

THE COLUMBIAN.

BLOOMSBURG, PA.

THURSDAY, OCTOBER 17, 1907

WASHINGTON

From our Regular Correspondent.

Washington, D. C. Oct. 10, 1907.

There is always talk of the establishment of new departments of the governments, but it is rather a different matter to get them actually established. It was a long time and after much talk that the Department of Commerce and Labor was added to the cabinet. There has been even longer talk and much less in the way of results in the effort to establish a Department of Public Health. But an effort will be made this winter to add another officer to the cabinet in the person of a Secretary of Transportation. Whether this will be accomplished it is difficult to say, but the chances favor it. The work of the Interstate Commerce Commission has entirely outgrown the physical powers of the commission to cope with it even since the enlargement of the commission itself last winter. It may not be generally known outside of Washington, but the Interstate Commerce Commission is one of the few and the only important bureau of the government that is independent of any department. The Commission was established about fifteen years ago almost as a sop to the shippers of the country. Little was expected of it and little was accomplished after the decision of the courts that it had not the power to enforce its rulings. But with the development of the rate law, the enlargement of the commission and the increasing demand for the government supervision of transportation, the commission has increased in importance. It has had so much to do in the line of special investigations ordered by Congress and the President that it has not been able to keep up with what is supposed to be its work of adjusting railway rates. It has had court trials, cases and hearings all over the United States and constantly increasing demands on its services. Its failure to attend to everything at once has tended to discredit it with the general public. If the work of the commission keeps up, as there is every indication it will, there will be abundant employment for a regularly organized department and this in turn will be able to cope with the transportation problem, as the commission would never be able to do so.

The first meeting of the head officers of the Republican National Committee was held in Washington this week. It was an informal meeting of Harry S. New and Elmer Dover, president and secretary respectively, of the committee. They have selected headquarters for the committee in one of the big office buildings and the prospect is that the committee will be regularly organized about the time that Congress gets together. There are so many presidential possibilities and near-possibilities in the field that any move of the committee heads is naturally watched with the keenest interest. President Roosevelt is not only the nominal but the very real head of the party and there was some comment that the work of the committee should have been inaugurated while he was away from Washington. But both Dover and New are two of his "young men," and close personal friends. They had a thorough understanding with him before he went away and it is a safe assumption that whatever is done will be thoroughly in accordance with the President's wishes. Some of the opponents of the Taft candidacy are inclined to take the preliminary action of the committee as a slight upon his position in the party councils, but this is not the case and it is generally expected that the committee will take action for a Taft reception on his return that will be a striking testimonial to the Secretary of War.

The Navy Department which is busy outfitting the battleship squadron for its long trip to the Pacific, has been up against the problem of increase in the price of breadstuffs. There will be about 6,000,000 pounds of eatables and drinkables needed by the fleet for the voyage. It is not necessary to go into details as to just what this immense store consists of, though the principal item is fresh meat. Buying in such immense quantities, the Navy Department is able to get of course the very bottom prices and the more so that the furnishing of the supplies is a matter of competi-

tion. But it has been found that the general increase in prices has affected even these immense purchases. All the staple articles of food and drink that have to be bought are materially higher than the department has ever had to pay for them before. Even on the meat bought in such quantities there was a general advance of a cent a pound. This indicates the general price situation and shows why the householder who buys in comparatively microscopic quantities, has to pay such a heavy increase. The officers of the fleet feel the added cost of outfitting even more than the government. The material that the Navy Department is laying in is what might be called the rough staples in the way of provisions. Everything in the way of delicacies and luxuries, the officers have to pay for out of their own pockets, and being bought in smaller quantities and privately, the added cost is much greater.

It was announced this week that a new commander has been assigned to the President's yacht, the Mayflower. She has been for two years under command of Lieut. Commander Long, but as he is going with the battleship squadron to the Pacific, a new officer had to be assigned. He is Karl Voglesang, who was with the Presidential party on the recent trip to Panama and who it is said made a particularly good impression on the President. The command of the Mayflower is more or less a personal appointment with the President so it is evident that Commander Voglesang has made a good impression.

It is announced that the Navy Department has had to send an agent abroad to purchase Whitehead torpedoes owing to the fact that the supply of torpedoes in this country was not large enough to meet the demand. As a matter of fact the Department has had an agent abroad for some months trying to get hold of torpedoes, but Japan has cornered the output of the Whitehead factory for more than a year ahead, and this government will have to be satisfied with whatever it can pick up. But it is announced that the Newport station will be turning them out in a little while and this will assure us of a supply that cannot be cornered by any foreign power.

Trespass Notices.

Card signs "No Trespassing" for sale at this office. They are printed in accordance with the late act of 1903. Price 5 cents each. If

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AN HEIRESS ELOPES.

Miss Helen Maloney, daughter of Martin Maloney, a Philadelphia millionaire, has created a scandal by eloping with a young Englishman named Clarkson. They fled to London where her father is now looking for her. The scandal of it is, aside from the elopement, that she is the wife of Arthur Osborn of Philadelphia, to whom she was married two years ago while he was a student at Princeton. The marriage was kept secret until her escapade caused it to be announced. It is not always the poor working girl who goes wrong.

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From Putnam's Monthly.

(October, 1907)

In an article contributed to the October number of Putnam's Monthly, Cardinal Gibbons expresses in strong terms his disapproval of the boycott as practised by labor unions, and also urges the workmen of the country to avoid strikes, and intimidation in any form. The Cardinal says:

"I am persuaded that the system of boycotting, by which members of labor unions are instructed not to patronize certain obnoxious business houses, is not only disapproved by an impartial public sentiment, but that it does not commend itself to the more thoughtful and conservative portion of the guilds themselves. Every man is free indeed to select the establishment with which he wishes to deal, and in purchasing from one in preference to another he is not violating justice. But the case is altered when, by a mandate of the society, he is debarred from buying from a particular firm. Such a prohibition assails the liberty of the purchaser and the rights of the seller, and is an unwarrantable invasion of the commercial privileges guaranteed by the government to business concerns. If such a social ostracism were generally in vogue, a process of retaliation would naturally follow, the current of mercantile intercourse would be checked, every center of population would be divided into hostile camps, and the good feeling which ought to prevail in every community would be seriously impaired. 'Live and let live' is a wise maxim, dictated alike by the law of trade and by Christian charity.

Experience has shown that strikes are a drastic, and at best a very questionable, remedy for the redress of the laborers' grievances. They paralyze industry, they often foment fierce passions, and lead to the destruction of property; and above all they result in inflicting grievous injury on the laborer himself by keeping him in enforced idleness, during which time his mind is clouded by discontent while brooding over his situation, and his family not infrequently suffer from the want of the necessities of life. The loss inflicted by strikes on the employers is not much more than half as great as that which is sustained by the employed, who can much less afford to bear it. It would be a vast stride in the interest of peace, and of the laboring classes, if the policy of arbitration, which is now gaining favor for the settlement of international quarrels, were also availed of for the adjustment of disputes between capital and labor. Many blessings would result from the adoption of this method; for while strikes, as the name implies, are aggressive and destructive, arbitration is conciliatory and constructive. The result in the former case is determined by the weight of the purse, in the latter by the weight of the argument.

After Cannon Ball.

The Delaware & Hudson Railroad is to acquire control of the Wilkes-Barre and Hazleton Railroad, the third rail road which runs from Wilkes-Barre to Hazleton, and is something over thirty miles in length.

The purpose of the company, it is believed, is to build an extension from Hazleton to its coal properties in Schuylkill county and to convert the third rail into a steam line, thus affording a means of transporting coal to Wilkes-Barre, where direct connection could be made with the Pennsylvania system and the Pennsylvania division of the Delaware & Hudson Company.

Souvenir Post Cards are printed at this office. Half tones supplied.

NOTICE.

Under and by virtue of an Act of Assembly of April 10, 1901 P. L. 80, a special meeting of the members of St. Paul's church, Bloomsburg, is hereby called by order of the Vestry, to vote upon an increase of the number of Vestrymen from seven to eleven; and if the increase is carried, then to elect four persons to the Vestry, to hold office till the next annual election of Vestrymen. The said called meeting to be held in the church at eight o'clock in the evening of Wednesday, Nov. 6th, 1907. James W. Diggles, Rector. John G. Freeze, Senior Warden. John R. Townsend, Junior. J. G. Wells, Secretary. 10-17 st.

MEXICO'S "DEVIL TREE."

Death for All Who Rest Within Its Fateful Shadow.

Because of the many fatal accidents that have occurred under a huge tree that grows in the Hacienda ranch, in the Zamora district, Michoacan, peasants of the region are growing more and more superstitious about its supposed fatal omen, and they begin to call it "arbol maldito" (cursed tree).

The tree is supposed to be over seventy-five years old, and is said to have been planted by a man who, because of his enormous crimes and his forgetfulness of the divine law, was swallowed up by the earth. A pedestrian who went under it for shade on a hot summer day was bitten by a snake and died in two hours. Three men, on different occasions, sought shelter from rain under its branches, and were struck by lightning. A woman who was hanging clothes to dry from the trunk of the tree was attacked and killed by a billy goat that came from nobody knows where, and that was never seen again. Two years ago a little boy was riding a burro and innocently led his animal to the tree. The burro threw him off and kicked him to death.

Chinese Etiquette.

Very curious are some of the rules of etiquette observed by Chinamen. Emile Bard, who has written a book on the subject of Chinese life, says that in nine cases out of ten, however, the form of etiquette has replaced the substance. With the Chinese a refusal or unpleasant truth must be expressed evasively. It is a fixed rule that one must speak of himself and of all belonging to him in the humblest of terms and use the most exalted language in referring to the person or property of another. Whether two mandarins or two beggars meet and accost each other this is a sample of their conversation: "What is your honorable name?" "Your insignificant brother's name is Wang." "Where is your noble dwelling?" "The hovel in which I hide myself is in ——" designating the place. "How many precious sons have you?" "I have only five stupid little pigs."

A Chinaman, wearing his finest gown of silk, called at a house where he happened to disturb a rat which was regaling itself out of a jar of oil standing on a beam over the door. In its sudden fright the rat upset the oil over the luckless visitor, running his fine raiment. While the man was still pale with rage his host appeared and after the customary greetings the visitor accounted for his appearance in this wise: "As I was entering your honorable dwelling I frightened your honorable rat; while it was trying to escape it upset your honorable jar of oil over my poor and insignificant clothing. This explains the contemptible condition in which I find myself in your honorable presence."

Look Toward the East.

For a long time it has been declared that those whose heads pointed toward the north while they slept enjoyed better rest than those whose feet were planted in that direction.

Now a savant gravely declares that the position of one's desk largely influences his capability, and that to do one's best work the seat must face the west.

It is asserted in all gravity that those who face the south lose at least one-third of their capability, and a seat facing the east is only less hurtful than one which faces the north.

The originator of the theory declares that he stumbled upon the solution by finding himself unable to work in a new library until the position of his desk had been changed, and that he has verified the correctness of his claim by experiment with a score of his friends. In the course of time the compass will become as essential to the landman as to the mariner.—New York Herald.

A Museum Record of Voices.

The British Museum is collecting records of voices. The phonographs of the museum are designed to preserve for future generations the voices of famous people of our time; but the Vienna Academy of Sciences is going further, and seeks phonograms of languages and dialects for the comparative study of languages.

Already its collection includes popular songs of gypsies and Arabians, favorite airs of red Indian tribes, the idioms of negroes and Malays, and so on. It is sending out special voice hunting expeditions every year, and its agents are now scouring Australia, Roumania, Istria and other localities. Its latest plan is to phonograph the voices of animals for scientific study.—Exchange.

Longest Submarine Tunnel.

Much attention has been attracted to the opening of the new subway tunnel under Boston Harbor, but the longest tunnel under water is in England, where there is a tunnel under the River Severn four miles six hundred and twenty-four yards long, of which two and one-half miles are actually under water.

The proposed tunnel under the English Channel will be twenty-three miles in length, and the latest project is the construction of a tunnel to connect France with England, which would be thirty-three miles in length and would lie at a depth of five hundred feet below the bottom of the Channel. The longest submarine tunnel actually in course of construction is that connecting the islands of Sicily with the Italian mainland, which will be eight and one-half miles long.

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