

The Washington Times

Published Every Evening in the Year at THE MUNSEY BUILDING, Penn. ave., between 13th and 14th sts.

New York Office... 115 Fifth Ave. Chicago Office... 110 Commercial Bank Bldg. Boston Office... Journal Building Philadelphia Office... 43 Chestnut St. Baltimore Office... News Building

FRANK A. MUNSEY, Proprietor. EDGAR D. SEAW, PAUL C. PATTERSON, General Managers. Managing Editor.

SUNDAY EVENING, JULY 3, 1910.

SUBSCRIPTION RATES BY MAIL: Daily and Sunday \$4.00 per Annum in Advance.

JUNE CIRCULATION. Daily. The number of complete and perfect copies of The Washington Times printed daily during the month of June was as follows:

Table with 2 columns: Date and Circulation. Rows include June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Total for the month... 1,158,374 Daily average for the month... 41,237

The net total circulation of The Times (daily) during the month of June was 1,029,215, all copies left over and returned being eliminated.

The number of complete and perfect copies of The Washington Times printed Sunday during the month of June was as follows:

Table with 2 columns: Date and Circulation. Rows include June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Total for the month... 355,293 Sunday average for the month... 41,232

The net total circulation of The Times (Sundays) during the month of June was 344,231, all copies left over and returned being eliminated.

In each issue of The Times, the circulation figures for the preceding day are plainly printed at the head of the first page, at the left of the date line.

Persons leaving the city for a long or short period during the summer can have The Times mailed to them at the rate of thirty cents a month, or seven cents a week.

Advertisements must be paid in advance. The request of The Times for suggestions for names of Washington street cars has met with hearty response.

MORE STREET CAR NAMES ARE SUGGESTED.

The request of The Times for suggestions for names of Washington street cars has met with hearty response. Evidently the patrons of the traction companies are keenly alive to the propriety of such a reform and are willing to use their gray matter to help the traction managers, even in this sultry weather, when it is an effort to think about anything.

One correspondent whose letter was received this morning offers quite a list of car titles. They are so appropriate, and reveal such excellent judgment on the part of the writer, that they are herewith presented for the edification of other street car patrons and for the use of the street railway officials:

- "Death Valley." "Radiator." "Equator." "Peasant Roaster." "Base Burner." "Broiler." "Coke Oven." "Sweat Box." "Third Degree." "Caldron."

Are they not worthy of serious consideration? Could any names be better suited to such cars as are operated on the Fourteenth street line of the Capital Traction Company and nearly all the lines of the Washington Railway and Electric Company? If the public is grateful for the agitation of the open-car question, the companies surely should be grateful to the public for these fitting titles.

Here is a chance for the companies to get a fine, choice lot of car names absolutely free. It would be folly to suppose they will not take advantage of the opportunity. They have the interests of the passenger so thoroughly at heart that they should grasp eagerly at the privilege of catering to the passenger's taste in names for closed cars. The mere citizen, whose only part in the street car business is to furnish the profits which the stockholders put down in their pockets, is certainly entitled to know what he is riding in. If the companies adopt the names here suggested, and others of a similarly appropriate character, the passenger will know, when he starts to get on a car, just what the ride has in store for him.

The name on the side of the coach will give him the hunch. Surely the companies will not turn deaf ears to the plea for this wholesome reform. It's but a little thing. It will cost almost nothing, but it will be a joyous boon to the traveling public.

As the companies have scores of cars, it is to be hoped that many more suggestions for titles will be contributed.

SCHOOL BOARD FAIR TO FOOTBALL BOYS.

It will strike fair-minded citizens of Washington as a wise and just course for the Board of Education to give football a trial under the new rules of play. After considering the issue at length the board decided that it

would permit the game on condition that it does not interfere with the academic work of the players and does not prove so dangerous as to be a serious menace to the health and lives of participants.

Nobody knows yet just what will be the results of the 1910 football rules, but it is believed among experts that most or all of the dangerous formations have been eliminated and that consequently, the game will be as safe as it is possible to make it without denaturing it to such a degree that it will afford no opportunity for a test of muscle and brain.

Local football players and football "fans" cannot object to the restrictions thrown about the sport by the Washington school board. They have the opportunity to show whether football can be played as a wholesome game. If it can, the school board and practically everybody else, wants football in the public schools. If it cannot, the school board and practically everybody else wants to know it.

It is to be hoped the trial justifies the continuation of football. There are so many excellent things to be said in favor of the game that its abandonment would be a really serious blow to our schools and to the welfare of those who attend them.

CURTISS SHOWS VALUE OF AEROPLANES IN WAR.

Glen H. Curtiss, the aviator, has demonstrated the value of aeroplanes in war by dropping from the air simulated projectiles or mock bombs on a target shaped something like the deck of a battleship of the dreadnaught type. The experiment was made over the waters of Lake Keuka, near Hammondsport, N. Y., the aviator employing leaden weights which he threw at the target instead of using actual explosives.

Twenty-two of the weights were dropped. Fifteen hit the target, while six of the remaining seven struck the water within thirty feet of the dummy ship.

These results were achieved while Curtiss was flying at high speed at altitudes ranging from 139 to 903 feet. They were carefully watched by army and navy officers.

That these experiments are the beginning of a revolution in methods of warfare seems highly probable. They were crude, and show that an aeroplane, to be useful for the purpose of dropping bombs, must carry two persons, since the time of the pilot cannot be devoted to steering the ship and also handling the bombs to advantage.

Moreover, a gun is needed which can be pointed directly at the target. Such a gun would doubtless prove more satisfactory than throwing bombs by hand.

Of course, the guns of a fleet would easily pick off an aeroplane sailing any lower than the highest altitude reached by Curtiss. Probably it could be done easily at 900 feet. A higher altitude than this will have to be attained to make such tests entirely successful.

But it is to be borne in mind that there is nothing to prevent the aeroplane throwing or firing bombs at night, either at a fleet at anchor or at an army in camp. Then, it could seldom be reached by expert gunners, even at low altitude. Moreover, think of the disastrous effect on the morale of an army or a naval force knowing it was exposed at any time to bombardment from out the clear skies!

NOT HOLDING A CLUB OVER THE RAILROADS.

President Taft and Chairman Martin A. Knapp of the Interstate-Commerce Commission have been conferring about the enforcement of the new railroad law. At the conclusion of the interview it was made plain that the added authority given the commission is not to be used for the purpose of holding a club over the railroads or hindering them in the exercise of their legitimate business.

It appears that some of the railroads have been worried over the question of how the authority of the commission, which, under the new law, is broad, is going to be exercised. Stock manipulators in Wall Street are said to have been helping to stir up this feeling of worry with the object of depressing railroad stocks.

As the policy of the commission is announced, it is not going to suspend rates except where a preliminary hearing indicates they are excessive. All increases are not going to be suspended. If an increase on its face seems justified it will be allowed to stand unless subsequent investigation proves it should not be permitted.

In other words, the commission's administration of the law will be essentially conservative. As a matter of fact, there has never been any substantial reason to suppose it would not be conservative, or that the commission was going to engage in the business of hammering the railroads.

The whole history of the Interstate Commerce Commission shows it has been an extremely cautious and conservative body. Indeed, the feeling has been pronounced on the part of the public that it has been unduly conservative and afraid to exercise the powers it has had, and for this it has brought no little criticism on its head.

The proper course for the commission in the future is one that, while not interfering with the legitimate business of the railroads, yet sees to it that justice is done the public. The more the commission in the exercise of the tremendous power given it pro-

ceeds to do exact justice and refuses to be swayed by the demands of the railroads, the outcries of speculators, or the undue prejudices of those elements hostile to the roads, the more successful it will be. After all, the business of the commission is to protect the welfare of the general public. It is not the instrument of the shippers or of the railroads, but there is no substantial reason why, in conserving the interests of the public, it should not insure fair treatment alike to the railroads and the shippers.

Government regulation of the railroads is in its infancy in this country. For the first time the Interstate Commerce Commission is clothed with something like the power necessary for effective regulation. Failure to exercise that power impartially, or the inadequate application of it, will bring the commission and Government regulation into disrepute and poor standing. It would, in fact, be the end of regulation and the beginning of a movement for Government ownership that probably could not be resisted.

Just to be in harmony with the times, Nevada gambling houses are reported to have changed their games so that players may now lay their money on the white or black.

Considering what has stood for in the past, one would think Frisco could have borne up under the odium attaching to the town that harbors the big fight.

If the Census Bureau has any doubt as to the accuracy of its figures on the population of Nevada a visit to Reno tomorrow would afford a fine chance to verify them.

Like anybody else who comes out at the end of the year way to the good, Uncle Samuel will now proceed to cast about for some new way to get rid of his surplus.

Reports from the West indicate that those patriots who have been striving all these years to keep alive the Spirit of Seventy-six have not labored in vain.

The discouraging thing about the theory that hot weather makes the team play better ball is that it seems to have the same effect on the other fellows.

Perhaps the Maryland man who has sued a preacher for libeling him in a prayer thinks his chances of heaven have been jeopardized.

It's surely odd that in the National Capital, the home of the open door, we should be confronted with the problem of the closed car.

It's lucky for New Mexico that that border waste is not a mountain lion before the statehood bill came to a vote.

One really cannot blame a member of Congress for being prejudiced against any bill containing the word "retirement."

It is still an open question whether the Teddy Bear and the Billy Possum will get along without scuffling.

Where to spend the Fourth isn't nearly so serious a question as where to get the money to spend on the Fourth.

These in search of the best summer action are respectfully referred to the pre-flight claims from Reno.

The country can at least try to make it less unsafe and insane than it used to be.

Let us hope our safety and sanity will be as certain on the fifth as on the third.

Capital Tales.

Stalking Dolliver.

SENATOR JONATHAN P. DOLLIVER of Iowa, who has made a record as one of the militant insurgents of the Senate in this Congress, has the fight of his life ahead of him. All the reports from Iowa that come to Washington make it plain that the standpat forces have camped on his trail and are going to do their utmost to beat him.

The man who is being groomed by the opponents of Dolliver is Representative Walter I. Smith, of the Council Bluffs district. Judge Smith's strength in his own district was shown when in won out recently for the nomination against H. W. Byers. To be sure, he'll have a fight for re-election, but his supporters think he will win in the election, and, in this belief, they are already booming him up like a champion of the House, and also talking of him as the man they will support for the Senate against Dolliver.

Senator Dolliver made a speech in the Senate shortly before the session closed that was ranked by those who heard it as one of the ablest efforts ever made in the upper house. In that speech, he upheld the progressive cause and went after the tariff law and those who had a hand in framing it roughshod.

Senator Dolliver pleaded for reform within the Republican party, and for the ousting of the old and corrupt leadership. That the speech attracted notice may be judged from the large number of requests which have come for it. Senator Bourne has asked for 20,000 for Oregon distribution, and South Dakota progressives have asked for 20,000. Many applications have come in for lots of from 100 to 1,000. Dolliver has now gone to New Mexico to recuperate; from the effects of an attack of grip last winter. If he gets into good physical shape, he will take an active part in the campaign this fall. He will not end his Senate term for two years, but his enemies are already camping close on his trail, and he is getting ready to meet them. That he will make one of the most brilliant speaking campaigns ever heard in this country when the time comes for the Senatorial fight to begin in earnest, is the prediction of his friends.

FINDS \$150 PEARL.

MILLS HILL, Me., July 2.—J. B. Rollins, instead of a string of trout, brought home a pearl valued at \$150, which he got out of a fresh-water clam he found in a brook while fishing, and immediately after the

Mrs. A. C. Downing and Daughters To Spend Season in Rhode Island

Have Cottage at Jamestown and Will Occupy It for the Summer—Pay Inspector Heap, Mrs. Heap, and Miss Pansy Bloomer Going to Buena Vista.

Mrs. A. C. Downing, accompanied by her daughters, Miss Helen Downing and Miss Elsie Downing, left Washington yesterday for Jamestown, R. I., where they have taken a cottage for the summer season. Mrs. Downing, Miss Elsie Downing, and Miss Vera Downing will occupy the residence on Massachusetts avenue in a day or two and join the other members of the family.

Pay Inspector S. Lawrence Heap and Mrs. Heap will close their residence on Twenty-first street Saturday, and accompanied by their daughter, Miss Pansy Bloomer, will go to Buena Vista for a greater portion of the summer. Later, Mrs. Heap and Miss Bloomer will spend some time at one of the seashore resorts.

Informal Parties

Dine at Chevy Chase Club. Among those dining at the Chevy Chase Club last evening and entertaining informal parties were Mr. and Mrs. Jack Biddle, Mr. and Mrs. Aldis B. Brown, Mr. and Mrs. George F. Appleby, Miss Alice Downing, Pay Inspector and Mrs. Heap, and Miss Bloomer, and Rear Admiral Coffey.

Mrs. Richard H. Townsend will close her residence on Massachusetts avenue Tuesday or Wednesday, and go to New York, where she will be joined by her daughter, Mrs. Gerry.

Rawlings-Brightwell Engagement is Announced.

Mrs. Matilda S. Brightwell, of Kenilworth, D. C., announces the engagement of her daughter, Miss Mary Elizabeth Brightwell, to Alfred B. Rawlings, of Washington, D. C. Mr. Rawlings is a nephew of Rear Admiral McCook, retired.

Miss Marian Louise White, of the Capital, has gone to Vermont for the summer.

Mrs. Margaretta Wollemann has left her residence on Girard street, and, accompanied by her daughter and son, Miss Augusta Wollemann and Clarence Wollemann, called for Germany, where they will spend the summer.

Mr. and Mrs. Louis A. Rosay and Miss Rosay, of 289 Thirteenth street, have left Washington for their summer home at Atlantic City, where they will remain until the middle of September.

Miss Shedd's Engagement

To W. C. Lawton Announced. Miss Elizabeth Shedd, a daughter of William Clifton Lawton, of Baltimore and Philadelphia, is engaged to be married to W. C. Lawton.

The wedding will take place in January.

Mrs. Samuel T. Davis and Miss Winifred Davis have closed their apartment in the Highlands and have gone to the Highlands, where they will spend the summer.

Dr. and Mrs. Charles Randolph, Jr., have gone to Virginia, where they will spend a portion of the summer. The guests of the party are Dr. Randolph, Mr. and Mrs. Lewis, and the latter party will go to Long Island for the latter part of the season.

Mr. and Mrs. Loggworth

To Be in Cincinnati a While. Representative and Mrs. Nicholas Loggworth have left Washington for Cincinnati, where they will spend a short time.

Mr. and Mrs. Arthur D. Addison have closed their Washington residence and have arrived at Bar Harbor. They will spend the summer at Rockport, on Woodbury road, this week.

Miss Celestine Eustis has gone to Bar Harbor for the summer season and is at Marie Vista.

Mrs. Frances Moore, who closed her Washington residence recently, has arrived at Bar Harbor and has opened her cottage, Eden Hall, for the season.

Gen. Charles Hayward, U. S. M. C., former Commandant at the Marine Barracks, has returned to his home in Baltimore, where he is spending a portion of the season in Atlantic City.

Miss Josephine Sydenham

Married to Lieutenant Fowler. Miss Josephine Sydenham, daughter of Mrs. Helen Gaston Sydenham, and the late Lieut. Alvin H. Sydenham, U. S. A., was married to Lieut. Raymond Foster Fowler, U. S. A., last evening at 8 o'clock at the Kensington apartment. The ceremony, which was performed by the Rev. J. Henning Nelms, pastor of the Church of the Ascension, was attended by a large number of relatives and a few intimate friends.

Palms, oak leaves, and smilax, with clusters of pink and white roses, sweet peas and hydrangeas, formed the decorations of the rooms, and the wedding music was played by Miss Florence Galbreath.

The bride was escorted to the improvised altar of palms and flowers by Mauchline Nevin, an old family friend, who also acted as bridesmaid. The bride wore a handsome gown of white net over silk, trimmed with old family lace, and a large hat to match, trimmed with a coronet of orange blossoms and she carried a shower bouquet of orchids and lilies of the valley.

Miss Ricca Sweet, who was the only attendant, wore white satin and carried a shower bouquet of pink sweet peas.

Lieut. Donald Hillary Connolly, United States Engineer Corps, was best man for Lieutenant Fowler at the ceremony. Mrs. Sydenham, who assisted her son-in-law and daughter in receiving their respective bouquets, carried a corsage bouquet of sweet peas. Later in the evening Lieutenant and Mrs. Fowler were entertained at a dinner at the wedding trip, the latter wearing a tailored suit of stone blue homespun cloth, with a large hat to match, trimmed with a huge white veil.

Lieutenant Fowler was graduated this year from the Military Academy at West Point, and will be assigned to the Engineer Corps.

Muir-Lewis Wedding

At Church of the Ascension. Dr. and Mrs. J. Hall Lewis announce the marriage of their daughter, Miss Caroline H. Lewis, to Lieut. James T. Muir, U. S. A. The ceremony took place last evening at 7 o'clock in the Church of the Ascension, in the presence of a small gathering of relatives and intimate friends, the Rev. J. Henning Nelms officiating.

The bride wore her traveling suit of blue serge, and her hair was arranged in a shade, and carried a shower bouquet of red roses and lilies of the valley. Mrs. Muir is a native of Jay county, Indiana, and immediately after the

In the Mail Bag

How to Get Even. To the Editor of The Washington Times: I am a student of the gas question. He that makes two blades of grass to grow where only one grew before is a public benefactor. If the people want the two blades they will not be withered by heat from the gas company if only one set is burned where two were burned before. TIMES READER.

Representative Government.

To the Editor of The Washington Times: The Hon. Jonathan Bourne, Jr., United States Senator of the State of Oregon, in the Senate on May 24, expressed in his able address his definition of a truly representative government, and it would be a difficult thing to improve upon the creation and continuation of popular government as expressed in that address.

Do conditions existing here differ from those in Oregon or are our people so far inferior to those of the Western State that they have just begun to study, whereas those of Oregon have taken their degree in government? It is self-evident that the people of the State of New York are just as much in favor of popular government as those of Oregon, and if they could express their approval of the reforms attempted by their governor, Charles E. Hughes, we would have the direct nominations and other reform measures in short order.

It is therefore, a duty imposed upon the people themselves to thunder forth their desires and demands so that a coterie of politicians of this State may know that their refusal to act is in direct contradiction of the people's will, and that if they, the representatives of the people, heed not the vox populi, their star will set and they can retire and return to their former vocations.

It is up to the people to have these representatives enact their will and not juggle amongst themselves and join hands with the common enemy to prevent an aggressive reform in our mode of election. I am proud of the intelligent, high-minded, and progressive people of my State, and have such implicit confidence in them, their steadfastness and resolution, that I am disinclined to believe that they would submit to an aggressive reform through the instrumentality of those whom they elect to office and who think and act for them.

Lawn Party Given

For Camp Good Will. Miss Minnie Saxton, assisted by Miss Ruth Alvison, Miss Gertrude Barnes, Miss Miriam Williams, Miss Elizabeth Williams, Miss Ruth Montgomery, Miss Hazel Davis, Miss Burdette Hacker, Miss Theresa Smith, Miss Cora Frazier, Miss Eleanor Fields, Miss Edna Wright, Swopce Acker, and Rozier Beach, was hostess at an entertainment and lawn party at the residence of Miss Saxton, on Wednesday evening for the benefit of "Camp Good Will."

Mr. and Mrs. J. Fowler have closed their home on Massachusetts avenue, and, accompanied by their family, have gone to their cottage at Atlantic City, where they are spending the summer.

Mrs. Emilie Berliner and daughter Alice will close their home, on Columbia Road today and join Mr. Berliner in the Adirondacks, where they will spend the next two months.

Rutherford E. H. Lyons and father sailed from New York on the steamer Deutschland yesterday for Europe, where they will tour extensively during the summer. During Mr. Lyons' absence Mrs. Lyons and daughter will be the guests of relatives in Indianapolis, Ind.

Henry Berliner is the guest of his brother Herbert in Montreal, Canada.

FOUR-LEGGED GOSLINGS.

EAST LA PRAIRIE, Wis., July 3.—One of five goose eggs which Mrs. Charles Campbell, of this place, set some time ago, has hatched out a four-legged gosling.

Death in Maryland Home Recalls

Distinguished Services in Time of Strife. After a busy and distinguished career as telegrapher, Frank T. Howser is dead at his country home at Lanham, Md., having passed away Saturday evening. Death was due to apoplexy.

The first news of the raid of John Brown was sent to Washington by Mr. Howser. During the war he removed to Frederick Junction, and it was while there that he learned of the attempt of the Confederates to tear up the tracks at Limekiln Switch in order to seize the Government mail and provisions. He foiled this plot by getting a message to the Union army in time to stop the train. He was twice agent for the Baltimore and Ohio railroad here for sixteen years.

General Grant was Mr. Howser's guest while at Frederick Junction. Mr. Howser was a Mason and had the honor of escorting a trainload of Masons to Cleveland at the time of President Grant's funeral.

Mr. Howser was seventy-three years old and survived by his wife, one daughter, Mrs. N. Tabler, and three sons, J. W., C. S., and H. B. Howser. The funeral will be held at Lanham at 2 p. m. Monday.

PROPOSES LINCOLN MEMORIAL ROAD

Charles H. Geritson Asks Taft to Favor Bill for Gettysburg Highway. BOSTON, July 2.—Charles H. Geritson, of Cedar Hill farm, Reading, has sent a communication to President Taft asking him to use his influence with Congress to have passed a bill providing for the purchase of land to build a national highway from Lincoln's old home in Kentucky to the field of Gettysburg, to be entitled the Lincoln Memorial road.

SEES WORLD; DIES PAUPER.

PORTLAND, Ind., July 3.—After spending a fortune of \$20,000 in seeing the world, William Courtney Rice died penniless at the Jay county infirmary after two years' residence.

URGES TAXATION OF NATURAL GAS

Governor of West Virginia Argues Need of Levy to Bolster School Funds. CHARLESTON, W. Va., July 2.—Governor William A. Glasscock will use the "big stick" on the coming Legislature to secure the enactment of a law imposing a tax on the natural gas piped out of the State. In an interview he calls attention to conditions which, he says, are appalling.

"Oil and gas pipe lines in West Virginia, if joined in a straight line, would reach from Wheeling to Manila," says the governor. "The average resident of the State has no idea of the waste of its resources."

"The immensity of the gas industry of the State is beyond comprehension. The average citizen can comprehend to some extent the coal, timber, and manufacturing industries, or the railroad industries of the State, because all of these can be seen. The products of the mine, mill, and factory can be seen by the train loads leaving and coming into the State daily. The value of the different industries can be realized to some extent. Whatever the taxing officials of the State can see and comprehend and appraise they can tax. The gas industry, however, differs essentially from every other industry in the State."

"The holders of this State had set apart an insignificant portion, only, of the mineral resources of the State, to be used for school purposes, an irrevocable school fund could have been established, the interest from which would have furnished a large percentage of the money to conduct the schools of the State for generations to come. We are told that it is too late to do this. It is not too late, however, to adequately tax our mineral resources, and especially natural gas. Why would it not be advisable to levy a tax on the gas for school purposes only, the same to go into the irrevocable school fund until the principal reached an amount sufficient to produce annually, in the way of interest, a large percentage of the necessary taxes needed for school purposes? If the tax were utilized for this purpose future generations would realize some of the benefits of the mineral resources of the State with which the Creator has so bountifully blessed us, and which the State is receiving in taxes a mere bagatelle."

ARRANGE FUNERAL OF J. E. ROTCHFORD

Arrangements will be made late this afternoon for the funeral of Policeman John E. Rotchford, who was on duty at the White House nearly eight years. The widow of the deceased, Mrs. Rotchford, 724 Fourth street northeast, following a illness of two months. He was a native of Virginia and was appointed to the force in 1897.

The Business Doctor

By Roe Fulkerson

"A good, readable advertisement which attracts your attention will always find its way to the character we have just described—well illustrated in bold black and white."

Two men died in Philadelphia the same day. Each was an equal partner in a good paying business. One a furnishing store, the other a music house. The widow of the furnishing man settled with her husband's former partner in five minutes for a cash payment of one-half the value of the business. The partner of the dead music man was compelled to take the widow into the business, although she knew not the slightest detail of it and drove him almost insane daily by her interference in affairs she did not understand. The difference came from the fact that the partners in the furnishing business carried partnership insurance with a policy written to pay to the surviving partner a sum equal to the value of one-half of the business, thus enabling the survivor to settle with his partner's heirs for spot cash inside of thirty days.

A huge cotton mill in Fall River, Mass., made an agreement with their operatives in 1907 that their wages should be adjusted twice a year on the basis of the average price of the preceding six months between the cost of spot cotton and the price of staple cloth. The operatives recently stood a reduction of 15 per cent in their wages without a strike or objection. This clearly demonstrates the possibilities of the establishment which opens its books to its employees. Of course only honest establishments dare do it.

Knox, the hatter, got a restraining order against a contractor who was wrecking a building next door to his store. The dust interfered with his business and the courts made the contractor handle the building to be torn down in such a manner that it did not interfere in the least with the hatter's business.

Punctuation is worth knowing. An Ohio man put a period in the wrong place and indicated that he had \$500 in his bank instead of \$50. The tax man got \$38.29 more than was intended for him. The sentence, "The bookkeeper says the boss is a fool" once cost a bookkeeper a job when the sentence was intended to be written, "The bookkeeper," says the boss, "is a fool," but they could never convince the boss that it was the motive which had been omitted.

Charles H. Stenway says: "I cannot recommend to a business house any artificial plan for making men produce any scheme for driving them into business builders. You must lead them through their self-interest. It is this alone that will keep men keyed up to the full capacity of their productive power. Treat men fairly in the first place. Then give them hope of gain—personal gain. The chief incentive for production of any sort is hope for the future. It is the motive that animates you in your business, and it is the motive that must animate your employees."

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