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Dispatch

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THE TIMES FOUNDER

WHOLE NUMBER 16,975.

RICHMOND, VA., SUNDAY, OCTOBER 8, 1905.

PRICE FIVE CENTS.

FASHIONS FOR WINTER WEAR

Rue de la Paix Crowded
With Fair Parisienne
Shopping.

THE DIRECTOIRE AND EMPIRE STYLES

They Are Being Introduced by
M. Paquin—The Princess
Style, Harmony and Grace-
fulness, Proved by M.
Redfern—A Mild Con-
troversy.

(Special Cable to The Times-Dispatch and
New York Herald.)

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PARIS, October 7.—A stroll along the
Rue de la Paix any afternoon would lead
one to believe that Paris was at the
height of the season. The sidewalks are
crowded.

Outside every fashionable dressmaker's
or milliner's is to be seen a crush of
carriages and automobiles, the latter, if
anything, being in the majority, for the
Parisienne appreciates the advantages
which the petroleum-driven vehicle pos-
sesses over the horse-drawn equipage for
shipping expeditions, when long waits
and a chilly atmosphere are inevitable.
It is the advent of chilly weather, by
the way, which has given fashionable
Paris its present aspect of life, and move-
ment a little ahead of the time when the
season usually begins.

It is a sign of the times that the Euro-
pean edition of the Herald this week
resumed its daily fashion articles, which
were discontinued during the dull days
of summer, when modistes and coutu-
reres were lying low.

Mild Controversy.

What will be the prevailing fashion this
autumn and winter is a question every
woman is asking. The fashion corres-
pondents of the European edition of the
Herald have started a mild controversy
in their efforts to answer it.

There appear to be as many tendencies
as there are leading dressmakers, in one
way in which the situation has been
summed up.

M. Paquin, for instance, has just opened
an establishment in which he is mak-
ing a specialty of furs. His new shop,
which opens on the Rue de la Paix and
which is brilliant with white, marble and
gold, has been largely advertised
by articles in the French papers.

M. Redfern's Views.

M. Redfern said: "What shall I say
about the directrice style? First of all, it
is not a novelty; second, I am opposed to
a revival of old styles for modern costu-
mes. What is the use of dressmakers
turning over old documents and fixing
their preference on such and such an
epoch?"

"When it is a case of a revival for a
theatrical production I am the slave of
history and faithful to tradition, but I do
not claim the right to import any style
on its mode."

"Our role is to dress woman for her-
self, according to her silhouette, making
for her a frame worthy of her person.
Nothing is more beautiful than a well
built woman and a handsome figure and
only a forward notice that the woman in
question has a pretty toilette."

"That is the reason I favor the prin-
cess style and everything which is har-
monious, supple and graceful."

New Yorkers in Dispatch.

(Special Cable to The Times-Dispatch and
New York Herald.)

Copyright, by the New York Herald Co.
LONDON, October 7.—The arrivals at
the Hotel Metropole were Mr. and Mrs.
T. K. Seagrist, Mr. W. L. G. Horn, Mr.
and Mrs. G. Mitchell, of New York.
At the Victoria—Mr. and Mrs. E. J.
Sullivan, Mrs. H. C. Ross, Mrs. J. G.
Ritch and Mr. and Mrs. E. Morion, of
New York.

ANGRY BECAUSE OF SPEED LIMIT

Owners of Autos Prepar-
ing to Fight the
Police Force.

SCOUTING METHOD EMPLOYED BY THEM

How Some of the Traps Laid by
the Police Are Discovered.
Automobilists Claim That
There Is Now Much
Petty Persecu-
tion.

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—Irritation at the
speed limit for automobiles in this coun-
try is becoming more and more pro-
nounced, and as Parliament cannot be
got to act in what automobilists consider
a reasonable manner, they are taking
matters in their own hands to fight the
underhand tricks of the police with rather
amusing results.

Incidentally it may be mentioned that
Lord Sandwich, presiding at a meeting
of the Standing Joint Committee of the
Hurlinghamshire County Council the other
day, when a resolution was passed con-
demning the speed limit and urging its
withdrawal, said he had traveled 15,000
miles in an automobile without an acci-
dent.

Now the Automobile Association, on the
committee of which are such noteworthy
automobilists as Colonel Busworth, Col-
onel Mark Mayhew, Lord Russell, Sir
Archibald Macdonald, Mr. R. F. Edge,
Mr. Charles Jarrot, tired of what it re-
gards as petty persecution, and exces-
sive fines, has organized a great cam-
paign against the county police. Inci-
dentally to hold up to ridicule the police
trap. Several complete routes of the Blue
Force, on Brighton and Portsmouth
roads, have already taken place.

Scouts and Patrols.

The automobilists' force is divided into
scouts and patrols, the duties of patrols
include the observation and report of any
incident of interest, the offer of assis-
tance to automobilists who have broken
down, the warning of all drivers who
may be travelling too fast and the col-
lection of numbers of cars and names of
witnesses in the event of collisions with
the police.

Stenson Cooke, secretary of the asso-
ciation, whose business is to find the police
traps, keep in touch with the patrols,
and convey warnings and information to
drivers with all speed. They will make
a full report to the committee of the
association, so that the latter can sur-
vey the traps with a view of exposing their
futility before the coming royal
commission on automobiles.

The Scouting Methods.

Stenson Cooke, secretary of the asso-
ciation, and at one time a keen volun-
teer, in an interview gave a graphic de-
scription of the methods of scouts. Im-
mediately the news of a police trap is
brought in by the patrol a pair of scouts
are sent out. They approach the spot
and by carefully searching for footprints
enabled to locate the probable posi-
tion of the trap. They then make a de-
tour and get behind the position and
more than likely will then be rewarded
by the sight of two bulky policemen
crouching in undignified attitudes at a
distance of a few feet from the trap.

A plain clothes man will probably be
seen on the road wearing a parrotine
beard, smock frock and regulation boots,
which he struggles to hide. Then the
scouts dart away and arm all ears as
they come along the road.

The scouts do not give the plain
clothes man a glimpse of a chance. They
easily pierce his disguise and cling to
his heels to watch his every movement.
The great objection of automobilists to
these traps is that they are, in nine
cases out of ten, worked in places where
there could be no possible danger of any
living creature from automobiles. They
are seldom placed in dangerous parts
of the road or in villages.

Veterinarians Uneasy.

Veterinary surgeons are naturally among
the strongest opponents of automobiles,
they fear that their occupation is going,
though Mr. W. Hunting, president of the
Royal College of Veterinary Surgeons,
the other day made a vigorous attempt
to cheer the drooping spirits of his
brother vets.

There were pessimists, he remarked,
who said that the advent of electric cars
and automobiles would drive the horse
off the fields and the streets, and that
the veterinary profession would shortly
be the most overcrowded profession. Mr.
Hunting believed none of these things.
He admitted that the electric
tramway was a serious competitor, and
probably twenty thousand horses had
been displaced in Great Britain by elec-
tricity and more were sure to follow.
Automobiles had also displaced a few

(Continued on Thirteenth Page.)

THE REALITY OF THE YELLOW PERIL

The Striking Remarks of
a Noted Specialist in
Mental Diseases.

BRAINS OF JAPS AND ENGLISHMEN

Sir James Crichton Browne is
Confident That Those of the
Former Will Not Be
Found Inferior to
the Lat-
ter's.

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—Secure as the ma-
jority of people in this country imagine
themselves for the present in Great Brit-
ain's alliance with Japan, a deaf ear
being turned to any suggestions of a
yellow peril, nevertheless Sir James Crichton
Browne, vice-president of the Royal
Institution of Great Britain, chiefy well
known as a specialist in mental diseases,
brought the question forward in a new
and striking form the other day.

He was presiding at the reopening of the
Charing Cross Hospital Medical School,
and was speaking on the subject of in-
efficiency.

"It was indubitable," he said, "that
there was a deplorable amount of de-
terioration among us, and that ineffi-
ciency abounded in our educational ma-
chinery, our economic system, our munici-
pal administration and our army, all were
inefficient. An encouraging fact was
that the dangers attending inefficiency
of Englishmen were being taken to insure
efficiency. This must be attributed to
the great object lesson of the efficiency
of the Japanese in their great struggle
with Russia."

"I feel confident that the Japanese brain
will be found to be not inferior to that
of Englishmen in the proportion
of body weight, in fineness of folding and
in depth of gray matter, though doubt-
less with structural characteristics of its
own."

GREAT ASTRONOMER SAYS SUN IS GROWING SMALL

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—The prodigality
with which the sun dispenses heat and
the possibilities which arise from this
prodigality have formed the subject of an
address delivered by the great Astronomer
Sir Robert Ball, the other night.

He could not escape from the opera-
tion of the simple rule, he said, that as
it gave out heat the sun's body must
get smaller. What the sun would become
in the future he could not say, but if
they could go to the sun with a measure
they would find it shortened sixteen
inches in twenty-four hours.

Ten million years ago the sun was
nearly a million times wider than at present
and the simple principle which ex-
plained the fact that a red-hot poker was
a trifle larger than when it was cold
must also apply to the sun.

The most important question regarding
the sun was the manner in which its
heat was kept up. Supposing they took
every particle of coal from the earth and
poured it into the sun, how long did they
think it would keep that orb glowing.
A suggestion of the explanation of the
sun's energy has been due to the discov-
ery of radium. If radium was in the sun
as it was in the bulk of earth, then in-
stead of a paltry twenty-four million
years' life allowed to the sun it would
be 1,000,000,000 years.

THE ANTIQUATED RAILWAY CARRIAGES OF ENGLAND

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—The shocking
murder of Mary Money in a carriage on
the underground railway has renewed the
cry with greater vehemence than ever
before at the backwardness of railway
companies in this country, and especially
in London, companies at the antiquated
trains and prison-cell compartments,
they are called, in railway trains, for
there is no question that were all trains
on the corridor principle, or were they
even like those in other parts of Euro-
pe, with glass panels between each
compartment, so that passengers in one
could see what was happening in the
sary in another, it would be impossible
for murder and other worst crimes to be
committed.

DISCUSSING SEX OF THE ANGELS

Archbishop Sinclair Ex-
presses His Opinion
on the Subject.

IDEA WOULD BE THEY HAVE NO SEX

They Are Always Represented
as Men—At the Period of
Bible Writings Women
Were Considered
Greatly Inferior
to Men.

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—Regarding the
discussion which, as cabled here, has
been taking place in New York upon the
sex of angels, Archbishop Sinclair, one
of London's most prominent divines, had
no hesitation on being asked the ques-
tion in expressing his opinion.

He is not quite at one with Dr. Peters,
who appears to have stated that there is
no scriptural authority for assuming an-
gels to be female. There is no formu-
lated church doctrine, he said, on the
subject of angels. All the opinion about
them are founded on what is said in "the
old and New Testaments in the Bible."

"They are always represented as men,
or, at any rate, with the appearance of
youths, the idea would be no doubt that
they have no sex at all."
Secs, for example, Christ's words, "In
the kingdom of heaven they neither
marry nor are given in marriage, but are
as angels."

At the period both of the Old and New
Testaments, women were considered
greatly inferior to men, and the idea of
angels being in the form of females
would have been quite impossible.
The Church always has founded its
tradition on these views, and the idea of
female angels came in through the in-
fluence of the Romantics, reviving the
conceptions of heathen goddesses.

A GREAT RECEPTION GIVEN TO BRIAND

Celebration of the Part He Played
in the Separation of Church
and State

(Special Cable to The Times-Dispatch and
New York Herald.)

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PARIS, October 7.—The banquet given
last Sunday to Briand in his electoral
district, to celebrate the preponderant
role this deputy played in the separation
of church and State, was an important
and interesting manifestation, both by
reason of the prominence of persons tak-
ing part and the ideas there exchanged.

The main one of these ideas was that
the separation should be voted by the Sen-
ate in the exact form it emerged from the
discussion in the chamber. Moreover,
as has been said by Leon Bourgeois,
who has just been elected senator for
Marne, on this unique platform, also
from this point of view. Perhaps one may
regret that the government fixed Octo-
ber 29th as the date for convening Par-
liament, because, in order to finish the
task before 1906, which will be entirely
devoted to re-elections, it will be neces-
sary, to pass the State budget and pen-
sions, while the Senate is voting the
budget and separation.

The danger is that opposition may inter-
fere with the discussions by interpellations,
and thus succeed in defeating the
programme.

Briand, replying to compliments paid
him, made a speech favoring the elec-
tional alliance of radicals and socialists,
and he placed himself outside the united
Socialist party. It is well known that
Jules Guesde, at the head of the most
advanced Socialists, has declared that
at the coming elections the party would
oppose all collectivist candidates and all
Republican candidates who are not col-
lectivists for the reason that for the
Socialists the republic means nothing if
it perpetuates individual property.

GREAT BRITAIN IS FAST LOSING TERRITORY

(Special Cable to The Times-Dispatch and
New York Herald.)

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LONDON, October 7.—Like the sun,
of which it sees much too little, this island
of Great Britain is gradually becoming
smaller, though from a very different
cause.

It is the sea which it has owed its
immunity from the attacks of armies,
that is gradually swallowing it up bit
by bit, gales and the high tides of the
early part of the week have worked no
end of havoc along the west coast.

PRINCESS ENA OF BATTENBURG WHO MAY BECOME A QUEEN



The princess Victoria Eugenie Julie Ena, of Battenburg, is the
eldest daughter of the late Prince Heinrich Mortize, of Battenburg, and the
Princess Beatrice, youngest daughter of the late Queen Victoria. She
was born in Balmoral, October 24, 1887, and is the first royal child born
north of the Tweed in three hundred years. She was brought up very
quietly in her widowed mother's family—Prince Henry died during the
Ashantee expedition in 1896—and was presented at Court last March.
It was seen then that she was the tallest of the English royalists, grace-
ful withal, having regular features, superb complexion, blue eyes, flaxen
of hair, yet having black eye lashes. Princess Ena is a modern girl, is a
fearless horsewoman, drives her own motor, as well as her pony cart; and
is almost as good a musician as her mother. Alfonso of Spain has been re-
ported engaged to the Princess Ena.

HARVEST FOR PARIS HOTELS

Season Is Nominally Over, but
Many Americans Still Lin-
ger in the Capital.

ACCOMMODATIONS SCARCE

While Fresh Arrivals Find It
Hard to Get Quarters, Out-
going Ships Crowded.

(Special Cable to The Times-Dispatch and
New York Herald.)

Copyright, by the New York Herald Co.
PARIS, October 7.—There is no happier
class in Paris just now than the hotel-
keepers. The American season is nomi-
nally over, but there still remain a good
number of transatlantic visitors who
have been unable to obtain accommo-
dations on westbound steamships, and on
top of these has come the usual comple-
ment of autumn visitors.

Some tall stories are going the rounds
with regard to the prices which have
been paid for first class cabins on At-
lantic liners bound for New York.

In one case it is said that one family,
who had booked return passage by a
steamship which sailed from Cherbourg
last week, was induced to give up its
accommodations in favor of another
family by an offer of 50 per cent. more
than the original price paid for the
steamer.

Berths at a Premium.

Now and again there appears in the
open tribune of the European edition of
the Herald, to which everybody in doubt
or difficulty seems to turn, a letter an-
nouncing that some correspondent is
ready to abandon his berth on a west-
bound steamship to somebody in a
greater hurry to return home than the
writer.

In every case there have been dozens
of applications for the accommodations
thus offered. The suggestion has been

(Continued on Thirteenth Page.)

AMERICANS ARE GROWING SCARCER

Mostly English Faces
Now Seen in the Ho-
tels of London.

PLENTY OF ROOM ON THE STEAMERS

Those Who Desire to Return
Home Have No Difficulty in
Securing Good Accom-
modations—General
Chaffee and Party
Sail.

(Special Cable to The Times-Dispatch and
New York Herald.)

Copyright, by the New York Herald Co.
LONDON, October 7.—Compared with
the passenger lists during September the
lookings of ships sailing to-day are com-
paratively light, and since the sailing
of the Baltic Wednesday, ocean passenger
traffic has settled down to about the or-
dinary autumn proportions. There is no
difficulty now about getting accommo-
dation on the steamships.

A great change has come over the ap-
pearance of guests at the hotels, for,
whereas, until last Saturday, the ma-
jority of faces seen were those of Amer-
icans, their places have since been filled
by those of English people, who are
gradually getting back to town.

Among the Baltic's passengers were
many well known people, Mrs. James
Brown Lord, who returned to London
early in the week, after a long contin-
ental tour, part of which was in an
automobile, was among those who sailed.
Others were Mr. and Mrs. John L. Water-
bury and the Misses Waterbury, who
recently returned from Bad Nauheim.

Mr. and Mrs. G. K. Clark, who made
a long tour in France, Germany, and
Switzerland in their forty horse-power
Mercedes, in which their son-in-law and
daughter, Mr. and Mrs. George Arault,
Jr., are now traveling through Spain,
Mr. and Mrs. Arthur Graham, of Glas-
gow, who have recently returned from
Marsden, and who will pass the winter
in New York.

Mr. and Mrs. Field.

Mr. and Mrs. Marshall Field, Jr., who
has been in Europe about six months,
Mr. and Mrs. E. A. Berwind, who have
made an automobile tour through France
and Switzerland, Captain De Witt C. Falls, adjutant
of the Eighth Regiment, New York, and
Mrs. Falls, who have been in Vienna,
Budapest, and several Continental wa-
tering places.

Mr. and Mrs. Ira Barrows, Mr. and Mrs.
S. S. Jones, who passed the entire sum-
mer automobiling, and Mr. and Mrs.
David Bennett King.

Miss Louise Grace, of New York, has
arrived at Claridge's from Scotland. Miss
Violet Pearce and Miss Lane, of New
York, returned from a short automobile
tour in England and left for Paris, where
they will pass the winter.

Mr. and Mrs. Carl Stoessel, who have
been travelling in Germany and France,
arrived from the Channel Isles.

A party consisting of Mr. and Mrs.
John Neilson, Mrs. W. S. Nelson, and
Mrs. Mary Shafer, of New York, arrived
from Scotland.

Mr. and Mrs. Geraldine Redmond, who
have been touring France in their new
automobile, arrived from Paris. Ralph
Ellis, of New York, who has been trav-
elling through Southeastern France and
Italy in his automobile, arrived from the
continent.

Mr. and Mrs. J. B. Van Schick left for
Paris. Mr. and Mrs. C. K. B. Billings
arrived after a tour of the Continent in
time to sail on the Deutschland. Mr.
and Mrs. E. J. Berwind arrived from
Paris and sailed Wednesday.

Mrs. Selth Barton French left for Paris.
Mrs. Joel Wood and the Misses Wood,
of St. Louis, arrived from the Continent.
Mr. and Mrs. Nelson Robinson, of New
York, arrived from Paris. Mrs. M. Brown
and the Misses Bruell, of New York,
have arrived from Paris.

Mr. and Mrs. J. E. Sharp and Mr. and
Mrs. H. H. Douglas, of New York, have
returned from a tour on the Continent.
Mr. and Mrs. A. D. Julliard, of New
York, left for Paris.

Leigh Hunt Returned.

Mr. Leigh Hunt returned on the Kron-
prinz Wilhelm and left for Paris. Mr.
Henry Duveen sailed on the Deutschland
yesterday. Mrs. John Ridgely Carter
and Miss Carter left for Paris.

Lieutenant-General Chaffee, Mrs. Chaf-
fee and Miss Chaffee, accompanied by
General Chaffee's aides, Captains Hutch-
inson and Nolan, returned Thursday from
West Park, Amphill, where they were
the guests of the American Ambassador
and Mrs. Reid for two days. Mr. and
Mrs. Reid were also entertaining General
Paget, General Carrington and Mr. John
Ridgely Carter and Mr. De Lancy Jay.
General Chaffee and his party sailed
to-day on the Philadelphia.

COMING EVENTS SEEN THROUGH THE CARTOONIST'S GLASSES.



THE HORSE'S TURN NOW.

HORSE-SHOW FASHIONS.

THE INDIANS' DREAM.

THE VIRGINIANS' DREAM.

HORSE AND HORSE.

THE ETERNAL QUESTION.