representative Cousins, who believe that the Dingley tariff law is a sacred thing and must never be touched by profane hands, took a most pessimistic view of the Cummins-Allison tariff plank.

It is somewhat strange that no one has yet seen fit to call attention to the fact that Mr. Braham, the correspondent of the "London Times," recently expelled from Russia, is, by race, if not by creed, a Jew, a fact in itself calculated to prejudice the Muscovite authorities against him in the event of their having any fault to find with his dispatches. It is probable that the measures adopted with regard to him at St. Petersburg would have been less rigorous had he belonged to some different race.

It is a race, however, which figures largely among the foreign correspondents of the "London Times." Mr. Lacey, the correspondent of the "Times" at Paris, is, like his famous predecessor, M. de Blowitz, a Hebrew, and it is the same with the "Times" representatives in many other capitals, a fact perhaps due to the circumstance that Lord Rothschild has for the past fifteen or twenty years been justly credited with the acquisition of a sufficient amount of "Times" stock to give him a controlling interest in the newspaper. And indeed the Jewish race controls most of the leading newspapers of Europe. Thus the Oppenheims virtually own the "London Daily News," while the proprietor of the "London Daily Telegraph," Sir Edward Levy Lawson, who has just been created a peer, is also a Hebrew. The Barons Heine, who own the "Freidenblatt" at Vienna, are of the same race, and, in fact, I might enumerate most of the big organs of the European press in support of my contention.

Tuscan Princess Under Incognito.

Princess Louise of Tuscany, while residing at the chateau of Ronco in the South of France, has, in deference to the wishes of her parents, assumed the incognito of a countess of Montignoso the latter being the name of one of her mother's many castles. By thus adopting an incognito during her residence in France, she dispenses the French authorities with all those special arrangements which they would otherwise be forced by international etiquette to make by way of acknowledgment of her rank, and relieves them of the obligation of according royal honors to a princess who is still under a cloud, and barred from appearance at the various royal courts of Europe.

As to Debts of Honor.

Count Boni de Castellane has recently come before the public once more at Paris in connection with the charge, brought against him in court by the Marquis de Dion, of not paying his debts of honor. I do not usually appear in these columns as an apologist for Count Boni de Castellane, but it must be confessed that in this in-

stance he has been unjustly treated, and that he does not in any way deserve to be held up to obloquy in print on charges of non-payment of debts of honor.

The evidences as to these debts seem to have been based on promissory notes and documents of an analogous character, the very existence of which, and their production as testimony, are sufficient to relieve the obligations of Boni de Castellane in connection therewith, of his character as "debts of honor."

A debt of honor can merely be described as such as long as no paper passes between the debtor and the creditor. From the very moment that the creditor accepts any written acknowledgment by the debtor of the obligation the latter ceases to be a debt of honor, and becomes a mere commercial transaction. Debts of honor are based merely on verbal obligations. They are usually bets or gambling losses, and these, according to the ethics governing the "code of honor," must be paid at all cost, even if the debtor has to obtain the money by means of methods which verge not only upon the dishonorable, but even on the criminal.

Pay or Die.

It is for this reason that we sometimes hear of young men going to the length of stealing their mothers' jewels, or of forging the name of their dearest relatives (as did the son of an English peer the other day), for the sake of paying their debts of honor, failing which they can no longer hope to retain the social status of a gentleman. One has heard of men committing suicide—like Count Aloys, at Vienna, and the last Marquis of Hastings, in London—because they were unable to pay their "debts of honor." But one has never heard of a nobleman taking his own life because he could not pay his tailor or his wine merchant.

Indeed, the late Lord Esher, master of the rolls, when presiding over the highest court of appeal in England, with the Lords Justices Lopes and Chitty beside him, declared from the bench that "the idea that there is any shame or disgrace in debt and in bankruptcy is an exploded one." This judicial utterance was made in response to a pathetic petition presented by Lady Oxenden for the arrest of the decree of bankruptcy which was about to be issued against her husband. The poor woman pleaded that it was through her that Sir Percy Oxenden had become involved in financial difficulties, which were about to bring him to "shame and ruin."

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COURTS AND CAPITALS OF THE OLD WORLD.

Large Portion of Leading Newspapers of Europe Controlled by Jews—Count Boni Castellane's Debts of Honor—Curious Ideas as to These and Other Obligations—Czar Nicholas' Pilgrimage to the Shrine of St. Seraphin.

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VALUE OF AMERICAN SHIPS AND SHIPYARDS

Figures Compiled From Recent Census Report.

If our entire foreign commerce were carried in vessels built in the United States the total value of American shipping and shipbuilding would be about double what it is today. That is to say, instead of having \$30,000,000 invested in our shipbuilding plants, employing 50,000 men, and producing vessels and repairs thereto valued at about \$75,000,000, there would be \$150,000,000 so invested, employing 100,000 men, and their products would be worth \$150,000,000 annually. And instead of the value of American vessels being \$350,000,000, earning \$296,942,642, and employing 183,578 men, their value would be nearer to \$700,000,000, their earnings would be nearer to \$500,000,000, and the number of men they employ would be nearer to 387,000.

These figures have been compiled from a careful study of the statistics of the census report on water-borne transportation for the year 1899, the census report on shipbuilding for the year 1900, the reports of the commissioner of navigation and estimates and approximations based thereon. In 1899, the last year the figures were officially gathered, there were 32,089 vessels of all kinds, sail, steam, and unrigged, documented and undocumented, of 3,603,489 gross tons, valued at \$220,774,250.

Heavy Tonnage.

The commissioner of navigation reports in 1902 that there were 2,621,023 tons of sailing vessels, inclusive of canal boats and barges, an increase of but 79,104 tons in thirteen years, while there were 3,176,874 tons of steam vessels, an increase of 1,528,304 tons.

Assuming that the value of sail and steam vessels per ton was the same in 1902 as in 1899, which was, respectively, \$31.87 and \$77.07, we have a total value of \$83,532,162 for sailing vessels and a total value of \$244,841,679 for steam vessels.

Allowing no increase in unrigged craft, regarding which later statistics are unavailable, we place their value in 1902 at the same amount as in 1899, namely, \$22,231,553, making a total approximate value of \$350,605,794 for the vessels owned in the United States in 1902.

Increase Shown.

This shows an increase of sixty per cent in 1902 over 1899. In the latter year the gross earnings of these vessels were \$165,838,778, their expenses were \$130,257,970, the net earnings being \$35,580,808. Assuming that the gross earnings and expenses of these vessels retained the same proportion to their value in 1902 that they did in 1899, 60 per cent, they would have earned last year \$266,942,642, their expenses would have been \$208,417,732 and their net earnings \$58,524,910.

The men in the ordinary crews employed on the vessels in 1899 numbered 114,738, who earned \$41,729,842, in most cases being fed at owners' expense as well. If they increased sixty per cent in 1902 there were then 183,578 men employed, whose wages amounted to \$66,767,747 besides their board.

The capital invested in American shipyards, apart from those owned by the Government, in the year 1900 amounted to \$77,362,701, employing 48,288 persons, whose salaries and wages amounted to \$26,847,700, the value of whose products, including repairing, amounted to \$74,578,158.

The Commissioner of Navigation in 1900 estimated that 1,000,000 tons of sail and 3,571,284 tons of steam vessels would be necessary for the carrying of our imports and exports in 1899. In that year we had 488,216 tons of sail and 360,080 tons of steam vessels under our flag in the foreign trade.

Could Have Been Higher.

Giving them the average value of sail and steam vessels per ton as placed by the census returns for 1899, the total value of the vessels engaged in our foreign trade in 1899 would have been \$307,108,353. The actual value of the vessels engaged in our foreign trade would have been very much higher than we have estimated, but we wish to be on the safe side.

The American vessels engaged in our foreign trade, on the same basis of estimate, would have been valued in 1899 at \$43,306,564. If American vessels did our entire foreign carrying their value in that year would have been \$263,801,794 more than was actually the case. Their gross earnings, on the basis of the earnings of American vessels in 1899, as ascertained by the census, at 68 cents per ton, would have amounted to \$179,385,295.

It is upon the basis of these figures that, as stated in our opening paragraph, we assert that if our foreign commerce were carried wholly by American ships their earnings and the number of men employed in running and in building them would be double what they now are.

PENSIONS GRANTED IN THIS SECTION

The following pensions have been issued: District of Columbia—Frederick G. H. Bradford, \$6; Edward W. Woodruff, Mary Jones, each \$8; Henry Harris, \$12. Maryland—John Moulton, Joseph Bruner, Samuel G. Doman, each \$8; John R. Fossett, Vincent Valentine, each \$10; Charles Baker, John W. Iler, James Faulkner, each \$5; James Bacon, \$12; James Lindsey, \$5.

Virginia—John Roach, James W. Cruise, Thomas Dooley, each \$8; Martin Johnson, Adoniram J. Swift, Isaac P. Wark, Martin Woodhouse, each \$5; Charles Hoffman, \$10.

West Virginia—Joseph Conshiever, \$10; Henry Edgington, Charles P. Griffith, Nathaniel McDonald, John Brown, John M. Coleridge, each \$5; William M. Morgan, \$12.

REVIVAL SERVICES.

The Rev. Ama Smith, of Indiana, and the Rev. C. E. Cornell, of Cleveland, Ohio, will hold a revival service at the Pentecostal Church, Ninth and D Streets northwest, this evening, beginning at 7:30 p. m.

MODEL SYRUP FACTORY TO BE BUILT IN GEORGIA

Official Experiments to Be Made in Treatment of Sugar Cane.

Contracts for the erection of a model syrup factory at Waycross, Ga., have been let by the Department of Agriculture, and Dr. G. L. Spencer will have charge of the construction.

Congress made an appropriation of \$15,000 for the factory in the hope of bringing about improvements in the manufacture of syrup from cane.

Dr. H. W. Wiley, chief of the Bureau of Chemistry of the Department of Agriculture, said yesterday that syrup is made in this country from glucose, and many other products, and is filled with adulterants which should not enter into its manufacture.

PROPOSALS TO COMPLETE REVENUE CUTTER MOHAWK

Proposals will be received at the Treasury Department within a few days for the contract for the completion of the revenue cutter Mohawk, which was begun by the Trig Shipbuilding Company, at Richmond, Va. After the failure of the company the cutter was tied up for several months through the efforts of the creditors of the company to hold the cutter. After filing a stipulation in the State courts, the Treasury Department was permitted to remove the cutter to the Government yards at Norfolk, Va. It is expected the cutter will be completed in time to be commissioned by October 1.

WINS ITS FIGHT.