

UNITED STATES PUTS QUIETING HAND UPON TROUBLESOME SAN DOMINGO

W. T. S. Doyle, Chief of Latin-American Division of State Department, Is Sent to Reopen Custom-houses, Following End of Recent Revolution—Marines Also Dispatched to Island.



W. T. S. Doyle



Gen. Sir John French



W. J. Harahan



J. D. Felker



Li Yuen Hung, V.P. of China.



W. T. S. Doyle

NEW YORK, Oct. 12.—(Special.)—W. J. Harahan, vice-president of the Erie Railroad, has been made president of the Seaboard Air Line. Mr. Harahan was born at Nashville December 22, 1847. His father was James T. Harahan, a noted railroad man. Mr. Harahan worked his way up in the shops of the Louisville & Nashville Railway until he became assistant engineer of maintenance of way; then he went to the Chesapeake & Ohio and later to the Baltimore & Ohio. On the last-named road he rose to the position of vice-president. He left to go with the Erie. Mr. Harahan has shown remarkable executive ability, and it was for this that he was selected to be the head of the reorganized Seaboard Air Line.

BREAD AND BUTTER EXTRAS ARE SCORNE'D BY NEW YORK EATERS

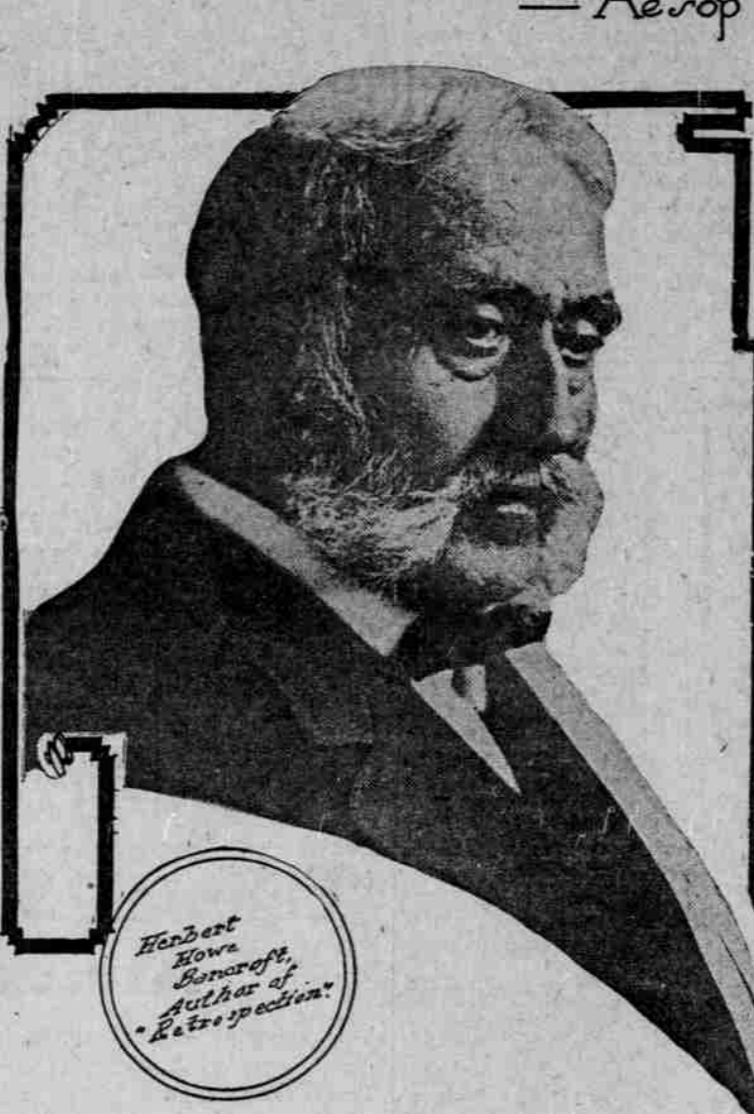
Restaurantkeepers Deal With Large-scaled Problem of High Cost of Living—Students of Journalism Find Work Is Necessary—Auto Hearses Mark Passing of Horse.

NEW YORK, Oct. 12.—(Special.)—The efforts of New York hotel-keepers to adjust conditions to the high cost of living have created all sorts of snarl. There is a close community of interests among the hotelmen. Recently, while talking over their troubles, one man suggested that it was an unnecessary expense to give away bread and butter free with meals. The idea was adopted with enthusiasm, and now all through the hotel and restaurant districts, diners are charged ten cents for staple articles of food have stood up and howled bitterly when the piebald dime was added to their bill. In most hotels, an extra charge is made for meals served in the rooms, the usual system being to price each dish at five or ten cents more than on the menu card. One hotel patron protested that if he paid extra for each dish, he ought not to have to pay for bread and butter, and a special ruling has now been made to that effect. Consequently, as things stand now, if you want free bread and butter, you must eat it in your room and buy some other food to go with it.

Another sign of the passing of the horse is shown in a recent death notice, where, after the announcement of the time of burial, the statement is made, "automobile cortege." When the undertaker was questioned concerning the matter, he said: "Automobile hearses are coming into favor. It is essential in a funeral procession that the conveyance should keep closely together. They are an auto hearse in the lead, and horse-drawn carriages following, there would be danger that the mourners would be late for the graveside. It is more frequently used whenever an automobile hearse is used to see that only motor cars are in the cortege. I venture to predict that with a very short time funeral coaches will rarely be seen in the streets of New York City."

Work Found Not Snaps. Many of the students in the Pulitzer School of Journalism, at Columbia University, have found that the work is not so snappy as they supposed it would be. Members of the second and third year classes have to take their regular assignments in practical reporting, and their hours come at all times of the day and night. While the warships were in port this week, the student reporters visited the battleships and each was allowed a short personal interview with the officers in charge. Others visit political headquarters, and the city hall, and are compelled to wait around until they

What a Dart Do Raive," Said the Fly on the Chariot Wheel



Herbert Howe Bancroft, Author of "Retrospection."

Retrospection, by Herbert Howe Bancroft. The author, who is now in his 70th year, explains the Western and Far Western tinge in the opinions expressed in this volume. It is stated that Mr. Bancroft went to California when he was 20 years of age and that for 50 years that state has been his home. In this his book of 547 pages, with a liberal index, Mr. Bancroft writes with fearless candor and often an absence of tact and kindness, writes his impressions on men, women, manners, government, politics, etc., impressions of his long and busy life. He is a natural critic, a near-pestilence who uses a sledge-hammer in preference to a toy mallet, in enforcing what he believes to be the truth as he sees it. While praising the United States Government for the skill and labor shown in the swift construction of the Panama Canal, Mr. Bancroft thinks that the canal will prove a curse rather than a blessing, in face of the fact that the worst class of immigrants may come to this coast by the shipload, and because of present labor conditions. In other words, Mr. Bancroft would build an immigration wall around this country, and in selecting immigrants would only admit approved Anglo-Saxons. "If the Anglo-American element can keep control of affairs for a century or two longer," our author proceeds, "holding in the other hand the 'Slave, the Latin, the Afric, and the Asiatic, meanwhile shutting out the further influx of 'low-grade' aliens from every quarter, there may yet be hope for improvement, though we should be unable wholly to regain what has been lost."

What a Dart Do Raive," Said the Fly on the Chariot Wheel. Aerop. The long ago—a stirring story, in which soldiers and warrior Indians are the chief figures, with love and war as the chief topics of discussion. The scenes are Wild West days in old Wyoming. Jules Girot, a French-Canadian half-breed and desperado, loves Miss Amy Benham, daughter of Colonel Benham. She is also loved by Captain Kennard, of the United States Army, and Sullivan, a big cattleman. In the very first chapter Girot shoots and kills Colonel Benham, and carries off Miss Amy to exile. The two ride among Sioux and Cheyenne Indians, who are on the war-path. Soldiers and cowboys go in pursuit, and there are two splendidly written accounts of battles between soldiers and cowboys, as opposed to Indian warriors led by Roman Nose and Crazy Horse. The chapter on "The Last Ride of the Cheyenne" is as dramatic and exciting as anything done in the way of battle pictures by Rider Haggard.

Whippen, by Frederick Ort Bartlett. Illustrated. 50 cents. Small, Maynard & Co., Boston. Smart and entertaining, to the extent of 83 pages, and a short story you can easily read at a sitting. It will cause many a chuckle. We are introduced to Mr. Whippen as an infant, and by lightning changes he unfolds before our gaze as a business man and financial genius—who makes his money selling candy at \$1.50 per pound. At first he is clerk in a grocer's store, where he makes a record through his original business methods and new ideas. One day he sees an advertisement: "Candy business for sale. Opportunity for a man with small capital. Investigate." The city indicated is probably New York. Whippen has invariably sold goods by charging more for them than customary prices. "Nothing cheap" is his motto. The man who sold the candy for \$1.50 per pound is Pierre Lacowser, who made good candy, but somehow could not sell it at a profit.

Shenandoah, by Henry Tyrrell. Illustrated. G. P. Putnam's Sons, New York City. Based upon the famous play of Bronson Howard, this novel written by Mr. Tyrrell, and profusely illustrated by Harry A. Ogden, John H. Cassel and others, is a well-sustained account of love and war in the Shenandoah Valley of Virginia from 1861 to 1865. It possesses fine battle pictures, told largely the Southern or Confederate side of the story. Mr. Tyrrell, of Charleston, S. C., are principal figures in the action of the plot, with an accompanying of gallant young army officers and pretty girls. On pages 22 and 23 are poetical and eloquent descriptions of the colonial mansion of the Haverhills, with true Southern atmosphere "before" the war.

Fruit Growing in Arid Regions, by Wendell Padlock and Orville B. Noyes. Illustrated. The Macmillan Co., New York City. "An account of approved fruit-growing practices in the interior arid country of the Western United States, comprising the States of Colorado, Montana, Idaho, Nevada, and in Northern Arizona, and New Mexico, with applications to adjacent regions." Such is the promise on the title page and well has it been kept. Mr. Padlock is professor of horticulture, and Mr. Whipple is field horticulturist, both in the Colorado Agricultural College and Experiment Station, and their book of 385 pages, with 98 interesting illustrations, is well worth a place on the fruit-grower's book shelves—the fruit-grower who has to depend on irrigation for crop results. Rainfall is so plentiful in the Willamette Valley that the latter cannot be classed as an arid region, but in other parts of Oregon this book has special call.

Among the pictures shown are: "Gathering Newtown Pippin Orchard, Or.," "A Newtown Pippin Orchard, North Yakima, Wash.," "A Spitzenberg Orchard, Hood River, Or.," and "An Al-moat Perfect Peck of Apples," by A. L. Mason, Hood River, Or. The volume is the outcome of over eight years' experience in inter-mountain horticulture, and as the authors say, "The majority of our fruit-growers here, by experience in horticulture before coming West, and many of them had little or no knowledge of country life. Such persons have every thing to learn and it is to them that this volume is especially addressed."

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