

WASHINGTON GOSSIP

Cruise of World for Naval Cadets



WASHINGTON.—The fighting ships are going on another cruise, partly for the sake of the cruise and partly to advertise the navy and attract young men to it. Sixteen of the battleships will turn their prow away from the home land and steam off into the Atlantic, bound on a tour of the European ports.

For months the publicity experts of the navy department have been exploiting the voyage for the purpose of getting young men to recruit. Not all of them will be chosen to go, but they all have an equal chance and those who do not go this time will go the next time, for it is the purpose to have these cruises every year to make the service more attractive to young Americans and cause them to enlist in such numbers as are required for the proper manning of the fighting ships.

When this cruise was first announced several months ago, the navy department issued advertising matter to draw recruits. One of its most effective documents was a circular letter, prepared at Washington, but sent out from the various recruiting stations. It was written in a heart-to-

heart style. The cruise meant, according to the letter-writer, "that thousands of young Americans will have a chance to see the world and get paid for it. Do people who save for months or years to go abroad ever regret it? I want to ask you this important question: Are you willing to travel if you are well paid for it, or would you rather stay at home and read about it?"

Naturally, when it is put up to him in that fetching fashion, the young man concludes that he would a good deal rather travel and get paid for it, and he goes to the nearest recruiting station and enlists. Long cruises cost a lot of money, but they bring in young men even if they do come home.

Another heart-to-heart letter is addressed to the young man who is tired of his job. "Perhaps you are unhappy in your present job," writes the recruiting officer. "Perhaps it doesn't pay you enough. Perhaps there is no future to it. Perhaps your present work will never satisfy your burning ambition to win great success. Well, now if you want to change your job, I'd like to have a talk with you and tell you all about a bluejacket's life in the navy."

If the young man isn't tired of his job that letter is calculated to make him tired of it, and the navy gets another man. Other appeals are made, but the cruise talks are what bring the best results.

Put Under Bonds to Keep the Peace



MEXICO is a striking illustration of the way modern business puts nations under bonds to keep the peace. A naturally turbulent Latin American republic, mainly Indian in blood, pays coupons on its government bonds to citizens of 21 nations. That is the number of countries represented last year. In 1907, coupons on Mexican government bonds were redeemed for citizens of 18 nations.

Every country so interested, through its citizens, in the stability and honesty of the Mexican republic, is an influence on the side of peace and order in Mexico. In a very real sense the Mexican nation has given bonds to keep the peace by selling government securities to foreigners living under many flags.

Less directly, but still in ways that count heavily the sales of private property to foreign investors are also equivalent to giving bonds to keep the peace. In the last quarter of a century American capital to the amount of not less than \$1,000,000,000, according to excellent authorities, has been invested in Mexican mines, planta-

tions, railroads and other Mexican property. European money has poured into Mexico in a similar stream.

Of course, no Mexican government ever guaranteed the security or the profitability of such investments. No government of any great power would undertake to collect from the Mexican people, as a nation, money to make good the losses sustained by Americans making unwise investments in Mexico. It is not a question of such compulsion.

But every power which has many subjects who have staked money upon the stability of the Mexican republic, the justice and solidity of the Mexican government, and the general sanity and regard for business obligations of the Mexican nation, will exert more or less pressure upon Mexico that country should ever default as a nation or encourage its citizens to refuse to pay their just debts. In the aggregate these forces brought to bear upon Mexico can be trusted to have a deep and wide influence there.

Such international business bonds of peace are constantly becoming more important in many parts of the world. Every year the financial and commercial ties which knit the nations together increase in strength. Always the tendency of the times is toward the creation of closer international relations and a surer sense of common interest in the preservation of peace.

Bank Failures Due to Lax Examiners



CLOSE upon the heels of the radical shake-up in the ranks of the United States bank examiners, by which 20 men were shifted to new fields, Controller of Currency Murray announces that he will make a personal investigation of conditions in all examination districts. In deciding upon this course of action the controller says:

"In almost every case of a national bank failure since I have been controller the insolvency could have been averted had the national bank examiner determined the true condition and reported his findings in time for me to force a correction in the administration of the bank's affairs."

After citing that examiners of failed banks had offered excuses that they had been unable to learn in advance of a bank's true condition, that officers and directors of banks would not correct conditions brought to their attention, or any one of another dozen reasons, Mr. Murray in his statement says:

"Many of the examiners state in their reports of examinations, forwarded to the controller's office, that it is a hardship not only on the examiner but upon many of the members of the directory of country banks, to ask the various boards to meet with the examiner during the progress or at the close of the examination.

"This investigation by the controller and his chief of the division of reports is also an investigation into the methods employed by every national bank examiner, and upon seeing them make an examination of several banks and afterward holding a meeting of the directors, he will be able to determine who of his examining force, if any, are inefficient."

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Want to Shorten 'Long Green' Notes



THE length and breadth of the paper money issued by the government are not fixed by statute, but by habit the notes are 3 1/4 inches long and 7 1/2 inches wide. The treasury department renews the plan more than once proposed before to reduce these dimensions. The size talked about is 2 1/2 inches by six inches, which has for some time been used with favor in the Philippines. Our people are familiar with the notes as they are and will have been fitted to them. But traders and bankers handled the fractional currency of war times with ease and that paper was smaller than that the treasury is now considering.

The cost of the change would be in providing an entire new series of

plates and that would be much greater than the renewal of such as wear out. On the other hand the experts reckon that a saving of \$612,603 a year may be made by the reduction in size. The secretary will ask congress to conform the bank bills to the new dimensions at government charge for new plates.

The work of so modifying the paper currency would require 18 months, so that no sudden appearance of the smaller notes can be expected. While engravers and printers might be busy, the scheme would pass into an old story.

The department hesitates to go forward in the matter without public approval and invites criticism and suggestion. The clipping off of more than half an inch in width and 1 1/2 inch in length saves so much in paper and permits five notes instead of four to be printed on a sheet. The guess how much longer the smaller note will last than the present paper can be verified only by trial.

WELLMAN'S BALLOON FALLS IN OCEAN

THE TRANS-ATLANTIC TRIP IN THE BALLOON AMERICA ENDS IN DISASTER.

AIRSHIP WAS ABANDONED

Wellman and His Five Companions Were Rescued in Mid-Ocean by the Steamer Trent.

New York City.—Man's first attempt to cross any ocean in an airship has failed, but Walter Wellman, five companions and a kitten, who essayed the voyage, are safe. The airship—the giant America—is a battered aerial derelict, abandoned at sea, perhaps still in the air, perhaps sunk beneath the waves, with her costly equipment. When deserted she had been in the air probably 72 hours, a new world's record for dirigibles, and driven by the wind, had traveled doubtless less than 800 miles. Whether the distance record for dirigibles—370 miles—also will be broken, remains to be computed.

New York City.—The royal mail steamer Trent picked up Walter Wellman and the crew of the dirigible balloon America in mid-ocean. The airship had been abandoned. The rescue was made in latitude 35.43, longitude 68.18.

Wellman and his crew were picked up at a point about 150 miles due east of Cape Hatteras on the North Carolina coast.

When the America passed Nantucket Sunday morning, conditions seemed favorable for the completion of the journey across the Atlantic. It was after it had gone past that point that the conditions arose which finally compelled the abandonment of the balloon and the transfer of the men to the Trent.

The life boat was finally launched, with great difficulty, in a high wind early Tuesday morning. The steamer Trent had at this time been sighted, two hours away.

As a precaution the Trent lowered her lifeboats, which stood by until the transfer was effected, and Wellman and his companions, even down to the frightened, squirming kitten, were safe on board the liner, surrounded by the excited passengers.

Driven by the winds, the America soon disappeared in the distance. The loss of the airship was witnessed with little regret by those who had journeyed in her. It was realized that she never could have been used again. The heavy equilibrators, which retarded and dragged down the ship and interfered with the steering, was said to be the fatal mistake of this campaign.

Atlantic City, N. J.—The start for Europe of Walter Wellman and his crew of five men in the dirigible balloon America was made Saturday morning, October 15. The men who made aeronautic history in the first over-ocean flight of an airship were Walter Wellman, commander; Melvin Vaniman, chief engineer and next in command; F. Murray Simonds, navigator; J. C. Irwin, wireless operator; John Aubert and Albert Louis Loud.

COTTON BILLS AGREEMENT.

Further Conferences Will Be Held to Perfect Plan for Guaranteeing Cotton Bills of Lading.

New York.—An extension from October 31 to December 31 of the period during which American cotton bills of lading will be accepted in current terms by foreign banks, was announced here by Sir Edward H. Holden, the English broker, who came to this country for the British and continental interests.

This course was recommended to the foreign bankers by Sir Edward, and, following the receipt of cable advice from London authorizing him to act, he issued a formal statement. This is the first fruit of a series of conferences Sir Edward has held here during the last week.

The favor with which the plan to have bills of lading guaranteed or insured has been received by inferior bankers of this country justified Sir Edward, he said, in urging an extension of the status quo as probably two months would be required to perfect the project. In granting this extension the English bankers reserve the right to renew conferences with the American financiers to devise another scheme for safeguarding bills of lading in event the guaranty plan proves impracticable.

The British bankers refused to add a word to his statement or explain the contemplated plan of protecting bills of lading in detail.

COTTON SAMPLES COST \$35.

Government Ready to Supply Nine Grades at Price Named.

Washington.—The Department of Agriculture has announced that it is prepared to supply the nine official grades of white American cotton recently promulgated by the Secretary of Agriculture. The grades will be furnished for \$35 a set, the cost of their preparation, as required by law. The sale is begun in accordance with the recommendation of the committee of cotton experts upon whose advice the grades were established, that they be issued for general use during the crop season of 1910-11.

The official grades are elaborately prepared and the integrity of each type is attested by a full-sized photograph secured in the box cover and bearing the signature of the Secretary and the seal of the Department of Agriculture. The permanency of the standard is to be secured by the preservation of twenty-five sets in vacuum to be opened as occasion may demand for purposes of comparison.

Numerous letters approving the official grades have been received from prominent American cotton interests. Prominent members of foreign exchanges who have seen the types have also expressed themselves in terms of high commendation.

SOUTHERN CITIES' RANK.

Population Figures for All Large Southern Cities Except Memphis.

Washington.—Nashville, Tenn., has a population of 110,364 under the new census returns. The population in 1900 was 80,855, an increase of 36.5 per cent.

Omaha, Neb., has 124,096 population as against 102,555 in 1900.

Atlanta.—With the exception of Memphis, census returns from practically all the leading Southern cities have been announced for 1910. Interest now centers in the population of the Tennessee metropolis. It is believed that the census bureau was ready to announce the figures some time ago, but that they have been held up at the solicitation of Memphis business men.

Here are some figures for the leading Southern cities returned to date:

City	1910	1900	P. C.
New Orleans	339,975	287,104	18.1
Louisville	223,928	204,731	9.4
Atlanta	154,339	109,872	40.5
Birmingham	132,655	98,415	34.5
Nashville	110,364	80,855	36.5
San Antonio	92,104	53,321	73.2
Dallas	92,104	42,638	116.0
Houston	78,800	44,633	76.6
Fort Worth	73,312	26,688	174.7
Mobile	51,321	35,469	45.0
Savannah	65,084	54,244	19.9

TAMPA STRIKE ENDS.

35 Cigar Factories in Florida City Open Their Doors.

Tampa, Fla.—The thirty-five cigar factories, which have been closed since the inauguration of the tobacco workers' strike on July 25, were thrown open. Probably 100 men returned to work and this entering wedge will, it is believed, end the strike. Fifty automobiles with more than 200 business men sworn in as special officers patrolled the streets of West Tampa and Ybor City, dispersing gatherings of strikers and preventing meetings.

Powers to Recognize Portugal.

Berlin, Germany.—Great Britain has proposed that all the powers recognize the republic of Portugal at the same time. Germany replied approving the suggestion.

Pope Recognizes Portuguese Republic.

Rome, Italy.—The possibility of an alliance between the new republic of Portugal and the Roman Catholic church, by which the vatican will officially recognize the new government upon condition that some of the Catholic orders be allowed to remain in the country, has developed. It was made known that Monsignor J. Tonti, papal nuncio to Lisbon, who was recalled by the vatican, has been ordered to remain in Lisbon pending the outcome of negotiations which are in the tentative stage at present.

Cotton Seed Oil Dealers Fail.

New York City.—Notice was posted on the produce exchange of the failure of Whitman Bros., cotton seed oil dealers, with membership in the produce exchange, to meet their obligations. No statement of assets or liabilities has been made.

Population of Massachusetts.

Washington.—The census bureau made public the following population returns: Massachusetts—State, 3,365,146; last census, 2,805,946; increase, 20 per cent.

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Key West, Fla., Via Havana.—The captain of the Louisiana reports it will be impossible to save his ship until the cargo has been relieved. All passengers have reached Key West. The captain of the Norwegian steamer Fos, which is fast in the quicksand at Marquesas, has arrived at Tortugas island, and reports his vessel in good condition. He will return to her to discharge her cargo, whereupon he expects she will float. The bark Hugo was towed into port by the tug Astral. A derelict is reported near Sand Key. Cable Manager Adkins left with two chartered vessels full equipped to make repairs in the Miami cable.

New Orleans.—Hope is almost abandoned for the safety of the Norwegian steamer Bluefields, long overdue from Ceiba, Honduras. Twenty-eight persons were aboard upon her departure from Ceiba. The Bluefields is a light draft vessel of 650 tons, built especially for the fruit trade.

Mobile, Ala.—Captain Hanson of the Norwegian steamship Belize reports having spoken, about 100 miles southeast of Mobile bar, to a three-masted vessel, the Mary C. Hale. They had all of their rigging, but were badly waterlogged, and when asked whether they wanted assistance replied that they did not, but would like some tea, sugar and water. The lumber with which the vessel is loaded is keeping her afloat.

St. Augustine, Fla.—Telling harrowing tales of suffering and disaster, five survivors of the three-masted schooner, William W. Converse of Philadelphia were brought to the city by a launch from a life-saving station. The vessel went to pieces Tuesday, 40 miles below this city. Captain E. J. Miller of Hepzibah; Mate Anderson and Seaman Frank Hayes were lost. The mate lived to reach the surf near the shore, when the wreck struck him and killed him. His body and Hayes' were found on the beach 12 miles apart. The captain's 13-year-old son, Fred, three seamen and two negro stewards made their way to shore on the wreckage through a mile of surf. The storm struck the vessel, which was bound for St. Francis, Cuba, with coal, while off Savannah.

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The schooner, Captain Burke commanding, was bound from Tampa to Baltimore with a load of phosphate. The schooner Serafinus has been towed in port. The Spanish schooner Marta from Havana has been dismasted and abandoned.

Mobile, Ala.—Wireless operator Ft. Morgan, Ala., reports that the British steam Belize, that arrived in the lower bay, has eight men of a crew of a wrecked vessel on board, picked up on a dismasted vessel in Yucatan channel.

CENSUS FIGURES PADDED.

Government Will Prosecute All Persons Involved in Fraudulent Enumerations.

Washington.—Staggered by the enormous growth shown by the returns of the new census for a number of Western cities, Director Durand of the census bureau ordered an investigation, the result of which appeared in the announcement that gross fraud had been perpetrated. Mr. Durand gave out also a letter from President Taft, directing that persons implicated in the alleged frauds should be prosecuted.

Cities specifically mentioned as being affected by the frauds are: Tacoma, Seattle and Aberdeen, Washington; Portland, Oregon; Minneapolis, Minn.; Boise, Idaho, and Fort Smith, Ark., but it is stated that there are many others.

The result of a second enumeration of Tacoma, Wash., was announced; the city shows a population of 82,972, an increase of 45,258, 120 per cent. over the population of 1900.

The first figures turned in for Tacoma were 116,168. In other words, the actual population was padded to the extent of 33,296, which would have meant a further addition of 40 per cent. These additions were made in 34 out of 73 enumeration districts in Tacoma. In some of these districts the number reported proved to be several times greater than the actual population. In ten districts the first enumeration showed 29,753 names, whereas the correct number was found to be 11,646.

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11 CELEBRITIES CHOSEN

Doctor Maccracken of New York University Announces Successful Candidates for Hall of Fame Places.

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Harriet Beecher Stowe, 74 votes; Oliver Wendell Holmes and Edgar Allan Poe, 69 votes each; Roger Williams, 64; James Fenimore Cooper, 62; Phillips Brooks, 60; William Cullen Bryant, 59; Frances E. Willard, 56; Andrew Jackson, George Bancroft, 53 votes each, and John Lathrop Motley, 51.

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Those falling of election ten votes or less were: Francis Parkman, Charlotte Saunders Cushman, Mark Hopkins, 45 each; Patrick Henry, 44; Martha Washington, 43; Daniel Boone 42; Samuel Adams and Lucretia Mott, 41 each.

MOB SETS PRISONER FREE.

Alleged Murderer in Virginia Jail Liberated by His Friends.

Lovington, Va.—The mountaineer friends of John Moore, under sentence to be electrocuted for the murder of Frank Howl, descended upon the Nelson county jail here, stormed the building and rescued the prisoner. It is supposed he will be taken to the mountains and liberated.

When the people of the county seat were asleep, a crowd of 75 fully-armed men from the mountain section where the crime was committed proceeded quietly to the county jail. Admission was gained to the building, and the guards awed into comparative non-resistance. The cell where Moore was locked was soon found and he was taken out.

It is feared that bloodshed will result from any attempt of the authorities to recapture the murderer. John Moore was condemned to pay the death penalty by electrocution at Richmond on November 25. He had been convicted of having murdered Frank Howl in Nelson county last May. Many of the mountaineer friends of the condemned man believed him innocent of the crime.

SNOW FALLS IN TEXAS.

Two Inches of Snow Falls in Texas Panhandle, Breaking Records.

Fort Worth, Texas.—Following a heavy rain storm the entire Panhandle and plains section of Texas got its first taste of winter. In Amarillo snow fell all day, a fall estimated at two inches, breaking previous October records, covering a period of eighteen years. Reports from other portions of the Panhandle indicate that the precipitation has been much the same as in Amarillo, the difference being in the character of formation, whether rain or snow. Although the fall of temperature has been marked, comparatively little suffering is experienced among live stock, for the reason that cattle in general are in good condition and vegetation is yet green and abundant.

In Fort Worth and vicinity, following a heavy rain, unusually cold weather prevailed. Other sections in Texas report comparatively like conditions.

2,500 Men in Sympathy Strike.

St. Louis, Mo.—Approximately 2,500 men employed in the mechanical trades on the Missouri Pacific-Iron Mountain system walked out in sympathy with the striking machinists. Here less than 100 men are employed in the mechanical departments, and they walked out. The principal shops of the roads are located at Sedalia, Mo., and Little Rock, Ark. Shops are maintained at a number of other points, including Texarkana, Paragould, Van Buren and McGhee, Ark.; Lake Charles and Ferriday, La.

Perfecting Savings Bank Plan.

Washington. Secretary of the Treasury MacVeagh and Assistant Secretary Andrew and Postmaster General Hitchcock, conferred concerning postal savings bank plans. The treasury officials are working out the plans steadily, but slowly, owing to a desire to safeguard against any defects in a scheme of such magnitude where more than 60,000 postoffices and perhaps 15,000,000 depositors, may be affected. They base these figures on the work in other postal savings countries.

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