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IS A SLUMBERING VOLCANO THERE?

The Moroccan Question Has Very Dangerous Possibilities.

WHY FRANCE IS REMAINING CALM

The Press, By Mutual Agreement, Refrains From Stirring Up Feeling Against Germany—There Are Fears of a Crisis.

(Special Cable to The Times-Dispatch and New York Herald.)
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PARIS, September 23.—All the week Dr. Rosen, special counsel for Germany, conferred with M. Revoll, France's representative. The French public opinion is calm in the face of these interminable tete-a-tetes between persons who evidently don't agree. The calm is partly due to the attitude of the press, which doesn't print all it thinks, and which, because of a mutual understanding, offers serenity and patience. It is certain, however, that there is something irritating in the difficulties raised by Germany in question where that which we may call the rights of France is written on the surface of Africa and on all geographical maps, and when we in Africa in Morocco it is in virtue of right of a neighbor disturbed by dangerous environments.

AN ILLUSTRATION.
Suppose, for instance, that at the side of our house there be established some insubstantial industry, or manufacturing, or immoral enterprise. Then it is evident that the neighbor has the right to interfere; also that the inhabitant of another quarter who disputes with him this right accomplishes an act of hostility.

This is the history of our relations with Germany regarding Morocco. The German Emperor had no license to intervene in the difficulties which he caused us. It will end in calling us to a reality of the situation. Then France will have to choose between two policies, one of which consists in requiring ourselves and our affairs with the Sultan at the risk of what may happen in Europe. The other consists in ignoring the Moroccan question, and thus leave Germany face to face with England and Spain.

Rouvier, who is a man of warm temperament, deserves great credit for his restraint up to the present, and also for concealing from the public the deep irritation he must have felt and which finally all France will feel.

REPUBLIC'S DECORATION.
Last Sunday there were patriotic ceremonies at Saint-Omer in 1904 were presided by the troops of Charles Fifth. The city has just been honored by authorization to place the Cross of the Legion of Honor on its escutcheon. I prefer not to attempt to sound this problem of a republic beseeching a decoration invited by an empire to recompense a feat of arms accomplished in the sixteenth century and the fidelity of the city to the Valois.

That which is clearest is that three ministers profited by the occasion to go to Saint-Omer and make speeches, according to a Sunday custom which distributes the members of the cabinet throughout the provinces to preside over ceremonies and give out decorations. This custom, however, is not bad, as it warms over lukewarm enthusiasts and stirs up the faithful.

It is probable that the Chambers will be convoked for October 30th. Last week there was talk of the 17th, but this date at once became a battleground, because it appeared to please Combes, who recommended it in a speech at Lyons.

PRINCE OF WALES WILL TRAVEL LIKE AMERICAN

(Special Cable to The Times-Dispatch and New York Herald.)
LONDON, September 23.—When the Prince and Princess of Wales start on their trip to India next month their personal baggage and that of their suite will look somewhat like that of wealthy American travelers, except for the markings with the crest. A large proportion of the trunks and boxes, which hold the royal and other wardrobes, will be of American manufacture. The Princess and nearly every member of the party recently having ordered them.

MANY AMERICANS WERE IN LONDON

A Constant Stream of Celebrities Passing Through.

SOME OF THEM ARE HOMEWARD BOUND

Brother of the Secretary of War Leaves for Paris With His Wife—Owner of Ocean Yacht Race Winner Gives a Dinner.

(Special Cable to The Times-Dispatch and New York Herald.)
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LONDON, September 23.—There have been a great many well-known Americans passing through London this week, most of them sailing on various steamships, though some are remaining for a trip to Scotland.

Mrs. Ogden Golet arrived early in the week from Paris and left the next day for Floors Castle, Kelso, to visit her daughter, the Duchess of Roxburghe. Mr. and Mrs. Harry Payne Whitney and Miss Dorothy Whitney, who returned from Paris last week, sailed on the Caronia. Mrs. Almerie Paget came to town to see them off.

Colonel Oliver H. Payne arrived at Claridge's from Scotland in time to see his niece and nephew before their departure. Mrs. Richard McCreery, of New York, who has been traveling on the Continent, arrived from Paris the other day and has gone to Westgate-on-Sea to see her son.

Mr. and Mrs. Rutherford Stuyvesant have arrived from Walmer. Mrs. Samuel Newhouse returned from Harrogate, leaving in the middle of the week for Paris. She will return to London before sailing, in the latter part of October. Mr. Robert Golet, of New York, has arrived from Paris. The Earl and Countess of Suffolk have joined Mrs. Leiter at Claridge's. Judge and Mrs. David Leventritt, of New York, who have been passing the summer on the Continent, have arrived at the Savoy.

Mr. Charles P. Taft, brother of the American Secretary of War, and Mrs. Taft, have left for Paris. Mrs. John Monroe, of Paris, and Miss Gurnee sailed on the oceanic.

Captain Dewitt C. Falls, adjutant of the Seventh Regiment, of New York, who with Mrs. Falls, has been traveling on the Continent for two months, has arrived from Paris. Mr. A. E. Jacobs, who, with Mrs. Jacobs, was at Marlborough when King Edward was there, has arrived from Paris, after passing some time in Italy.

Mrs. J. Richmond Gibb and the Misses Gibb, of New York, have left for a tour in England.

Mr. and Mrs. E. P. Kee have returned from Scotland. Mr. Wilson Marshall, owner of the yacht Atlantic, winner of the ocean yacht race, gave a dinner before sailing on the oceanic to some English and American friends. Among his guests were Mr. B. P. Houston, Mr. Dr. Frederick B. Downs, Mr. H. Albert Bergman, Mr. Louis Sellman and Major Harry North.

Mr. F. Sellman, Professor Percival Lowell and Mr. Ralph Curtis, of Boston, have left for Paris.

Mr. and Mrs. Phelps Dodge have left for St. Moritz. After a stop of several weeks there they expect to go to Genoa, whence they will sail for New York.

General and Mrs. J. M. Varnum have arrived from Paris.

Mr. and Mrs. James H. Moore and Mr. and Mrs. Henry Howard, of New York, who have been passing some time at Aix-les-Bains, have arrived from Paris.

Mr. and Mrs. G. Trowbridge Hollister and Mr. and Mrs. Henry Evans, of New York, have arrived from the Continent.

Mr. W. J. Orthwein, of New York, has left for St. Moritz.

Mr. and Mrs. Warren Wright have returned from Scotland. Mr. and Mrs. Brooke Rawle, of New York, who have been traveling on the Continent for two months, have arrived in London.

Mrs. Charles F. Clark and Miss Clark, of New York, who have been traveling in Sweden and Norway, have arrived at the Savoy.

Mr. and Mrs. Harry Dibble, of Chicago, who returned recently from Yorkshire, has left for the Continent.

Mrs. E. E. Williamson, of New York, who has been traveling on the Continent, has arrived from Paris.

Mrs. Albert Plake and Miss Plake, of New York, returned from Scotland in time to sail on the oceanic.

Mr. and Mrs. Edgar L. Marston have arrived from Scotland.

Mr. John B. Fitch, the Misses Fitch and

Dr. F. H. Whittemore, of New York, have arrived from Paris. Mr. and Mrs. A. M. Steinhart, who have been traveling in Europe two years, have arrived from Paris. Mr. E. Clarence Jones has arrived from Paris, and will sail on the Kaiser Wilhelm II. on September 27th.

Colonel S. B. Thompson, Mr. A. Crane and Mr. H. B. Chasels have left for Scotland.

Mr. and Mrs. Charles S. Walton, who have been traveling in England, have arrived at the Carlton.

Mr. and Mrs. Winston Burnham, of New York, have arrived from Ostend.

Arrivals at Claridge's from the Continent include Mrs. E. M. Canningham, Mrs. B. Sigel, Mrs. D. B. Hodgson, Mr. C. R. Dammann, Mr. and Mrs. Hayden Bates, Mr. Albert Gallatin, Mrs. A. E. Gallatin, Mrs. A. M. Sargent, Mr. and Mrs. Rudolph Matz, Mr. A. Waterhouse, Mr. and Mrs. H. J. Luce, Mr. and Mrs. Charles C. Cooks, Mr. Francis Hamilton, Mrs. Henry L. Stoddard, Miss Evelyn Stoddard, Mrs. J. C. Stribling and the Misses Stribling have arrived from Paris.

At the Savoy are Mr. and Mrs. Robert C. Taylor, Mrs. William Sinclair, Dr. and Mrs. George A. Taylor, Mr. and Mrs. Caesar Cone, Dr. C. Cone, Miss B. Cone, Mrs. B. Sigel, Mr. C. A. Newell and family, Mr. and Mrs. C. L. Housmann and Mr. and Mrs. H. H. Raymond, of New York.

At the Victoria are Mr. and Mrs. C. F. Kimball and Mr. and Mrs. L. A. Phillips, of Chicago; Mr. and Mrs. J. M. Will, of Rochester; Mr. C. A. Gould, of Orange, N. J.; Mr. and Mrs. G. N. King, of Jersey City; Mr. and Mrs. H. R. Freeman, of Hartford, Conn.; Mr. and Mrs. H. P. Whitmore, and Miss E. A. Whitmore, of Omaha, Neb.; Mr. and Mrs. A. Goppel, Mr. and Mrs. E. L. Spellman, Mrs. J. P. Searles and Mr. and Mrs. W. M. Dudgeon, of New York; Mrs. T. M. Nicholson, of Providence; Mrs. F. M. Troemner, of Philadelphia.

At the Grosvenor are Mrs. Julia Dreifel, Mr. Francis Brown and Mr. M. D. Howell, of New York, and Professor Edwin G. Clemence, of New Milford, Conn.

AUTOMOBILES TO COME BEFORE LAW

Frequency of Accidents Causes Senator Gomot to Demand State Prevention.

BUT IS NOT AN "AUTOPHOB"

M. Delcasse's Mishap Due to Skidding and M. Rol Killed By Steering Pillar Breaking.

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
PARIS, Sept. 23.—Automobile accidents are to be made the subject of parliamentary debate. M. Gomot, Senator for the Department of the Puy de Dome has decided to question the government as to the measures it proposes to take to prevent them.

M. Gomot disclaims the suggestion that he is an autophobe, but he declares that grave automobile accidents have become so numerous that public opinion has been deeply moved, both in the towns and on country roads, and there is no security for pedestrians and vehicles.

Radical Measures.
This state of affairs, he says, calls for prompt and efficacious remedial measures. Everybody recognizes that the speed of automobiles is often excessive, and it is not impossible to enforce speed regulations.

M. Gomot will add that machinists often secure a driver's certificate without furnishing sufficient guarantees of professional skill or even of temperance. Sent on their vehicles, they consider the roads as their domain. They imagine that pedestrians ought to flee, and, if necessary, to jump into roadside ditches.

Public opinion might be reassured, if the courts were severe on offenders, but the judges are generally lenient, and when conviction is obtained it is almost invariably commuted or cancelled by pardon. Consequently drivers have no reason to deprive themselves of the intoxicating "joy of speed."

An Honor to France.
While insisting on the necessity for the enforcement of speed regulations and the severe punishment of the persons responsible for accidents, M. Gomot disclaims any desire to interfere with the automobile industry, which he regards as an honor to France.

While on the subject of automobile accidents, I may mention that the minister, M. Delcasse, former Minister of Foreign Affairs, who was killed from his automobile near Foix on Wednesday, but escaped without serious injury, was due to the wheels skidding.

THE CRIMINALS OF BIG LONDON

Not Quite Seventeen Thousand Policemen Are Now Needed.

HOW EVILDOERS ARE DISCOVERED

The Most Wonderful Results Flow From the Use of the Finger-Print Method—Increasing the Danger of the Streets.

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
LONDON, Sept. 23.—A surprising feature in the report of the Metropolitan Commissioner of Police for the year 1904, just issued, is the relatively small amount of crime committed in London and the small number of policemen necessary to keep the metropolis and its wide extended suburbs in order.

Metropolitan police keep the peace over an area of seven hundred square miles, and, though the population is nearly seven millions, the Commissioner of Police comments with satisfaction on the fact that 15,846 police are sufficient to keep the people out of mischief.

Finger-Print Method.
Perhaps the most interesting part of the report, because it still continues to be a most novel feature, is that which refers to the new terror of the wrongdoer, the finger-print method of identification.

"The finger-print system," says the Commissioner, "continues to show excellent results, and its value is now fully recognized throughout the provinces."

"Identification by this method have increased in a satisfactory manner, 5,500 recognitions having been effected in the year 1904 for the metropolitan police and 2,630 for the provincial force—as against 3,642, of which 2,062 were made on the metropolitan and 1,580 on provincial searches in 1903. The result obtained is ten times larger than the highest figures attained by the anthropometric method, which was superseded in 1901."

"Finger prints of criminals left on bottles, glasses, articles of plate, cash boxes, etc., have during the year been the means of enabling investigating officers in many cases of burglary and house-breaking, and in one of murder, to place the finger prints of the courts both in London and in the provinces most valuable corroborative evidence."

The report also refers, however, to what would appear to be the increasing dangers of the streets. The number of persons accidentally killed in the streets was 155, while street accidents caused injury in 10,884 cases, the largest number ever recorded.

FINE DOG DISQUALIFIED FOR LACK OF BEEFSTEAK

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
LONDON, September 23.—Although the entry for the London Bulldog Society's show, which was held in the Crystal Palace this week, was a record one, the number of exhibitors was very disappointing, while, with one exception, Mr. G. C. Hopkin's Rodney King, no young dog of more than average merit made its debut.

Mrs. Edgar Waterlow's champion Nut-hurst, which was the favorite of the day, was a dog of the first class, and a few months ago, would probably have beaten the winner had he not been disqualified for being under weight.

Nuthurst Doctor swallowed a pound of beefsteak and then water was offered him, but he refused to drink, so it was poured down his throat. These efforts to bring the dog up to the required poundage, it was thought, had proved successful, but when the dog was put on the scale for the final test he again failed to balance the weights. Another half-pound of meat would have done it.

MISS NETHERSOLE AND HER COMPANY TO COME

(Special Cable to The Times-Dispatch and New York Herald.)
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LONDON, Sept. 23.—Miss Olga Nethersole's company will sail next Saturday on the St. Louis. The actress herself will walk with the Deutschland suite, on October 6th. Scenery and costumes for her play, "Le Diable," are being made in Paris. A copyright performance was given here on Thursday, M. Paul Hervey, its author, is coming over next week for the final rehearsal.

Miss Nethersole in producing the play will be her own stage manager. Her two leading men are Mr. Fleming Revelle and Mr. Hubert Currier. Miss Dorothy Weston, daughter of Mr. and Mrs. J. M. Kendall, is going with Miss Nethersole to make her first appearance in America. She is the wife of Mr. B. A. Meyer, who is Miss Nethersole's personal manager.

MISS WALSH MAY BE ENGAGED



Miss Evelyn Walsh, who is a great favorite at Newport and one of the heads of the social circles in America and England, is rumored, is engaged to Brandish G. Johnson, a man prominent in society for a number of years. Miss Walsh is just recovering from the injuries she received in an automobile accident at Newport in which her brother was killed. She is a handsome young woman, who lived abroad for several years before her debut last winter. Miss Walsh made many friends this summer in Newport, where her father had Beaulieu, the William Waldorf Astor villa.

GERMANY COPIES FRENCH BOATS

Discovery That New Craft Launched at Kiel is Duplicate of the Agrette.

SUGGESTION OF TREACHERY

M. Laubeuf, Naval Constructor, Hints That His Plans Were Stolen.

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
PARIS, September 23.—Consternation reigns in French naval circles, according to the usually well-informed Matin, owing to the fact that the plans of the best French submarine have been obtained by German naval constructors.

Dispatches published recently in several papers stated that a submarine boat had been launched at Kiel, and that the vessel had been constructed on plans by a French engineer. It is asserted that these plans were treacherously sold to Germany.

M. Laubeuf, a naval constructor, upon whose plans the latest type of French submarine has been built. In an interview yesterday declared his belief that the boat launched at Kiel is a copy of the Agrette. The description of the Kiel papers stated that a submarine boat had been launched at Kiel, and that the vessel had been constructed on plans by a French engineer. It is asserted that these plans were treacherously sold to Germany.

"That there should be merely a coincidence," says M. Laubeuf, "is impossible. The exact similarity of the figures implies a similarity of type, in which the dimensions are the essential characteristics, and I cannot suppose that an engineer in Germany should have realized the type of the Agrette without having my plans to work upon."

M. Laubeuf was asked how his plans could have been divulged, and in reply suggested that some traitor in the Rue Royale, that is, in the offices of the Ministry of Marine, must have had a hand in it; for the precautions taken at Toulon and Cherbourg were, in his opinion, sufficient to prevent leakage there.

AUTUMN SETS ITS MARK ON PARIS

Women Bring Out Their Furs, and Most Men Find Light Overcoats a Necessity.

WEATHER IS LIKE NOVEMBER

Cab Companies Still Run Open Victorias Reagrdless of Patrons' Health.

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
PARIS, September 23.—Autumn has set its mark on the French capital. The weather throughout the week has been more suggestive of November than September. Furs have made their appearance among the fair sex, and most men find light overcoats a necessity, even in the middle of the day. The skies have remained persistently gray, when they have not been leaden, and heavy showers have not been frequent.

As usual, the cab companies pin their faith to the calendar, regardless of other considerations, and open victorias are still the order of the day and of the night. If the sun should by some hazard be shining with dog-day fervor about the end of October, the Parisian cab companies would, nevertheless, withdraw their open carriages from circulation at the regulation date and substitute closed vehicles. Many complaints made remain unheeded.

One sufferer instituted inquiries on the subject, and was informed by a doctor in large practice that at least half the cases of chest and lung troubles which came within his knowledge had their origin in cold caught owing to the necessity of taking a victoria when a coupe was much more desirable.

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SEEMS A JEKYLL AND HYDE CASE

Attempt to Wrest From Duke of Portland His Titles and Estates.

THE CLAIM MADE BY GEORGE DRUCE

Asserts That the Fifth Duke of Portland and His Father, Thomas Charles Druce, Are One and the Same—Their Habits.

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
LONDON, September 23.—Very determined will be the attack to be made soon to wrest from the Duke of Portland his title and vast estates. So strong is considered the case of the claimant, Mr. George Holmby Druce, that a limited liability company, with a capital of 100,000 pounds (\$55,000), has been registered at Somerset House under the title "G. H. Druce, Limited."

Mr. Druce, it may be remembered, came to England from Australia on May 8, 1902. From that time he has been busy with his solicitor, gathering every possible shred of evidence that bears on the famous claim. It is stated that everything is now in order for the reopening of legal proceedings in support of the claimant's contention.

Claims of Druce.
Mr. Druce's case is now, briefly, as follows: It is a fact that the present holder of the title and estates is descended from the third son of the third duke, while Mr. Druce claims that he is directly descended from the first son of the third duke and is, in fact, a grandson of the fifth duke, who was supposed at the time to have died unmarried and without issue, whereas he had married under the name of Druce.

This is what the claimant has to prove, but he and his solicitor, who have just left for the Continent to rest after their labor, express themselves as quite confident of success.

During two and a half years that Mr. Druce and his solicitor have been in this country they have investigated a great amount of habits and eccentricities in the fifth Duke of Portland and Thomas Charles Druce, under which name he is alleged to have married the mother of the claimant, having been discovered, compared with the fifth duke, who was supposed at the time to have died unmarried and without issue, whereas he had married under the name of Druce.

Both were of the same height and build, and both loved to burrow in underground passages, Welbeck Abbey, the Portland seat, being literally honey-combed with subterranean works. Both had a strong objection to wine and tobacco. Their portraits show remarkable resemblances. Both had the eccentric mania of constantly changing the position of things around them.

Dual Existences.
The story of the life of each alleged separate personality fits into the gaps in the history of the other. The fifth Duke of Portland is found to appear in public life when Thomas Druce is missing. When Druce reappears there is no trace of the Duke.

Mystery in the dukedom claim has centered round the rank in the Highgate Cemetery, in which Thomas Druce is said to have been buried. According to the claimant's theory, the alleged burial of Druce on December 4, 1861, was an imposture, an empty coffin being interred. It is further alleged that Druce was seen and recognized by many persons after this date. Some of these persons are still alive. The death of the fifth Duke of Portland did not occur till 1878.

QUEEN ALEXANDRA IS A FINE PHOTOGRAPHER

(Special Cable to The Times-Dispatch and New York Herald.)
(Copyright, by the New York Herald Co.)
LONDON, September 23.—A most interesting feature of the fiftieth annual exhibition of the Royal Photographic Society at the New Gallery, Regent Street, is a selection of splendid enlargements from negatives by Queen Alexandra. She seldom travels without a camera. In fact, it is one of her most constant companions, and her collection of photographs is, therefore, both extensive and unique.

One may note a strong evidence of artistic feeling in the selection of the subject as displayed in pictures chosen for the exhibition, and the fact that they have stood enlargement so well is excellent testimony to the Queen's technical knowledge of the art. In sea views particularly the Queen's artistic instinct is strongly marked with delightful cloud effects.

A remarkable photograph is that of a loyal crowd in Denmark, assembled outside the Amalienborg Palace on the occasion of the King of Denmark's birthday.

WHAT IS GOING ON IN THE WORLD, AS THE CARTOONIST SEES IT.

