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FRIDAY, JUNE 18, 1909.

REPORT ON STOCK EXCHANGE.

On December 14, 1908, Governor
Hughes, of New York, appointed a
commission to endeavor to ascertain
"what changes, if any, are advisable
in the laws of the State bearing upon
speculation in securities and com-
modities, or relating to the protection
of investors, or with regard to the
instrumentalities and organizations
used in dealings in securities and com-
modities which are the subject of specu-
lation." After a long and pains-
taking investigation the committee on
Wednesday last gave out its report,
which is a model for all work of this
character. First and foremost among
the recommendations is that the regu-
lation of the Stock Exchange be left
to that body instead of to haphazard
legislation from Albany. In making
this suggestion the committee laid
hold of and applied a principle whose
importance has been recognized by
every city which has adopted a com-
mission form of government and by
every nation which has left its tariff
laws to experts instead of to self-in-
terested legislators.

GOOD HEALTH AND GOOD SENSE.

Two statements in the last bulletin
of the City Health Department illus-
trate the possibilities and the limita-
tions in the work of public health.
On the one hand, there is the encour-
aging announcement that during the
last two months there has not been
a single death in Richmond from acute
infectious diseases. On the other
hand, there is the sad note that the
annual epidemic of infantile intestinal
diseases is already playing havoc with
the babies of the city.

The first of these statements shows
what wonders can be performed by an
adequate health department. Five
years ago, before the reorganization
of the Health Department, such a
record would have been impossible.
Now it has been actually brought
about by skillful work and popular
education. People have been made
to realize that antitoxin, administered
early, robs diphtheria of its terrors.
They have been shown, here in Rich-
mond, that vaccination will stamp out
and prevent smallpox; and that isola-
tion and quarantine will very mat-
terially reduce the deaths from scarlet
fever. In the light of this knowl-
edge, laws have been made and strict-
ly enforced, and the health authorities
have been sustained in all they have
done.

But public health work is dependent
upon popular education, and its limita-
tions are at once apparent when it
passes that point. No reasonable man
will doubt the statement made recent-
ly by an eminent health authority that
by proper care the deaths among in-
fants might be reduced 50 per cent. It
is this very fact that renders the
present mortality from infantile dis-
eases in the city so pathetic. The
health authorities' hands are tied. They
have secured good milk for the city,
and have done everything allowed by
law. But they cannot force mothers
to take proper care of their infants.
Until the mothers of the city become
sufficiently educated to take proper
precautions, this "slaughter of the in-
nocents" cannot be prevented by the
health authorities and cannot be
charged to them.

IS LABOR WEAIR?
To those who hold the fallacy that
the economic object of man is to find
work, and that work, not abundance,
should be our ideal, we beg leave to
submit M. Bastiat's discussion of this
question in his own words. First, let
it be said that Bastiat perhaps excel-
led all other economists in the
clearness with which he stated and
defended the doctrine of exchange.
There are only two ways in which a
nation or an individual can secure an
article it desires—either it must make
it or make something it can exchange
for. If left to themselves individ-
uals will always take the line of
least resistance that is free trade.

But as the London Spectator, to
which we are indebted for the follow-
ing quotation, says, Bastiat's argu-
ment was apt to be countered by those
who declared he looked at matters too
much from the consumer's point of
view and too little from that of the
producer. This argument Bastiat met
by the declaration that most men are
both consumers and producers, and
that the question must be studied
from the standpoint of the consumer-
producer. In illustration he took
Robinson Crusoe, where the consumers
and producers were one and the same.
We give his exposition in his own
words:

"You remember how Robinson
Crusoe managed to make a plank
when he had no saw?"
"Yes, he felled a tree, and then,
cutting the trunk right and left with
his hatchet, he reduced it to the thick-
ness of a board."

"And that cost him much labor?"
"Fifteen whole days' work."

"And what did he live on during
that time?"
"His provisions."

"What happened to the hatchet?"
"It was blunted by the work."

"Yes, but you perhaps do not know
this: that at the moment when Robin-
son was beginning the work he per-

ceived a plank thrown by the tide
upon the seashore?"
"Happy accident! he, of course, ran
to appropriate it."

"That was his first impulse; but
he stopped short, and began to reason
thus with himself:
'"If I appropriate this plank it
will come into the trouble of carrying
it, and the time needed to descend
and remount the cliff."

"But if I form a plank with my
hatchet, first of all, it will procure me
fifteen days' employment; then my
hatchet will get blunt, which will
furnish me with the additional em-
ployment of sharpening it; then I
shall consume my stock of provisions,
which will be a third source of em-
ployment in replacing them. Now,
labor is wealth. It is clear that I
should run myself by appropriating
the shipwrecked plank. I must pro-
tect my personal labor; and now that
I think of it, I can even increase that
labor by throwing the other plank into
the sea."

"But this reasoning was absurd."
"No doubt, it is nevertheless the
reasoning of every nation which pro-
tests itself by prohibition. It throws
back the plank which is offered it in
exchange for a small amount of labor
in order to exert a greater amount of
labor."

Some day the consumers of the
United States will understand the story
of Robinson Crusoe's plank, and that
is not far distant.

ROADS AND AUTOMOBILES.

Publicly having some merits as a
cur-al, the North and South trip of
the pathfinding automobiles ought to
accomplish something for the good
roads cause. Mr. Roosevelt's famous
ride to Warrenton resulted in a muck-
raking of Virginia's roads which was
printed from one end of America to
another; and some stimulus of wound-
ed pride then seemed to be discerni-
ble. Something of the same sort may
perhaps be looked for from the white
light now playing about the progress
of the auto scouts. Dispatches from
South Carolina yesterday stated that
in the journey from Camden to New-
berry, the cars at times sank to their
hubs in mire. Unhappily, Virginia has
nothing on South Carolina in this re-
spect. Mr. Leslie M. Foster, who has
just made the run from the Carolina
line to Alexandria, brings back a
rather melancholy story. Northward
to Emporia the roads are bluntly de-
scribed as "bad," a general condemna-
tion qualified only by the existence of
four miles of good macadam running
through Emporia. From Jarratt to
Stony Creek "the road is very nar-
row and in poor condition." North
of Stony Creek "is a long pond." "Sev-
eral swamps are to be encountered be-
tween Stony Creek and Reams," and
so on, and so on. Putting these gloomy
facts down in print helps to call at-
tention to them, which ought to be a
wholesome thing in itself. At the same
time it emphasizes the difficulties of
persuading those in authority to lay
this course through Richmond, where
it by all odds ought to be.

The automobile is still young, still
little more than the rich man's toy.
There can be little doubt that it is
destined to be a factor of increasing
moment in our national life. It is
quite possible that a great automobile
highway between New York and At-
lanta would one day be comparable in
importance to a steam railway. Even
now it could be expected to set in mo-
tion a stream of people with money
in their pockets, and most of us agree
that such a flow should be encouraged
in every way possible. We observe
that a correspondent from the Valley,
through which the cars went on their
southward journey and which is a
rival course for the new route, takes
quite a different view. He seems to
think that a lot of wealthy people
are trying to trespass on the poor
man's rights and monopolize roads,
that the dollars they have to spend
would resemble tips and gratuities in
character, and that their coming ought
to be resented as a high-handed in-
trusion. The Valley is a horse country,
and horses and motors are not always
fast friends. But does this writer fail
to represent the attitude of the native
dwellers? He doesn't, if the comments
of the Staunton and Roanoke papers
do, as we imagine is the case. For
our part we would greet the laying of
the course through Richmond with a
pleasure untroubled by qualms or res-
ervations. The route would naturally
do so, municipal bookkeeping would
have to charge the loss as one more
contribution to the costly luxury of bad
roads.

Another horrible suspicion assails
us. Maybe the editor who writes the
troubling pleas for a safe and sane
road gives firework money to his lit-
tle boy on the sly.

Whenever you feel bored and haven't
a thing in the world to do, sit down
and make a few wall-papers, crossed
at what Mr. Taft will do with the
tariff bill.

Meanwhile it would be fairly inter-
esting to know which group of his
wives Abdul Hamid is missing most.

"Sonator La Pollette," says Mr.
Aldrich, "comes from a State that
grants 99-year franchises." This must
seem contemptible, indeed, to men who
come from States which grant 99
year franchises.

The silence from Africa is loud yet
peculiar.

We wonder if Former Attorney-
General Bonaparte and Attorney-Gen-
eral Wickersham ever get together
and laugh over the old days.

Incidentally, old Daedalus is coming
in for a lot of editorial mention which
he certainly did not expect when he
and little Ike started out for their
historic flight.

Borrowed Jingles.

IN THE HAS-BEEN CLASS,
The sea-serpent, rowing with a scabbard
oar,
For he was as mad as could be;
Within sight of the shore through the
water came the scabbard oar.

In a manner surprising to see,
The fisher-plate eyes filled full of
tears,
As he thought of his glory in other years.
'"To think it should come to this!" he
cried.

"That I second fiddle must play!
I would I had died in my glory and pride
Else were they seen this day,
When a scabbard is given a dead giraffe
While I am dismissed with a paragraph."

And there's Diana Tumbo! How is it that
The papers grab all the space
Which you all must agree should be given
to me?
Say, how did he get in first place?
How did they take him to column to tell
Of how he destroyed a poor Thompson
gazette?

"And see, I'm especially this year—
More hideous than ever before!
His name appears in my I enter
By swimming close in by the shore;
And the season is on and the time is ripe,
But somehow I cannot get into type."

"A one-horned rhino was recently shot
(Cor horns I have no less than ten);
I don't get any more columns of fat
And I didn't get stroke of a pen.
What use to display my serpentine grace
When a dead rhinoceros hogs the space?"

"Do you wonder that I am serene with
grit
And am wishing that I were dead
When I get notice brief to make room for
a thief
Of an African quadruped?"
With a scream of despairing rage he veered
Toward the mid-Atlantic and disappeared.

"N. A. J., in New York Times.

GRAMMAR.
"James, what is grammar?"
"James (alias Jimmie), "Grammar is the
science which learns us how to speak
correctly."—Life.

LAST REPORT.
"Would you marry a man to reform
him?"
"Not before I was at least thirty-five
years old."—Chicago Record-Herald.

FIXING THE PRICE.
Farmer Hayrick: "Why are you going
to charge the summer boarders more this
year?"
Farmer Corntassel: "I've called the place
a bungalow."—Puck.

ENTERTAINMENT.
"I see that our friend still entertains the
idea of running for Congress."
"Not exactly," answered Farmer Corntas-
sel. "The idea entertains him."—Wash-
ington Star.

THE WHISPERING GALLERY.
It is said that no man can tell a fib
to keep his big toe still. If the women
will induce their husbands to take off
their shoes before they begin to question
any one, they will have in a falsehood
every time.—Acheson Globe.

Aldrich's idea is to have a free list that
the outward custom inspectors can easily
learn by heart.—Houston Chronicle.

Some of Constantinople's hanging gardens
are likely, if the Young Turks follow their
present method of dealing with nutmeats,
to become even more famous than the
gardens of Babylon.—Chicago Record-Herald.

Whenever an editor is asked if he is
going abroad this summer, he tries to word
his reply in such a way as to leave the
impression that the time is the only thing
he can't afford to spend.—Ohio State Jour-
nal.

The "minister" show in town one evening
last week measured up to the tall stand-
ard of expected rotteness.—Anita (foun-
dation) Tribune.

The Courts of Europe.

By La Marquise de Fontenay.
BRIEF PLEAS OF LAST SOVEREIGN PRINCE
OF WALES.
WELSHMEN all over the world
are interested in the trial of
the deciphering by Edward W.
B. Nicholson, the eminent li-
brarian of the famous Bodleian Library
at Oxford, of an ancient inscription
regarding the burial place of Llewellyn,
the last sovereign Prince of Wales.
The site of the grave has always been
a matter of doubt, speculation and re-
servation, and the deciphering of the
inscription, to the Abbey of Abernwy,
or, as Welsh historians would rather
put it, the Abbey of Cwm Hir, and that
was the place where the body was
buried, which he attended.

It is stated in most of the histor-
ical works of the Middle Ages that
with the death of Prince Llewellyn
and of his brother David in 1282,
the Welsh nation became extinct.
Recent investigations prove this, how-
ever, not to have been the case. Llewellyn,
the last Prince, was survived by his
youngest son, Prince Owain, who
died an obscure country gentle-
man in Carmarthen, and left no issue.

The Duke of Devonshire, who had
been created an English baron, was
tried for high treason after Llewellyn's
death, and was banished to France,
and quartered. His younger brother,
Roderick, became a pensioner of the
English crown, married an English
lady, and lived and died in England.
His only son, Thomas, succeeded to two
small estates in England and to one
in France. His descendants always
were in want of money, and most of the
documentary traces left of him are
concerned with legal proceedings with
creditors. He, however, left at
his death in 1363 a son named Owen,
who redeemed his family name and
became a hero of the Hundred Years'
war that bright era of chivalry, his tragic
death being in keeping with the un-
happy traditions of his house.

Owain-Thomas-ap-Roderick, as he
is styled in the state papers, seems
to have grown dissatisfied with his
position, and a rosy and suspected
journey among his hereditary foes. He
fled to the court of France, where he
was received with honors and the
title of the English Prince of Wales. He
fought against the English at Poitiers
in 1356, and the gloom of his name
has been many a Welshman away from
the standard of Edward the Black
Prince. On the conclusion of peace
between the English and the French,
Yvain de Galles, as "Owain of Wales"
was called by his new friends, be-
came a comrade-in-arms of those who
were called "the good knights of
France" and the plains of Lombardy.
When war broke out again between
England and France we find him appearing
in Brittany as an honored comrade-in-
arms of the noblest of knights, the
Duke, Bertrand du Guesclin, "and bore
himself so well," says the old chroni-
cler, "that he was greatly praised and
well beloved with the French King
and with all the lords."

Six years later Yvain, as Froissart
calls him in his "Chronicles," was as-
saulted while besieging the town of
Montagne-sur-Gironde, by his trusted
squire, John Lamb, piercing him from
behind with a sword which he used in
his tent. The English state papers
prove that the murder of Owain of
Wales had been secretly planned in
advance by the English authorities
at Bordeaux, and that the assassin was
liberally rewarded by the British gov-
ernment. Indeed, the British receipts
for the price of blood is still pre-
served among the English state pa-
pers, and was recently studied by
Owain of Wales, who was interested in
the Church of St. Lege, on the banks of
the Gironde, murdered by the chivalry
of France, or as Froissart puts it, by
"good knights and squires, Bretons,
Poitevynes and Brechens"; and with
him were buried the hopes and the
dreams of his countrymen, who were
looking for his return to Wales, and
for his deliverance of his principality
from the yoke of England.

Vicomte d'Avenel is delivering a se-
ries of lectures in France on the Ameri-
can derived from his experiences when
over here a couple of winters ago.
He has visited the States and has
under the auspices of the Alliance Francaise,
for the purpose of giving addresses at
Harvard and elsewhere on French soci-
ology of the eighteenth century. He
has also written a book about Ameri-
ca, but has failed to mention therein
the adventures of the last King of
Wales. Yet they deserve to be
placed on record. It seems that when
he arrived here, accompanied by his
wife, his grown-up daughter and the
latter's fiance, he landed with a de-
pleted wardrobe; that is to say, on
checking his effects in the baggage
hotel, he discovered to his horror that
he had left behind him on the banks
of the Seine the most of his wardrobe.
The suit which he proposed to
wear in delivering his lectures. Most
people under the circumstances would
be satisfied with the simple suit of
wool, but the vicomte insisted on hav-
ing a pair of pantaloons built here, or even,
in an emergency, by purchasing a pair
of trousers. The vicomte, however, is
very particular about his personal
appearance, considered that only bet-
ter garments of the Gallic order of
dress, he could give the people of New
York, exasperated by the trouble to
which they had been put in the mat-
ter, got even with the vicomte by
demanding that he should pay for his
trousers, but also \$16 more as duty on
the trousers in which he had arrived.
The vicomte ultimately appeared
upon the platform at Harvard and at
other places where he lectured, repre-
sented in addition to the original cost,
the American outlay of at least
\$25, not counting cab and messenger
charges and other trifles. After that
it is hardly necessary to add that
while M. d'Avenel is very learned, and
is able to tell the history of the size of
the number of large fortunes in the
France of to-day, as compared with
those of the eighteenth century, he is
somewhat deficient in the generally
Gallic qualities of wit and humor.

Emperor William's orders, just
issued to the officers of the garrisons of
Berlin and Potsdam, to invariably ap-
pear upon the street in uniform,
will have the effect of abolishing the
practice, which has been growing of late
in the younger commissioned ranks
of the army of the Kaiser, of wearing
whenever of duty, not only because the
many soldiers in the garrisons are
of the same rank in their discipline
unless they feel that they are constantly
under the eyes of superiors in uniform.
It will also have the effect of making
young officers take advantage of miff
to engage in all sorts of pranks and
misbehavior, which they would not
dare to indulge in if in uniform.

The Emperor, in fact, regards the
latter as a social stigma, and the regu-
latory street waistcoat. In England,
the condemnation to wear nothing but
uniform in London is regarded as
equivalent to arrest, and a condemna-
ment to quarters. For it is consid-
ered the height of bad form, and a
social disgrace, to be seen in the metropolis
in uniform when on duty. These ethi-
cal habits, which immediately follow-
ing the Napoleonic wars, in the
early part of the nineteenth century,
and may be said to owe their origin
to the great Duke of Wellington. But
after the battle of Waterloo, people
in England were so heartily sick of
the military and military connected
therewith, mainly on account of the
heavy taxes which had been called

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upon to pay, that they hated every
reminder of it; above everything else,
the spectators were very firm. Con-
sequently, the officers received from
the duke an intimation to appear in
uniform, which was not only a
getting the example in this respect.
This command of his developed into
a social custom, and survives to this
day.
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Company.)

STATE PRESS

Again That National Highway.
Is anything being done toward securing
that proposed national highway from Wash-
ington to Atlanta for the Roanoke route;
that is, is anything being done by Roan-
oke? The World suggested a fact that
ago that representatives of cities along the
route hold a convention in Roanoke, the
central point on the highway for that route.
Let's get that convention here for the Roan-
oke route and proceed earnestly to get it.—
Roanoke Evening World.

To Strike-Struck Richmond Girls.
Miss Mabel McComas, an actress, now
playing in Richmond, in an interview with
the World, reported that she had met
men: "There are more strike-struck girls
in Richmond than in any town of its size
which I have played."

Parents in Richmond have had brought
home to them a question which perhaps
a few have considered seriously. What
is the theatre-going habit of our
girls? The average play of to-day appeals
to the sensual, and the average person
who attends the theatre is a person in
stinct of human nature by applauding that
which partakes of the vulgar and indecent.

No doubt, these strike-struck maidens
in Virginia's capital would succeed better as
cooks; if they would set their hearts as
strong on learning that art as they have
on learning how to act on the stage. Good
cooks are not appraised enough, and the
average actress is far too much.—Suffolk
Evening Herald.

The B. and O. Extension.
It is not unusual to hear the prediction
that the day is not remote when the Balti-
more and Ohio Railway will extend its lines
to Roanoke. It is a well-known fact that
the Baltimore and Ohio is the owner of
the old Valley route, which extends from
Lexington to Salem, or rather the owner
of the Baltimore and Ohio. It was the original
intention to build the Valley Railroad from
Baltimore via Lexington to Salem, Va.,
about the year 1830, and in 1835 the
Baltimore and Ohio was completed to
Lexington. However, considerable work
was done in the way of grading, and the
Baltimore and Ohio bridge building, Lex-
ington and Salem, and with the rights of way
secured the line is at present available for
the extension of the line. It appears to be
the intention to build the extension from
Roanoke to Lexington.

The occasion seems opportune for Roan-
oke to make an active move in favor of
the extension of this line. It appears to be
the psychological moment for with Balti-
more and Lexington lending assistance to
the extension of the line, it is not likely
easy money to be had for railroad build-
ing, and the rapid development of this
section, there are numerous reasons for
the Baltimore and Ohio to consider.

To this end a committee of representa-
tives of the business men, acting through
the Retail Merchants' Association, should
themselves with all the advantageous facts
and figures available, and in progress
with the business interests of that city,
appear before the officials of the Baltimore
and Ohio and urge the extension.—Roanoke
Times.

Spotylvania Roads.
The present condition of the roads is the
most notable argument in favor of issuing
bonds and doing away with the mud. Of
course, we have had an unusual spell of
rain, and it is not likely to occur for such
roads as we have now in any kind of
weather. Travel and trade should not cease
in rainy weather, especially in summer
time, but a cessation takes place when
the highways get in their present condition.
If a bond election should be held in Spot-
sylvania, there are few men who,
after riding six or eight miles, wouldn't
prefer in favor of issuing bonds, wouldn't
they be glad to say "yes" to the proposition
to this connection that investigation leads
to the conclusion that sentiment in
favor of the extension of the line, and
country is becoming stronger and stronger.
It is a bond issue, and it is a safe
prediction that Spotylvania county will
shortly record herself in the ranks of
the enlightened public sentiment.—Fredericksburg Free Lance.

A CARD

210 North Thirty-first Street.
June 16, 1909.
TO MY FRIENDS AND THE PUBLIC:
Being still confined to my home by
sickness, I again take this means to
request your vote for the re-election of
City Sergeant James C. Smith.

Although for nearly seven years most
of my former duties have been per-
formed by a substitute employed at the
expense of Mr. Smith, I am still one
of his deputies, and thus am able to
support my wife and family.
I have made a faithful and efficient
offer, and I sincerely trust that you
will assist in his re-election and at the
same time contribute to my help, as
I will not be able to work again for a
long time.
C. M. (BUCK) JOHNSTON.

ELEMENTS OF STRENGTH AND CONFIDENCE

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ment and good management of the
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Advertisement for LUZIANNE COFFEE, featuring a cup of coffee and the text 'For Your Early morning eye-opener...'

Advertisement for INJECTION BROU, stating 'Gives Prompt and Effective Relief without Inconvenience...'

Advertisement for RHEUMATISM, claiming 'ALL YOU NEED IS TO ASK FOR IT...'

Advertisement for PRO-PHY-TOL, stating 'CLEANS TEETH WHITE...'

Advertisement for How to Own a Piano, featuring a piano and text 'This is fully and satisfactorily answered if you come to the oldest music house in Virginia...'

Advertisement for Do You Really Want a Piano?, listing names like Steinway, Kimball, Weber, etc.

Advertisement for Walter D. Moses & Co., '103 E. Broad Street...'

Advertisement for SICK HEADACHE, featuring CARTER'S LITTLE LIVER PILLS.

Advertisement for A CARD, dated June 16, 1909, regarding City Sergeant James C. Smith.

Advertisement for SICK HEADACHE, featuring CARTER'S LITTLE LIVER PILLS.

Advertisement for A CARD, dated June 16, 1909, regarding City Sergeant James C. Smith.

Advertisement for Good Salt Pork and Good Lard, with prices per pound.

Advertisement for ELEMENTS OF STRENGTH AND CONFIDENCE, listing various food items and prices.

Advertisement for The Merchants National Bank, providing address and financial details.

Advertisement for S. ULLMAN'S SON, 'TWO STORES... TWO... 1820-22 East Main...'

Advertisement for S. ULLMAN'S SON, 'TWO STORES... TWO... 1820-22 East Main...'

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