

TEN MILLIONS FOR A COLLEGE.

Carnegie's Offer to Be Submitted to Congress.

SUBJECT OF A SPECIAL MESSAGE.

President will Communicate the Terms of the Proposed Gift—Senator Japow Introduces a Bill to Establish a National University in Washington.

President Roosevelt will send to Congress a special message, including in it a letter recently written to him by Andrew Carnegie, in which he proposes to fund \$10,000,000 to the American people as a fund for the establishment of a college of higher education in this city.

Before writing his letter, Mr. Carnegie consulted the presidents of various great American colleges, including Dr. Eliot, of Harvard; Dr. Gifford, of Johns Hopkins; and Prof. Andrew D. White, of Cornell, the present Ambassador to Germany. At a recent White House luncheon the details of the proposition were discussed and met with general approval.

Mr. Carnegie's Proposition. Mr. Carnegie's idea in a general way is to turn this sum of money over to the United States Government to be held in trust for the maintenance and operation of the proposed college, just as the funds that maintain the Smithsonian Institution are now handled.

It is not to be a national university. The Government is to be in no way connected with it, except to take care of the money, and to be represented by a board of regents, such as now controls the affairs of the Smithsonian Institution, founded by James Smithson, with a gift of \$1,000,000, to be used in the diffusion of scientific knowledge.

If Mr. Carnegie's gift is accepted by Congress it will mean the end of the long talk of project for the establishment in Washington of a national university, as recommended by George Washington and by many other distinguished people since his time.

A School for Higher Education.

The institution that Mr. Carnegie has in mind is in no sense a national university. It is rather a school for the teaching of the higher branches of scientific education, and intended to be supplementary to the great colleges throughout the United States.

The details of the plan are set forth in Mr. Carnegie's letter, and very few persons in Washington are acquainted with them. One or two of the leading members of the Senate and House have been scanned on the subject and favor Mr. Carnegie's plans, which are said to be wise, practical and generous.

Senator Dewey's Bill.

Senator Dewey has introduced a bill for the establishment in this city of the University of the United States. The measure selects the plot now occupied by the Naval Observatory as a site, and provides for an elaborate board of governors. The provisions of the bill are as follows:

"That there shall be, and is hereby established in the District of Columbia a body corporate with the name The University of the United States, for the advancement of knowledge by means of instruction exclusively post-graduate and special, including particularly all matters which concern the Government, and by original research and investigation for the benefit of mankind.

Government of the University.

The bill provides that the government of the university is to be vested in a board of regents, to be composed of the President of the United States, who shall be president of the board; the Chief Justice of the United States, who shall be vice president of the board; the Commissioner of Education; the president of the university; the Secretary of the Smithsonian Institution; the President of the National Academy of Sciences; the President of the American Association for the Advancement of Science; the President of the National Educational Association; the president of the American Association of Agricultural Colleges and Experiment Stations; the president of the American Historical Society; the president of the Washington Academy of Sciences; the presidents of all institutions of learning in the United States, exclusive of State universities, having fifty or more resident students holding the degree of bachelor of arts or its equivalent and who are engaged in systematic work either in their professional schools or in other regular post-graduate courses of study; the presidents of the State universities; and the presidents of such other institutions as, being without post-graduate courses other than professional, annually confer the degree of bachelor of arts or its equivalent on fifty or more of their students, together with six other citizens, who, with their successors, shall be appointed by the President of the United States, by and with the advice and consent of the Senate.

On Old University Square.

In regard to the location of the proposed university the bill provides: "That the grounds in Washington City which were designated by President Washington as a site for a national university, and which for this reason were long known as University Square, and recently occupied by the Naval Observatory, are hereby granted to the said corporation, to be utilized for the benefit of the university in such manner as the board of regents may deem proper.

Senator Washington has introduced in the Senate a bill providing for the establishment in Washington of the University of the United States. The grounds are to be those selected by George Washington.

ROCK ISLAND PRESIDENCY.

W. B. Leeds Sued by New Interests to Be Successed by G. Purdy.

NEW YORK, Dec. 9.—A meeting of the directors of the Chicago, Rock Island and Pacific Railroad will be held in this city next Thursday, and it is said that W. G. Purdy's resignation as president will be accepted and that W. B. Leeds will be elected president.

This change is made, it is asserted, not because any dissatisfaction with President Purdy's official conduct exists, but to give the newly dominant financial interest in the property an executive office, in close touch with their objects and policies.

Mr. Leeds is First Vice President of the American Tin Plate Company and a member of the United States Steel Corporation. He has been a director of the Rock Island road since last spring.

AWAIT SENATE ACTION.

Appointments Sent by the President for Confirmation.

The President yesterday sent to the Senate for confirmation a large batch of appointments in the State, War, Navy, Postoffice, and Treasury Departments. In the lot were several hundred postmasters. The following are the most important of the appointments:

State Department—To be Consul of the United States—Richmond Pearson, of North Carolina, at Genoa; Henry D. Saylor, of Pennsylvania, at Dawson City, Yukon Territory, Canada.

Treasury Department—Levi M. Wilcox, of Minnesota, to be collector of customs for the district of Duluth, State of Minnesota; William H. De Vaux, of Wisconsin, to be collector of customs for the district of Milwaukee, State of Wisconsin.

Louis T. Wells, of Maryland, to be commissioner of immigration at the port of Baltimore, State of Maryland; Washington Haverstick, of Wisconsin, to be general inspector, Treasury Department.

Recess appointment—Joseph B. Stewart, of Virginia, to be collector of customs for the district of Richmond, State of Virginia.

War Department.—New appointments—To be chaplains—Rev. George D. Rice, of Massachusetts; Rev. Alfred A. Pruden, of North Carolina; Rev. Albert J. Butler, of New York; Rev. William Collier, of Minnesota; Rev. George C. Stull, of Montana; Rev. John M. Moore, of Mississippi; Rev. William W. Brander, of Maryland; Rev. James M. Dutton, of Indiana; Rev. John C. O'Keefe, of the District of Columbia; Rev. Joseph Clemons, of Pennsylvania; Rev. H. Percy Silver, of Nebraska; Rev. Ernest B. Scowen, of Texas; Rev. Thomas J. Dickens, of Missouri; Rev. Samuel J. Smith, of Vermont.

Artillery Corps.—To be a first lieutenant—Mr. Apple, an aviator, to be a second lieutenant, Howard Lee Landers, of Maryland, Cavalry arm.—To be a second lieutenant, Henry T. Bull, of New York; Sherman A. White, of New York, and William W. White, of Ohio.

Navy Department.—Mr. William K. Van Rensselaer, U. S. N., to be Surgeon General and Chief of the Bureau of Medicine and Surgery.

Col. Royal B. Bradford, U. S. N., to be Chief of the Bureau of Equipment, with rank of rear admiral.

Capt. Charles O'Neill, U. S. N., to be Chief of the Bureau of Ordnance, with rank of rear admiral.

ROOSEVELT'S WORKS IN GREAT DEMAND.

A LARGE INCOME IN ROYALTIES.

His Literary Productions Boomed by His Accession to the Presidency—Wholesale Dealer Makes a Large Contract.

Theodore Roosevelt's accession to the Presidency has given his literary productions a great boom. The public demand for "The Winning of the West," "The Rough Riders," and other works from the prolific pen of the versatile President are in stronger public demand now than ever before.

Royalties From Sales Large.

Even if Mr. Roosevelt were not receiving \$50,000 every twelve months for operating the nation he would realize a neat income from the royalties of the sale of books he has written during his adventurous career.

A large wholesale book dealer from Chicago, who called on the President yesterday, said when he left the White House that he had just closed a contract with Mr. Roosevelt's publishers for 300,000 volumes of his various works. These will be made up into a 50-cent edition and placed on the market in the near future. The wholesaler anticipates little trouble in disposing of such a great stock, and said that he had only recently made a sale of 90,000 volumes of works written by the President.

Some of His Literary Productions.

The President's share of the profits on his writings is a large one. He has long been a popular writer and one who readily commanded excellent terms with the publishing houses. "The Winning of the West" is one of the most popular among the books Mr. Roosevelt has written, although "The Strenuous Life" is decidedly characteristic of the man.

"Oliver Cromwell" is perhaps the most scholarly of all, but it does not appeal to the American mind so readily as the heavy strain of Western adventures in "Hunting Trips of a Ranchman." It is doubtful if the sales of the masterly account of the life of the head of the Commonwealth ever reached the figures set by the narratives which the President has based on his own personal experiences and on the tales heard in the ranch cabins on the plains.

PRIVATE PENSION BILLS.

About 1,200 of These Measures Have Already Been Introduced.

Just about 1,200 private pension bills have been introduced in the House since the opening day of the session. Nearly all of them are bills that failed of consideration in the last Congress.

Mr. W. H. Toppin, clerk of the Invalid Pension Committee, said yesterday that only 702 of the bills have been referred to the clerks who make the entries, have been unable to catch up with the rush of work.

A FRIEND OF THE COW.

Mr. Pearce in Favor of Anti-Oleomargarine Legislation.

Friends of Representative Pearce want him appointed on the Agricultural Committee, and it is not improbable that this will be done.

Mr. Pearce is heartily in favor of legislation to prevent a fraud on the cow. In other words, he is for the Treasury bill, which imposes a tax on oleomargarine.

FRIEND OF THE STREET CAR MEN.

Representative Corlies Introduces Bill in Their Interests.

Representative Corlies has come to the aid of the street railway employes of the District.

He has introduced a bill in the House providing that nine hours shall constitute a day's labor and that extra compensation shall be paid for additional work made necessary by reason of accident or other cause.

His measure also provides that the street railway companies protect motorists by an enclosure on the front of each car.

PREVENT DOCKING HORSES.

Bill to Make Practice a Misdemeanor in the District.

Senator Gallinger, taking his cue from President Roosevelt, has introduced a bill to prevent the docking of horses' tails in the District. If this measure becomes a law all owners of docked horses in the District must register their animals within ninety days of the passage of the act.

It shall be made unlawful to bring a docked horse into the District of Columbia after the measure becomes a law, and all persons owning or driving undocked docked horses shall be deemed guilty of a misdemeanor and shall be liable for a fine from \$100 to \$500 or a term of imprisonment of from one month to three months, or both.

TERMS OF NEW SUBSIDY BILL.

Eliminates Foreign Cruisers.

Postmaster General Required to Establish Purely American System—New Classification and Rates.

Senator Frye yesterday introduced his ship subsidy bill. The measure is now in an accessible position on the calendar.

The new measure differs radically from the former bounty bills in that it is shorter and simpler. It is divided into four titles and fifteen sections, and contains about 2,700 words.

The new bill does not provide American registry for foreign ships owned by Americans. It makes no distinction between fast and slow steamers, except as the former may obtain mail contracts under the act of 1891. It contains no specific requirement for export cargo, on the ground that it would be a violation or attempted evasion of treaties, with the United States, and further on the ground that it is unnecessary because the subsidy rate is so low that ample export cargo must be carried in order to avoid loss.

For a Purely American Service. The fretful "Ocean Mail Steamships" is devoted to amendments to the ocean mail act of 1891. Under the bill the Postmaster General is required to consider the national defense and the maritime interests of the United States, as well as postal interests, in providing for the transportation of American ocean mails. The purpose of this amendment is to free the United States from dependence upon British, German, and French auxiliary cruisers for its ocean mail service, and to substitute a purely American system.

The present limit of ocean mail contracts, ten years, is increased to fifteen years. It corresponds with the limit of the recent German and French contracts.

The present obsolete and unscientific classification of mail steamers provides only four classes—20-knot steamers of 8,000 tons, 14-knot steamers of 5,000 tons, 14-knot steamers of 2,500 tons, and 12-knot wooden steamers of 1,500 tons. The new bill provides seven distinct classes, and is based on the progress of shipbuilding and mail requirement abroad during the past ten years.

New Classification and Rates. Corresponding with the new classification in vessels are changes in the rates of mail pay. The present rates—\$4, \$2, \$1, and 67 cents—were fixed by the House of Representatives in 1891. The bill passed by the Senate that year fixed the rates at \$4, \$1.50, and 57 cents. Experience has shown that the present rates are too low for the faster mail steamers and too high for the slower.

The Frye bill restores the old Senate rate of \$5 for twenty-knot steamers, increasing to \$10 for 10,000-ton vessels, the minimum size, and the rate of \$3 for sixteen-knot steamers, provided the size is increased from 3,000 tons, the present minimum, to 5,000 tons, the modern British and German mail size.

Slow Steamers Dropped. The bill leaves at the present rates or reduces mail pay for slower and smaller steamers. It drops altogether the obsolete wooden steamer or only twelve knots as no longer eligible for ocean mail contracts. The rates fixed by the bill are maximum rates. Mail contracts are open to competition and will be awarded at rates as much below the maximum as will secure an American mail service.

The proposed maximum mail rates per gross ton per hundred nautical miles are: Over 16,000 tons, 10 knots, 27 cents; 12 knots, 25 cents; over 5,000 tons—18 knots, 25 cents; 17 knots, 21 cents; 16 knots, 19 cents; 15 knots, 17 cents. Over 2,000 tons—14 knots, 16 cents.

Rates for mail steamers to the West Indies, Central America and Mexico cannot exceed 70 per cent of the maximum rates on account of shorter voyages and smaller coal supply.

One Cent Per Ton for 100 Miles. The second title, "General Subsidy," includes the general subsidy for all vessels, steam or sail, which are not under mail contract. This general subsidy is uniform, one cent per gross ton per one hundred nautical miles for not exceeding sixteen entries in one year. This amount is sufficient, according to the latest figures, to equalize the difference in American seamen's wages and in the building costs of steamers in the United States and Great Britain referred to in President Roosevelt's message and Secretary Gage's report.

To promote the building of new ocean vessels an additional allowance of one-fourth of a cent per gross ton is made for five years. Any vessel to receive the general subsidy must carry a mail, and must train its steamship or sailing vessel one American youth for each 1,000 tons. The owner must agree to hold the vessel in the service of the Government, and if required for defense, the pay for such service to be appraised by a representative of the Government and of the owner. These requirements are taken substantially from the ocean mail act of 1891.

Any vessel receiving subsidy must be class A, 1, and at least one-fourth of the crew must be Americans.

Vessels Not Entitled to Bounty. A vessel going to a foreign port less than 100 miles from the United States or making less than its voyage on salt water is not entitled to the bounty. Barges, canal boats, tugboats, and wrecking vessels are also excluded.

The third title, "Deep Sea Fisheries," provides an annual bounty of \$2 a ton for deep-sea fishing vessels, and of \$1 a month for American fishermen when engaged in deep-sea fisheries.

The fourth title, "General Provisions," provides that a vessel shall receive only one form of subsidy, and that a vessel which has received a subsidy shall not be sold to a foreigner except by consent of the Secretary of the Treasury. The President shall designate heads of departments to provide regulations to carry out this bill.

To Be Called Up After Recess. An attempt will be made to call up the bill as soon as the Senate reconvenes after the holiday recess, and the fight which marked the close of the last session bids fair to be repeated. The Democrats have already organized to make an effort to defeat the measure.

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A PARK IN THE NORTHEAST.

Matters Discussed Last Night by the Citizens' Association.

Street railways, the public use of the Grace-land Cemetery tract for a park and matters of minor import occupied the attention of the Northeast Washington Citizens' Association at its meeting last night in the Northeast Temple. These matters were brought before the association through communications from other similar bodies.

A resolution was read which was recently adopted by the Cathedral Heights Citizens' Association relative to the running of through cars over suburban roads into the city on a half-hour schedule. It was also set forth in the resolution that the subject of the matter be discussed through the schedule of cars fifteen minutes apart. The matter was discussed and formally endorsed.

A member of the East End Association was present and explained the project of utilizing the Grace-land Cemetery tract for a public park. The property is so situated as to be peculiarly suitable for a park. It appears to be practically useless for any other purpose, owing to the position of the streets intersecting Maryland Avenue, which runs across the tract diagonally.

It was brought out in the discussion that the Mulligan Hill site, known as Mount Hamilton, only a few blocks away, is included in the report of the Park Commission as a public park. For this reason it was thought doubtful whether the cemetery site could also be used for a park.

Among the items considered in the routine of the evening were the supplying of seats to female clerks in department stores, the union station street lights on Maryland and Massachusetts Avenues, opening of New York Avenue to the Bladensburg road and the assessment of real and personal property.

The association also took action looking to the compulsory provision by the street railway companies of ventilated cars, so as to protect the motorists from the cold and inclement weather. A committee of the association will advocate legislation to this end before the District committee in Congress.

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Meager. NOT NARCOTIC.

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

Facsimile Signature of Chas. H. Fletcher, NEW YORK.

EXACT COPY OF WRAPPER.

ANARCHISTS SCOFF AT LAW.

Declare That Legislation is Powerless to Suppress Them.

BOSTON, Dec. 9.—Simeon Zanosky, a New York anarchist, talked in Yiddish before an assembly of red flag followers at Phoenix Hall last evening.

"Legislation against anarchism," he said, "is like trying to dam a rushing stream. No law ever impeded the advance of progress. Anarchism is no new invention of ours; it is the primeval aspiration for freedom that only changes its form at different periods of history."

"Why talk about being practical," he asked, "when there is so much misery and poverty in the world? Why be practical when there is no hope but in the radical change?"

"There are more anarchists all over the world," he asserted, "than anyone imagines. Everywhere people are tired of government and are dying what they can to evade the laws. There is not a capitalist or merchant but who cheats the Government of taxes and tariffs."

Lewis Gordon, of South Boston, said that anarchists had not been frightened out of existence, that they were just as much alive as ever, that no power on earth could prevent them from the advance of their sacred cause.

THE MAYFLOW DOCKED.

Converted Yacht Undergoing Repairs at the Brooklyn Yard.

NEW YORK, Dec. 9.—The converted cruiser Mayflower, bought from the Ogden Goetz estate at the time of the recent war, went into dry dock at the navy yard in Brooklyn today to undergo repairs.

It is said that an effort is to be made to have Congress authorize the fitting out of the cruiser for the private use of President Roosevelt.

The original cost of the yacht was more than a million dollars. The Government paid \$250,000 for it, but the amount was later returned by Mrs. Goetz. The vessel is finely appointed and is the equal of any yacht in New York waters.

HAD TO SUE FOR REWARD.

Husband Didn't Want to Pay for Saving Wife's Life.

WABASH, Ind., Dec. 9.—William Miller and Marion Retherford were today paid \$50 for saving Mrs. Sarah Highley from drowning in a river, 1900.

The men were driving along the bank of a swollen creek near Wabash when they were attracted by cries for help proceeding from the stream. A woman later a man who proved to be Highley rushed up to them.

"I'll give you \$1,000 if you save her," he said, and Retherford and Miller, at the woman's pleading, rushed in and brought the woman ashore.

Subsequently Retherford and Miller called on Highley to make good his promise, but he refused to sign his firm to his wife. Suit was then brought.

RABBI ASKED TO RESIGN.

Runners of Alleged Horsewhipping Disturb Denver Congregation.

DENVER, Col., Dec. 9.—Rabbi Rudolph Farber has resigned the pulpit of the leading orthodox synagogue in Denver at the request of his congregation. Reports of the alleged horsewhipping of the rabbi, although until now suppressed in the local papers, had been well circulated throughout the city, and the scandal was too much for the congregation to carry.

Mrs. Mary Sullivan and Mrs. Mary Abbot are the women who claim they horsewhipped the rabbi. The former is the wife of Dan Sullivan, the Cripple Creek postmaster, who attracted attention by his gallantry in protecting Mr. Roosevelt at the time of the Vietri riot.

Each of the women claims that Farber frequently tried to get them to meet him clandestinely. The alleged that Mrs. Sullivan met him by appointment October 12, having laid a trap for him, and publicly whipped him. They declare they have witnesses to prove their story.

Farber says it is a case of race prejudice and persecution, and shows an affidavit to prove an alibi.

BOUND TO PUSH HIS CLAIM.

Man Who Demands Part of Pullman Estate Persistent.

CHICAGO, Dec. 9.—After having spent almost five months in the county jail Gustav Behring has been released and is now renewing his claims to a portion of the estate of George M. Pullman, sr.

Several months ago Behring returned to Chicago from St. Paul and immediately began writing letters to the members of the Pullman family. He wrote a postal card to Mrs. Frank O. Lowden, a daughter of the late millionaire. She turned the message over to the postoffice officials, who were waiting on a charge of making a false claim to the Pullmans.

On Saturday Behring appeared at the central police station and identified Detective Thompson as the man who had taken his estate and the money he had been pushing his claim.

Indisputable Evidence.

You have read our oft-repeated statement, "In use for over 30 years." It was in the early sixties that Dr. Fletcher first made use of the prescription now universally known as Castoria. With a record of over fifty, under five years of age, out of every hundred deaths, it was the AMBITION OF EVERY PHYSICIAN to discover a remedy suitable for the ailments of infants and children that would decrease this distressing mortality. In Castoria that relief has been found.

Let us take the statistics covering the deaths in the City of New York for the past 30 years, and here we find the beneficent effects of a combination of drugs excluding opiates and narcotics so long sought for, namely: CASTORIA.

Of the total number of deaths in New York City in 1870, 50 per cent were under five years of age; in 1880, 46 per cent.; in 1890, 40 per cent.; in 1900, 35 per cent. only. Just stop to think of it.

Until 1897 no counterfeits or imitations of Castoria appeared on drug store shelves, but since that date Mr. Fletcher has been called upon to suppress a number of these frauds. While the record for 1900 does not come down to our expectation it is owing to the carelessness of mothers when buying Castoria. The signature of Chas. H. Fletcher is the only safeguard, and he alone is authorized to use the doctor's name.

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Farcago, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher, NEW YORK.

The Kind You Have Always Bought In Use For Over 30 Years.

THE CENTAUR COMPANY, 37 N. BROAD STREET, NEW YORK CITY.

FIGURES WENT WRONG. Something About Food That Saves One From Brain Fog.

That food can make or break a man is shown in thousands of cases. If one's work requires the use of the brain, the food must furnish particles that will build up the brain and regulate the daily work.

Many times people fall ill not knowing that the real cause of the trouble is the lack of the right kind of food to keep the body nourished.

As an illustration: A young man in Chatham, Va., says, "I have been overworked for quite a time in a large tobacco warehouse here. My work required a great deal of calculating, running up long and tedious columns of figures. Last winter my health began to give out and I lost from two to ten days out of every month."

"I gradually got worse instead of better. It was discovered that when I did work many mistakes crept into my calculations, and I finally had to stop. It was, of course, brain fat and exhaustion. After dragging along for several months I finally gave up my position, for every second on earth that I tried seemed to make me worse instead of better and I had to force down what food I ate, having to eat meal time come."

"One day a friend said, 'Crier, do you think I believe is made to fit just such cases as yours? The name rather attracted me and I tried the food. The delicious, sweetish taste pleased me and I relished it. In about a week my old color began to come back and I gained in weight every day. Finally I weighed and found I was gaining fast in flesh, and with the strength came the desire for work, and when I went back I found that my mind was as accurate as ever and ready to tackle anything."

"I now can do as much work as any man, and know exactly from what my benefit is derived, and that it is from Grape-Nut. I feel that it is fair and just that my experience be known." E. P. Crier, Chatham, Va.

FOND OF OUTDOOR EXERCISE. President Roosevelt's Daily Rides and Tramps With General Wood.

General Wood, during his stay in Washington, was much in the company of the President. Scarcely a day passed without the two former Rough Riders—Wood was the first colonel of the famous regiment—taking long horseback rides together. Both are intrepid horsemen, and probably were somewhat disappointed that the cares of official life or the necessity of attending duties compelled them to return to the White House by 7 o'clock at the latest.

One day last week, when it rained almost continuously for twenty-four hours, the President's brougham was ordered at 3:30 in the afternoon. The President and General Wood, roughly dressed and wearing long coats, were driven away. It was 7 o'clock before they returned, and when the President walked across the portico to the door of the White House his shoes looked as though he had indulged in a long tramp over muddy country roads.

The President is quite a fond of walking as he is of riding. His endurance is such that he thinks little of a five-mile tramp. Although he is not an extremely fast walker, he gets a large amount of exercise from it. His is a short stride, but he sets his feet down hard, swings his arms vigorously and lets his body and shoulders work easily from the hips. When the President comes in from a long walk he never slackens his pace until he passes through the door of the White House.

On such occasions he never wears an overcoat. In fact, he regards this garment as superfluous as far as affording comfort is concerned. To use a statement he once made, when Civil Service Commissioner, he doesn't "think a man is much cooler who has not enough blood in his veins to keep his body warm with an overcoat."

CHECK FOR STANDARD OIL. May Sell Moera Enim Product, But Cannot Control Output.

THE HAUGE, Dec. 9.—A well known financier said today that during two days last week the shares of the Moera Enim Company were well maintained, but are now dull. There is no reason to believe that the Standard Oil Company is buying the shares. They would be of no use to that company, because, according to law, the seat of the company must remain at Amsterdam.

A contract with the Moera Enim Company would only give the Standard Oil Company control over the selling of the oil. This possibly would not meet with opposition from the shareholders. Neither could such a contract be opposed by the Government.

Officials say, however, that the Ministers would never allow the transfer of the concession of the Moera Enim Company to a foreign corporation. The control of the production of the oil by the Standard Oil Company is thus rendered impossible.