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SUNDAY, MARCH 12, 1916. THE BORLAND RIDER—AND AFTER

The Borland rider having been killed by parliamentary process, its author undertakes to substitute a new proposition which most effectively illustrates the illogical character of the original proposal.

The rider proposed to exact 14 per cent more service from the Government clerks without compensation. The substitute proposes to subtract 10 per cent from the clerical force without rhyme or reason; merely requiring those who remain to do the work.

This is not merely an imposition on the clerks, but also on the Government, whose business could not be done, and would have to suffer as a result.

Statesmanship of this sort suggests the possibilities of a parallel method of dealing with the question of excessive living costs. Suppose a man weighing 200 pounds finds that the cost of nourishing his body is too high. Why not go to a surgeon and have 10 per cent of his person amputated? Just carve off twenty pounds at one end or the other, and trust to the remaining part of the anatomy to live comfortably on the old income! It's a great scheme in practical economics. Mr. Borland might give the community a lesson in its practical usefulness by trying it.

THE CAR STRIKE SETTLEMENT

As result of another long and strenuous series of conferences, the street car strike has definitely been settled without resort to arbitration. It is a great victory for the efforts at mediation, another distinguished success for the District government.

The street railway men are to get an increase of 2 cents per hour in their wages. They are to have their schedules so rearranged that every man may be insured at least eight hours per day of consecutive time for rest; and, in case of further differences, the Public Utilities Commission is to be the mediation body. This last is a highly important decision, for it is a voluntary recognition, by both sides, of the dominating authority of the commission even beyond the realms confided to the commission's control by the law.

Both the men and the company managers have behaved admirably throughout the troubles, and it is a matter of congratulation to them and to the community that they have got together. It augurs especially well for the future that the settlement was reached without arbitration, which would have been long, difficult, and would probably have satisfied neither side with its outcome.

Recognition of the street car men's union was never a question in issue, and it is not dealt with by the adjustment which all parties have now accepted. But it is agreed that the men shall have a grievance committee that shall be received and dealt with by the employers.

CAPTAIN SIMS ON THE FLEET

Captain W. S. Sims, of the navy, has for many years been one of the most vigorous critics of our maritime establishment. He began as a very young officer, finding fault with things around him; he had the eyes to see, the sense to understand, and the courage to give voice to conclusions. When he was a junior officer on the China station he tried to convince his superiors that a navy would be useful in battle about in proportion as it could shoot to hit; and, as the American navy was at that time very deficient in marksmanship, he devised a plan to improve it. Unable to get his superiors to take his criticisms seriously, he managed to get his case before President Roosevelt, who at once became interested in it. Roosevelt placed the young officer in charge of target practice, and later made him naval aide to the President.

In this latter capacity Sims, after making good in the most spectacular way in the realm of target work, presently found himself in a feud with the ancient "machine" of the navy, the general board. He was free and frank with criticism, and generally could make his case stick. After Roosevelt's patronage was withdrawn, there was a period when Sims was somewhat in eclipse; but his vigorous methods and real abilities made it impossible to keep him down. He is now about to be placed in command of the new battleship Nevada.

Before the House Committee on Naval Affairs Captain Sims has been telling just what he thinks about the navy, and in a most refreshing way. Our battleships of the pre-dreadnaught era, he declares, are of little value, because defects in their construction have not been corrected, as

like defects have been remedied in other navies. The United States has permitted the coming of the dreadnaught, the super-dreadnaught, and the gigantic battle cruiser to render the earlier and smaller and slower vessels obsolete or at least obsolete. That was not necessary, if Captain Sims is correct; if older vessels might have been so changed as to retain a large measure of efficiency in them; and Mr. Sims flatly says it wasn't the fault of Congress, or of politics; it was the neglect of the naval authorities themselves.

Captain Sims, is, of course, in this criticism, taking a center shot at his old enemy, the general board, now reorganized into a much more efficient instrument. In the old days the men who designed bad ships were also the ones who must approve plans to correct their defects; and being just as human as other people, they were extremely liable to refuse recognition to criticism of their own work.

The Sims sort of testimony is what the navy needs. It gets down to brass nails, scorns to attempt hiding the truth, recognizes that our naval "secrets" are secrets only to the extent that our own people know less about their navy than they ought, and insists on frank dealing with the whole subject. Let the Naval Committee have more of the same sort.

MEXICO: A REALLY NATIONAL TASK

It is time for the American people to realize that the Mexican situation in which they have at last determined to intervene presents a big and serious task to this country. It may prove a piece of good fortune that the United States shall be forced to prepare itself for the effective employment of military power; we shall learn some lessons, that though they cost dear, will be worth the knowing, many times over, before the world of yet greater affairs will be normal again.

Whether this country is prepared to take up its share of the great task that has been cut out for civilization in this generation, we are going to learn through the experience in Mexico. Will the paltry few of machine guns that our army possesses work, or will they not? Will our aviation corps, pathetically small in numbers and material, serve the purpose of modern warfare in a wide-flung region? Will the little nucleus of an army that we possess expand to meet the demands of a real campaign? Have we reserves of arms, munitions, supplies, or can we muster them, fast enough to meet an emergency? Is the transportation, plus the military genius of the country, equal to a real mobilization even of the forces we possess?

These are questions that will in some degree be answered before we shall be done with the experience of Mexico. It need not be assumed that pacifying Mexico is the incident of a summer's picnic. It is a big task, that under the most favorable circumstances will require many months if it is to be performed rightly.

There has been a strange reluctance to recognize the possibility that we may be drawn into the European war; and yet on the part of the very same people who consider that such an event is too horrible to contemplate, there has been almost an avidity, an enthusiasm, for getting into the Mexican imbroglio. Yet it is quite possible that a campaign in Mexico may last longer and cost more life than would be paid for participation in the war of Europe.

It must be remembered that Mexico has been much more a military country than the United States, and it has been engaged in war for four years, making soldiers, training them to the life of camp and field, turning them into veterans, teaching tactics to men and strategy to officers. The statement has recently been made on good authority that Mexico possesses 100,000 seasoned veterans, most of whom would be ready to unite against the American invasion if the Villa and Carranza elements should be led at length to make common cause against the outsiders; and that is not to be considered an improbability. It is very well to feel assured that the task in Mexico is one that we will surely accomplish. We will accomplish it; but there will be a heavy price to pay.

The Portuguese navy, according to reports, is made up almost exclusively of German ships.

Which has nothing to do with the fact that we're getting our Irish shamrocks this year from Tokyo instead of Magdeburg.

Berlin is of the opinion that the British secret order is no mutual benefit association.

Neutrality will not require betting even money, either, on apt Moran in his battle with J. Willard.

Will Discuss Trade.

The monthly meeting of the board of governors of the Retail Merchants' Association will be held Tuesday afternoon. At that time proposals received by the trade body in connection with trade extension and betterment will be considered.

Henry Gassaway Davis Had a Notable Career

Former Senator Led in Development of Resources of West Virginia—Veteran Statesman Was Railroad Builder, Financier, and Party Leader.

By JUDSON C. WELLIVER.

Founder of the greatness of a great state, leader of one of the national political parties, elected United States Senator, builder of one of the great American fortunes, absolutely a self-made man, and always true to the ideals and instincts of his origin as a man of the people, Henry Gassaway Davis was a unique figure among the Americans of his time.

It is difficult for Americans of the present generation who think of him as a man who a dozen years ago received a new call to public service to realize that almost a half century ago Mr. Davis was elected to the Senate from West Virginia. He served two terms and in the last two years was chairman of the great Committee on Appropriations.

Important as was his leadership in the Senate, Mr. Davis believed it was still more important for him to devote his energies to the tremendous business of rebuilding the State of West Virginia. He retired from public life a third time in 1876, and went back to his real life work.

The real monument to his career is not the great fortune which he founded, nor the record of public service as a Senator, leader and candidate of the United States for Vice Presidency, but the present industrial and economic splendor of the State of West Virginia.

West Virginia Set Aside.

The almost unbelievable riches of the West Virginia mountains and valleys were overlooked in the earlier marches of civilization toward the great Middle West.

It is one of the strange consequences of the development of this continent that the mid-Appalachian treasure house of metal and mineral wealth which ultimately became the State of West Virginia should have been passed over.

Splendid States were built far to the West out of vastly less promising material, while the riches of West Virginia were being overlooked, but seeming never to tempt the enterpriser of the empire builders. By a curious irony of fate, the riches of West Virginia had been deliberately set aside to await the Aladdin's touch of one man's genius. That man was Henry Gassaway Davis.

Almost a Centenarian.

If he had lived seven years longer Senator Davis would have been a centenarian. He was born in 1827, and of all the remarkable things about his career none is more striking than the seeming endowment of perpetual youth which he possessed.

It might almost be said that he came into the world with the judgment, the discretion, the wisdom and foresight of a veteran, and left it still possessing all these qualities, together with the buoyancy, the energy, the confidence and exuberance of youth.

A great organizer, he was always able to direct the thing he had created, to dominate and control it. The story of Senator Davis' life is the story of the development of the American continent through the building of its railroad system.

As a boy he began at the very bottom of the ladder, a bricklayer on a railroad, and through the country, the Baltimore and Ohio. His father had been one of the builders of that road, but had died most of the boys were surprised.

The Davis family was of fine old revolutionary stock, and Caleb Davis, father of Henry, was a Revolutionary soldier in the war of 1812. The elder Davis founded the town of Woodstock, Md., a short distance out of Baltimore, and through the years Davis was born in November, 1827.

Farm Boy in Early Life.

His early life was that of a farm boy, and it implanted in him a taste for the country that he never lost. He remained a farmer and a patron of farming to the end.

His father, a merchant in Baltimore, was swept away as a result of his association with the cotton market in the Baltimore and Ohio. In his later years the elder Davis lived in Howard county.

He married Miss Louisa Brown. One of her sisters became the mother of Senator Arthur Poe, Governor of Maryland, and through her a first cousin of Senator Davis. Both men inherited many of the traits of the Brown family, and through them were intimate friends.

Friend of Henry Clay.

Probably one of the great dominating influences in Senator Davis' life, perhaps second only to that of his mother, was that of Henry Clay.

During the later years of Mr. Clay's public service he was a frequent traveler on the Baltimore and Ohio, going by train as far as its Western terminus and thence to his Kentucky home by stage. Young Davis, who had recently become a student in the law, had been the first of the usual acquaintances, then the intimate friend and finally the ardent political supporter of the great Kentuckian, for whose Presidential candidacy he cast his first vote.

Mr. Clay not only inspired his young friend with the love of public affairs which continued through his life, but, yet more important, impressed upon his youthful imagination a conception of the sacred greatness of the American nation.

A Bull on America.

This inspiration received from the great commoner made the younger man, from the beginning of his business life, a bull on America. He never saw the day when he lost confidence in the goodness of this nation, of this people, of the things firmly founded in proper conception of American destiny to greatness.

WHAT'S ON PROGRAM HERE DURING WEEK

Many Interesting Events of Importance Are Scheduled For Capital.

Today.

Address, "Philosophy of Jesus Christ in its Relation to Every Day Problems," James A. Chittenden, Washington, 8 p. m. Address, "Vital Observations," Dr. Gustavus Verber, meeting, Washington, Secular Society, 8 p. m. Address, "The State of the Nation," Dr. Charles G. Loring, 8 p. m. Address, "Efficiency," Patrick T. Moran, before Garrison, Keating Hall, Port Myer, 8 p. m.

Tomorrow.

Meeting, Northwest Washington Citizens' Association, Northwest Temple, 7 p. m. Address, "The Impassioned Princess Tr-La-La," for Masonic Young Men's Club, National Theatre, 8 p. m.

Address, "Some Practical Uses of the Community Forum," Commissioner Newman, before meeting of Grover Cleveland Committee on Forum, Radio Library, 8 p. m. Address, Mrs. Kate Walter Barrett, Willard room, Church of the Epiphany, 8 p. m. Address, "The State of the Nation," Dr. Charles G. Loring, 8 p. m.

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Fr. Vaughan Denies All Critics of Killing

Jesuit Priest Defends His Stand in Advising the Allies to Proceed Vigorously With Their Work of Slaying Germans—Letters Sent to Press.

LONDON, Feb. 29 (By mail)—In reply to clerical critics who have expressed themselves as shocked at his advice to the allies to proceed vigorously with their work of killing Germans, Father Bernard Vaughan has published the following letter to the press:

"Sir: A clipping from your enterprising and clear-sighted paper has this moment been put into my hands by a Manchester friend. In a few minutes I shall be due in the pulpit, but I must send you a hurried line not to miss a post.

"The clipping contains letters from the Rev. E. W. Meyer and the Rev. J. H. Newsham-Taylor, blaming me for advising our troops to kill the enemy instead of being killed by him.

Regards For An Assassin.

"Truth to tell, till I read Dr. Meyer's letter I had no notion that we considered it as 'murder' to kill Germans. In my misfortune to mishear them I had no idea that soldiers in war were to be regarded as police on their beat; in my simplicity I was under the impression that our troops were to go to the front, not to take up and hand out the aggressor, but, on the contrary, to wipe him out and do for him.

"Indeed, in my reading of the situation, I had never regarded the enemy as the right of a burglar bent on robbing a house. He was to be dealt with as a murderer, and not as a thief. I was not anything but children, leaving them nothing but their eyes to weep with.

Of course, if Dr. Meyer's contention is right, our confessions to being quite wrong in other words. If our troops are in not out primarily to find the range for killing our foe, but only to shoot or frighten blackbills, ransoms and money, my advice to kill Germans is altogether out of place, if our guns do happen to riddle and kill the enemy, then we are always ready to do it. It was a 'misfortune,' and we no more meant it than the Germans mean killing us.

Unbecoming To Speak Truth?

As for our friend the rector of St. Peter's, I am sorry to hear that Newsham-Taylor, and his rooted conviction that it ill becomes ecclesiastical lips to advise killing Germans. I must make bold to say to him in reply that the only reason that can discover for the unbecoming of such advice is that it is unbecoming a minister of religion to speak the truth, the whole truth and nothing but the truth.

Victory By Artillery-Attrition.

Sir, with Joffre and Kitchener, French and Haig, I beg once more to raise my voice reminding my countrymen that victory can be ours in one way only; by artillery-attrition. And I find that the chief reason why our war lords to

AUSTRALIA'S GRAND OLD MAN IS PAST 70

It would be amazing to see a man entering the British House of Commons in his seventy-first year, were not the man Sir George Houston, aged 71, who is now in the House of Commons. He has been a member of the House of Commons since 1870, and has been a member of the House of Commons since 1870.

Grand Duke Alexis a Handsome Youth

Photographs prove Carewicz has not become decrepit through Strange Illness.

In the midst of the many humiliations which the Russian Czar has suffered at the hands of his enemies during this war there has come the blessing of the assurance that his little son, the Grand Duke Alexis, heir to the throne, has entirely recovered his health, according to the *Mitteleuropaeische Zeitung*.

These photographs of the Carewicz are the first which effectually prove the statement that he had not become decrepit through strange and mysterious illness from which he suffered in 1912 after a visit to his father's yacht. It was reported that a plot was hatched to assassinate the young duke, and that he was taken to a hospital in the Crimea, where he was kept in military costume, standing with one foot higher than the other as it rested upon a step.

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FLOCK TO MOONLIGHT SCHOOL

Movement Stared By Kentucky Women

Only five years ago a Kentucky woman started an school for moonlight students. She was named Mrs. W. M. Stewart, and she had the idea of "moonlight schools" for the illiterate adults in the mountain regions of her State, says the *Boston Herald*.

The idea seemed quiet. Now, in no fewer than seventeen States the moonlight schools are fast becoming the sparsely settled regions where the evening schools are in our cities.