Congress Hits On New Method to Keep Capital Clean

VARIETY OF BILLS UP

Growth of Paternalism Shown by Trend of Socialistic Measures

By J. HAMPTON MOORE Washington, April 27.

SCORE one for Philadelphia. It has succeeded in riding fraction of pig stics within the city Minits, Now Washington proposes to dake them over in connection with the municipal scheme for removing garbage. The House has actually passed such a bill.

Disposal of garbage is a problem in any big city. The creation of reduction and incinerating plants has relieved the situation in some instances, but when hot weather conies and the small streets fill up with greasy tin case, emitting impleasant odors, the painstaking housewife is sure to be heard from if relief Centimed from Page One is not promptly provided.

Philadelphia headine froubles incident to a great city; but think of the nation's capital, now a war metropolis, with summer coming on and no one willing to take a contract for the disposal of the garbage. And what do the commissioners of the District of Columbia propose? Erect a disposal plant. No. The bill just passed by the House of Representatives provides a total appropriation of \$820,000, of which \$200,000 Bernstoff, Point after point they discussed regarding the arching of the large of the purchase of printion of \$520,000, of which \$200,000 thay be expended for the purchase of pies, lives'ook and poultry. "Somewhere in Virginia" it is proposed to dump the garbage of the district, where pies, livestock and poultry may consume it. And this for the busiest capillad dragged from his believed portfolio qui

It seems that the District commissiondisposal of the garbage upon which the rupted poultry and livestock may be fed. It leffect we have anticipated year is a printitive method and perhans not there my dear for Albert, he said worthy of the capital, but its advocates inverted to the greatest defensive and benefited by the fertilization.

The regularity with which socialistic schemes are brought before Congress is an noteworthy. There has been a stendy a procession of \$50,000,000 hills to ostab-

over to the Government work that has been hitherto done by individuals.

This week a \$50,000,000 intains billioned to the fore. It had the indorest ment of the Director of Mines, of Purchasing Director Baruch, Food Administrator Hoover and others. They be heved it would be wise for the Government to assume jurisdiction of all minerals except coal and a few others that are now virtually commandeered, it was a Affair

The Ansonia

Affair

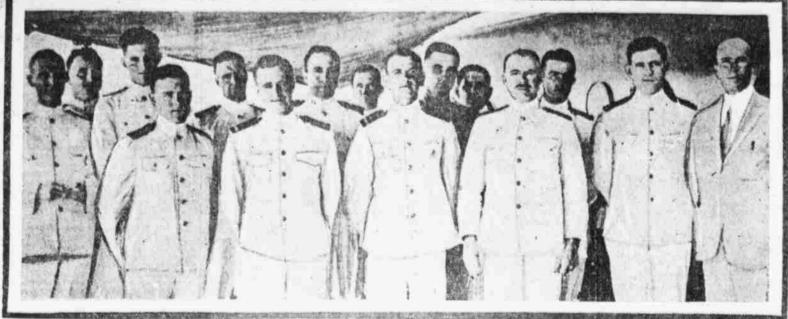
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Affair

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Affair

Huns Plotted Death of 800 Navy Officers



A GROUP OF U. S. NAVY NAVIGATING OFFICERS WHOM THE PRUSSIANS WANTED TO ASSASSINATE BEFORE WE WERE AT WAR.

"Marsden reports," he amounced, ers have been unable to induce contractors to collect garbage and dispose of it to their satisfaction. It is asserted that the business here is not profitable Doubtless a numbopal reduction plant will eventually come to the city, but meanwhile, for the summer energency it is planned to embark in the plan lives tock and poultry business. The thought is to buy or lease certain lands in Virginia and establish there dumps for the disposal of the garbage upon which the

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30,000 COAL CARRIERS ORDERED BY M'ADOO

\$90,000,000 Contract Goes to American Car and Foundry Company

Washington, April 27.—Director General McAdoo has placed orders for 20,000 box and coal, cars to cost between \$80,000,000 and \$90,000,000 with the American Car and Foundry Company, at fixed prices which will represent about 5 per cent profit. Announcement of exact prices and specifications were withheld pending completion of contracts for construction of 70,000 additional cars by other manufacturers of its ditional cars by other manufacturers with whom John Skelton Williams, the railroad administration's director of

purchases, is negotiating over prices.
Two styles of each kind of car were ordered. All will have steel bases and frames, but will contain a maximum of wood to save steel for the nation's ship-building program. They will be com-pleted within six months, and be put into service for fall and winter hauling. This is the first order for rolling stock placed by the railroad administration. It probably will be followed soon by con-tracts for the construction of 1909 loconotives. The ordering has been delayed by disputes over price, the original bids

Deaths