New-York Tribune.

TUESDAY, AUGUST 15, 1911.

This newspaper is owned and published by The Tribune Association, a New York corporation; office and principal place of business, Tribune Building, No. 154 Nassau street, New York; Ogden Mills, president; Ogden M. Reid, secretary; James M. Barrett, treasurer. The address of the officers is the office of this newspaper.

SUBSCRIPTION RATES.—By Mail, Postage Paid, outside of Greater New York.

Daily and Sunday, one month	$.70
Daily and Sunday, six months	4.00
Daily and Sunday, one year	8.00
Daily only, one month	.50
Daily only, six months	3.00
Daily only, one year	6.00
Sunday only, six months	1.00
Sunday only, one year	2.00

Foreign subscriptions to all countries in the Universal Postal Union, including postage.

DAILY AND SUNDAY:
One month.....$1.50 | One year.....$17.90
SUNDAY ONLY:
Six months.....$2.82 | One year.....$5.64
DAILY ONLY:
One month.....$1.02 | One year.....$12.26

CANADIAN RATES.
DAILY AND SUNDAY:
One month.....$ .90 | One year.....$10.08
DAILY ONLY:
One month.....$ .50 | One year.....$6.00
SUNDAY ONLY:
One month.....$ .46 | One year.....$4.08

Entered at the Postoffice at New York as Second Class Mail Matter.

THE NEWS THIS MORNING.

CONGRESS.—Senate: National Monetary Commission ordered dissolved by January 8 next; cotton revision bill discussed. House: Conference report on the wool bill adopted by a vote of 206 to 90; Judiciary Committee relieved of hearing the charges of Delegate Wickersham against the Attorney General in regard to Alaska affairs.

FOREIGN.—Pope Pius failed to maintain his progress toward recovery; at midnight his temperature had risen and the pains in the affected knee had increased. A railway strike was declared at Liverpool which, it was feared, would extend to every line in the United Kingdom, paralyzing the internal trade of the country; troops were dispatched thither and soldiers were also held in readiness in Glasgow, whence troubles were reported. The House of Commons, by a vote of 241 to 128, appropriated $1,260,000 for the payment of members' salaries for the coming year. General Cincinnatus Leconte was elected President of Hayti by Congress, sitting in Port-au-Prince. The Canadian Pacific Railway declared a dividend of 2½ per cent on its common stock and 2 per cent on its preferred stock for the quarter ended June 30.

DOMESTIC.—A dispatch from Coatesville, Penn., stated that no arrests had been made in connection with the burning of a negro on Sunday night; to guard against a race riot a squad of state constabulary was ordered to the scene; it was said the authorities had the names of thirty of the leaders of the lynching and would bring them to trial. Harry N. Atwood, of Boston, flew from St. Louis to Chicago in an aeroplane; he covered the 286 miles in the actual flying time of 5 hours 43 minutes; only two intermediate stops were made. A series of accidents marred the third day of the international aviation meet at Chicago; two machines fell into Lake Michigan and one was burned. The responsibility for the wreck of the Pennsylvania Railroad train at Fort Wayne, Ind., had not been determined last night; the casualties included two dead, two missing and believed to have been killed, and forty-six injured.

CITY.—Stocks were strong. President Taft will arrive in Ocean Grove, N. J., to-night and make an address before the Camp Meeting Association. Admiral Togo explained at the dinner of the Japan and Peace societies that his name signified "Peaceful Man of the Eastern Country," and avowed himself a peace advocate. Frederic W. Hinrichs wrote a letter to the Mayor, repeating his charge that the proposed charter was a "secret charter," and intimated Tammany influence; Mr. Gaynor asked for specific objections and sought to know what the organization had put into it. A young Boston man committed suicide at sea by dropping overboard from an Italian liner. Counsel for Paul Giedel, slayer of W. H. Jackson, announced that no lunacy commission would be asked for his client. George W. Perkins, the former member of the firm of J. P. Morgan & Co., announced that he intended to lessen his business activities still further to devote more time to sociological work. Market men said meat prices would go still higher and blamed the Beef Trust for the increase. Suffragettes began a "week of self-denial" in order to raise funds to send speakers to aid the cause in California.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 86 degrees; lowest, 65.

THE STRIKE AND ITS RESULTS.

The only result of the Brooklyn trolley strike seems to be a heavy financial loss to both sides, and, of course, considerable inconvenience to the public. The managers of the strike exult over the fact that the company is losing money as a result of it. Assuredly it is losing money, but it must have been prepared to lose money when it declined the demands of the union leaders and prepared to face a strike. But so are the striking employes losing money. They are out of work and with no prospect of regaining their lost places. And their union is losing money paying the costs of the strike. And nothing will be gained as a result of all this economic waste. The strikers apparently have lost their positions for good. And in a short time nothing will be left of the conflict except, perhaps, a long-drawn-out labor quarrel in the shape of a boycott, a spiteful effort which offers no prospect of benefit to those who carry it on. Thus we have collective bargaining, indispensable to labor as it must be conceded to be at its worst. The collective effort to obtain better wages in this instance appears to have been made without the slightest discretion or common sense. Higher wages were simply "demanded," and, the "demand" being refused, the strike was declared almost at once. No real effort seems to have been made to adjust the dispute peacefully through negotiations. The strike instead of being the last resort was the almost immediate resort.

If labor leaders were prudent, instead of arrogant, as they too often are, they would not advise their followers to strike until every honorable means had been employed to reach an agreement with their employers. And this is especially true when both are engaged in performing a public service. In this particular instance the order to strike caused little inconvenience to the public, because the trolley lines affected are a minor factor in carrying the Brooklyn traffic. But it would have been the same had the entire rapid transit system of Brooklyn, or for that matter of the whole city, been involved. The managers of the traction unions seldom show the slightest sense of their responsibility to the public. The greater the inconvenience to which it is subjected the greater to their mind appears the advantage to be obtained in "tying up the street car service." For the "public be damned" attitude they surpass the blindest and most arrogant of public service corporation managers. But the "public be damned" attitude is just as great folly for public service labor unions as it is for public service corporations. It is shortsighted in the extreme. It has already made it difficult for striking employes engaged in a public service to obtain popular sympathy. And this hasty and ill-considered strike, entered into with defeat staring the strikers in the face, and ending probably in that exhibition of collective spite, the boycott, will not make the sympathy of the public easier for unionists to obtain in future traction disputes.

A COWARDLY LYNCHING.

The lynching of the negro at Coatesville was a particularly horrible and uncalled for outbreak of mob violence. The victim was under arrest and was sure of punishment unless he could prove that he had killed the special officer in self-defence. He had, moreover, been so frightened by the crowd that he had attempted suicide, and it was a wounded man on a hospital cot that the lynchers took away to burn. The mob exhibited its fiendish temper still further by thrusting its victim back into the flames when the fire had loosened his bonds. The crime, if the negro was guilty of any crime, was not one that afforded any excuse for mob law.

The lynching is a disgrace to the local community, and it will be a disgrace to the State of Pennsylvania if its perpetrators are not severely punished. Fortunately, Pennsylvania has an unusually good reputation among the states for the maintenance of order, earned in dealing with the difficult problem presented by the rough and disorderly element in its mining regions. The State Constabulary is a model force of state police, an unusually efficient body of men. Its existence has tended to develop Pennsylvania's pride in the enforcement of law and order, and there is hope that this outbreak will be duly punished.

The problem of punishing a mob or its leaders is peculiarly difficult, but if the lynching of negroes is to be prevented in the North it will not do to look upon such occurrences as inevitable and deplorable, but beyond the reach of criminal law. No real blow will be dealt to lynching until the mob is taught by experience that it faces certain punishment if it takes the law into its own hands. It is success and immunity from punishment that encourage lynching. The beating back of mobs bent on murder with a hail of bullets fired by the officers whose duty it is to protect prisoners and the filling of the jails with those who participate in successful lynchings would do more to check the mob spirit than all the preaching and deploring in the world. Pennsylvania has an opportunity to lead the way in the vindication of law and order.

DEALING WITH THE TREATIES.

It may be conceded that Senators are sincere in their objection to a part of the pending arbitration treaties. It is conceivably possible to construe the clause in question as involving a delegation of authority and to regard that delegation as contrary to the principles of the Constitution. Some constitutional lawyers profess to take that view. Certainly, however, many of the most competent authorities take the contrary view, regarding the clause in question as entirely compatible with the constitutional responsibilities and obligations of the Senate, and the decided preponderance of judgment seems to be on the side of the treaties as they were drafted, which beyond doubt is the side which most strongly appeals to the common sense of intelligent citizens in general.

It must be borne in mind that the treaties provide for the institution by the Senate itself of a Joint High Commission of inquiry, to which shall be referred for investigation and report the matter at issue between the two nations. That is not to be a permanent commission, but is to be specially created in each case, and its reports are not to be regarded as decisions or awards. But—and here is the crux of the thing, in the clause to which Senators object—in case the two powers disagree as to whether the matter is properly arbitrable that question is to be submitted to the commission, and if all, or all but one, of its members hold the matter to be arbitrable, then it shall be so regarded. Let us suppose a specific and concrete case: France and America disagree over some matter. After all possible efforts are made to settle it by that ordinary diplomacy which does settle nearly all disputes France calls for arbitration, while America thinks that the case is not suited to arbitration. At that point this treaty becomes operative. It requires our government—President and Senate—a year after the demand has been made, to appoint three or more men, who, in conjunction with an equal number appointed by France, shall form an international high commission of inquiry, to which shall be submitted the question whether or not the dispute is properly arbitrable. If two or more of those American commissioners hold that it is not arbitrable, then it will not be arbitrated; but if all, or all but one, of them agree with the French that it is arbitrable, then our government agrees to submit it to arbitration.

Now, it is inconceivable that the Senate would not dare to trust the integrity, judgment and patriotism of a commission constituted by itself, and perhaps composed of three or more of its own members. The only question is whether it would be constitutionally justified in thus agreeing in advance to abide by the decision of such a commission. It certainly seems to us that there are precedents for its so doing. Thus, in a case of arbitration, such as it has frequently approved, it binds itself to abide by the decision of a commission of its own partial appointment and to do that on the final issue of the case. In this treaty it is asked to agree to accept not a final award but merely the decision of its own commission as to whether it shall proceed to prepare and submit the cause to trial—for, of course, the Senate will have a large measure of direction over the case after this decision has been made by the Joint High Commission. It will, we think, be very difficult to persuade the average intelligent layman, or for that matter the average constitutional lawyer, that the process which we have outlined infringes in the slightest degree upon the constitutional duties and privileges of the Senate.

Conceding, however, as we have said, that some Senators do take that view, it must be deeply regretted that they have now taken the course of striking out the clause to which they object. That action, if it should prevail, would practically defeat, or at least indefinitely postpone, the treaties and greatly increase the difficulty of finally concluding them. It would make it necessary for the diplomats of the two nations to take up anew the work of negotiation, in which the American negotiators would be under the heavy handicap of doubt as to whether their new work would be any more acceptable to the Senate than was the old. There is, as we argued the other day, reason to desire prompt action upon the treaties, provided it is favorable. But it would be far better for the cause of international justice and peace to have them laid over for a time without any action than to have them now so altered as to make necessary a renewal of diplomatic negotiations.

THE MONETARY REPORT AT LAST.

The compromise resolution of Senator Burton, himself a member of the Monetary Commission, calling upon that commission to report to Congress in January and go out of existence, was passed by an overwhelming vote in the Senate and is practically certain to pass the House. The direction is reasonable. The commission has had abundant time, and, in the opinion of The Tribune, all of its members who have really been interested in its work and have devoted their energies to reaching a conclusion—its working members, in short, like ex-Senator Aldrich and Representative Vreeland—will be ready to report in January. The others may need the fillip of sharp criticism in Congress and a limit set upon their lucubrations to bring them to time.

At any rate, it is desirable that a plan should be reported to Congress and taken up for consideration. It will require no little time to get Congress interested in this topic and to educate it up to the point of passing a really worthy measure of financial reform. Reaching a state where legislation is possible has been a slow educational process, and it is not yet complete. It is common to speak of educating the public. If that were all! The process began with the necessity of educating the Monetary Commission itself. That was the weakness of the commission which The Tribune pointed out at the time of its appointment. Some of its members promptly proved capable of education; like Mr. Aldrich and Mr. Vreeland, to mention only the most conspicuously active. Others, we fear, did not. In the process the whole country, including, we hope, Congress, has learned a good deal. But the real education of Congress will begin when a definite proposal of reform, with the support of the substantial banking opinion of the country behind it, is before Congress and Congress has to take it up in earnest. It is nearly time that stage was reached.

RAILROAD EUGENICS.

The second failure of the promoters of a railroad paralleling for the most part the New York Central line from Buffalo to Troy to obtain the consent of the upstate Public Service Commission to its construction will probably end the project. The commission finds briefly that the proposed road — the Buffalo, Rochester & Eastern — is not needed, that it would be bankrupt from the outset, that it lacks sufficient financial backing and that its terminal in Buffalo is badly placed, to mention only the more important defects. The result is that the public will be spared the building of another weakling railroad. Such weaklings are an economic waste, and the burden in the end falls upon the public. Stockholders are misled into investing in them by glowing prospectuses. They have to be nursed along, charging high rates wherever possible and affording a poor service. If they are absorbed by stronger rivals, for the sake perhaps of a few miles of right of way which will serve the other road's purposes, their weakness is a burden to the road which absorbs them and enters into the cost which the public has to pay for its services.

The problem of the weakling road was never more clearly brought home to the country than in the hearings before the Interstate Commerce Commission on freight rate advances. The case for the railroads was largely a plea for the weaklings. Rates must be high enough, so it was urged, to put roads badly planned and placed, like the proposed Buffalo, Rochester & Eastern, or the victims of inefficient management or those struggling under a crushing burden of debt, the result of financial exploitation, in the way of becoming paying properties. Fortunately, the commission ignored this plea and left the weaklings to suffer from their own vices. But regulation has set its face firmly against any more weaklings for the future. It will not permit the building of unnecessary roads with no prospect of anything but bankruptcy, and it will not permit the financial exploitation of the necessary roads already in existence.

WATERFRONT IMPROVEMENT.

Recent legislation, while by no means perfect, goes far toward providing an opportunity for the creation of suitable shipping facilities at this port. For the first time the principle is established of improving the waterfront with due regard not to individual but to general needs and according to a comprehensive plan. Hitherto such improvement of dock facilities as we have had has been effected much like the major part of our city building, in a haphazard and piecemeal fashion. Even the widening of West street and the fine Chelsea improvements have lost part of their potential value through the lack of co-ordination with the other developments and general needs of the city, as the triple terminal of railroads, canals and marine shipping lines, and through the too great appropriation of space by a single class of commerce. It is a wasteful thing that nearly half of Manhattan's North River dockage should be occupied by railroads for the antiquated practice of transfer by lighterage and floats.

There is urgent need of improvements which would give the railroads easier access to various parts of the waterfront and greater facilities for the distribution of freight and for transfer from cars to ships. There are comparatively insignificant cities along our coast which far surpass the metropolis in this respect, in having railroad spurs built out on the upper tiers of two or three story piers, so that a freight train may be run in alongside an ocean steamer and discharge its contents into her hold by gravity. Compare that with the tedious and laborious processes of lighterage and towage and hoisting and what not which still largely prevail here. It is quite true that the construction of such facilities would cost much more here than elsewhere, but the need of them and the prospective profit are also commensurately larger here. To say that too much dock and pier space is occupied by the railroads does not mean that they do not need as great facilities as they now have for the handling of goods. They need more. But it would be possible to give them much greater facilities in much less space.

A few months ago, in connection with the coming of the newest marine giants, the question of longer piers was much discussed, and it was pretty generally agreed, first, that it was necessary to provide longer piers for the longer vessels, and, second, that it would not do to encroach much if any further upon the width of the already greatly narrowed river. But in conceding both of those propositions no contradiction nor impasse is involved. There are other ways of providing longer piers than by building out further into the stream. Hitherto a disproportionate estimate of the value of land has led to the building out of the edges of the island, and consequent encroachment upon the rivers. In many cases that has been desirable. But it is possible to carry it too far. There may come a time when water space will be even more valuable than land, and when it will pay to lengthen the docks by cutting into the land instead of building out into the river—at any rate for the few longer docks which are needed for the biggest ships; for the great majority of our present docks are long enough for most of the existing and prospective vessels.

What is needed is that the comparative requirements of land and water transportation and the comparative values of land and water space should be thoughtfully and impartially taken into account, and that a general plan of improvement should be devised and executed for the common good. Nature has done her best to give New York the finest terminal facilities in the world. It rests with men to do their share in improving the opportunities which nature has so freely afforded.

The mob spirit is most savage when it is most causeless.

The success of Radicalism in Parliament does not seem to conciliate militant Radicalism on the docks and streets. It may be that the government will find the strikers harder to deal with than the peers.

Ministers who serve merely for the sake of salary are not much esteemed and do not deserve to be, but there will be sympathy with the clergyman who resented the fact that his salary was left unpaid while the church spent $1,000 on a picnic.

Two more leading educators have declared against Mayor Gaynor's Board of Education plan. Where is that overwhelming mass of supporters of it which he has talked about?

Impairment of the independence of the judiciary would not be a good cornerstone of government for any state.

The English speak of the surrender of the Lords as "drinking the hemlock." That shows the persistence of the literary tradition in England. Had a similar revolution taken place in this country a neat and pungent piece of slang would surely have been evolved to describe it.

The question begins to loom large upon the civic horizon whether there is anything good whatever in the Epictetian charter.

THE TALK OF THE DAY.

Writing to "American Medicine," Dr. Charles E. Woodruff, of the medical corps of the army, now stationed in Manila, makes a plea for "artificially cooled hospitals," using that term as the subject of his article. Colonel Woodruff declares that it is "amazing that the medical profession has made so little therapeutic use of cold producing machinery, as it is many years since it was discovered that there was some mysterious therapeutic virtue in the breathing of cold air." This army medical authority adds: "I have been informed by a physician who had much experience with sick soldiers in the summer of 1864-'65 that if they were stopped off at Washington or Baltimore it was exceedingly difficult to keep them alive, and an effort was made to rush the hospital trains on to the cool spots of New England. If we have another war the hospitals must be established in the cold North, and those in the South must be mere collecting points, unless they are artificially cooled and protected from light."

Constance—Is it an engagement?
Clare (with a new ring)—No. Just a skirmish.—Tit-Bits.

Commenting on the remarks recently made by Miss Anna M. Butler, instructor of physical culture at the University of Minnesota, a fashionable dressmaker said: "We hear this talk about doing away with corsets every little while. What Miss Butler says about women being healthier who do not lace may be true. It was also true a few years ago when the anti-corset campaign was started by a society for 'sane dress' in London. But women seem not to care for all these things; they go right ahead and wear corsets just as their mothers did, except that the modern article is more extreme. The day may come when Miss Butler's style of dress will be fashionable, but in the meantime we are for style and good form."

"The less we have, the easier we part with it," said the Wise Guy. "Yes, especially our hair," replied the Simple Mug.—Philadelphia Record.

"In every large city one has an opportunity to read at least once every summer about the advantages of 'the city as a summer resort,'" says a writer in the "Neue Freie Presse" of Vienna. "It sounds well," he adds, "it reads better, and at all events it is a fitting answer to the unsolicited sympathy of those who have gone away. We dislike to be pitied, and both wisdom and pride dictate that we make a virtue of a necessity." After a long review of the question the writer says: "Everywhere the same picture—open windows, heat, dirt and no good air. These are the real elements of a city summer. He is fortunate who can get away early."

"They say he's a successful aviator."
"Yes indeed. So far he's broken everything but his neck."—Detroit Free Press.

In a New York hat store there hangs a picture of Dom Pedro of Brazil receiving a delegation of citizens at Philadelphia on the day when he took part in the closing ceremonies of the Centennial Exposition. Nearly all the men in the group wore high top hats, and the picture is kept to show a style which has recently made its reappearance in England and of which "The Lancet" says: "We do not understand why the white tall hat has fallen out of use; it was lighter to wear, cooler to look at and, so long as there were no black band to suggest that the wearer was in mourning for the last remnants of his respectability, its appearance was cheerful." Commenting further on men's headgear, the writer says: "Straw hats, that now form so large a proportion of the summer headgear of our town population, are certainly cool and light; the soft Panama variety looks more comfortable, but not only is it much more expensive, but from a medical point of view it has a drawback. Whatever type of hat is worn, the lining should be soft and elastic, so that there is no constriction anywhere round the brow; yet the Panama offers so large a surface of attack for sudden wind that it must be tight to the forehead. The air space above the head should be ventilated. Air itself is a bad conductor of heat, and if a deep layer of air is interposed between the head and the head covering, this forms the best protection against the effects of the sun, provided, of course, that the air layer is kept cool by free ventilation."

Now and then we wonder if anybody ever did take a watch to a jeweller and have it repaired for less than $2.—Detroit Free Press.

SENATE AND PEACE TREATIES

No Reason for Anxiety on Account of Immigration or the Schools.

To the Editor of The Tribune.

Sir: To say that the third clause of Article III of the peace treaties deprives the Senate of its constitutional privilege as part of the treaty making branch of the government is almost analogous to saying that a general law passed by a state legislature deprives the latter of its privilege to enact a special statute for each case that might arise under the general law.

It is apparent, however, as reports come from Washington, that the opposing Senators are giving inapt expression to their real objections. These seem to be that, by an interpretation of the clause supposedly susceptible, the door would be opened to arbitration of questions of immigration and of admission of Orientals to public schools; and the fear seems to be in the minds of these Senators that such questions would find their way round the Senate and, without due regard to the latter, through a Joint High Commission to the Court of Arbitration.

It is to be considered, however, that the issues to be presented to the court would be (1) breaches of international contracts, and (2) what we may term international torts or international wrongs.

A breach of a treaty is casus belli in greater or less degree, for which, when it is not ignored, satisfaction is obtained either by diplomatic adjustment, arbitration or war, according to its importance and the temper of the contracting powers; and it is hard to conceive how the Senate, as a part of the treaty making branch of government, could have a hand in mending such a breach except by the making of a new treaty. For this allowance is made in Article I, which provides for the submission to arbitration of "all differences . . . which it has not been possible to adjust by diplomacy," and by Article II, which provides for the postponement for a year of the reference of a difference to the Joint High Commission "in order to afford an opportunity for diplomatic discussion and adjustment of the questions in controversy, if either party desires such postponement."

Necessarily, any question of immigration to be justiciable must involve the breach of a treaty previously made concerning it. Every government has the absolute right to regulate or prevent immigration to its territory in the absence of any treaty by which it may have surrendered or limited such right. And, regardless of what our personal views on the subject of immigration may be, an objection to the clause under discussion on the score that an immigration question may find its way to the Court of Arbitration must appear to foreign powers as notice that a part, at least, of the treaty making branch will feel at liberty to keep or break a treaty as best suits it.

The foregoing reasoning applies also to international torts. Just as in the case of a private tort committed by a corporation or individual against another there is almost always an attempt to reach an adjustment and contract of settlement, failing which resort is had to the courts, the peace treaties provide for resort to arbitration only after diplomatic adjustment has failed.

There need be no fear of Old World dominance on any Joint High Commission. We are ready, when occasion requires, to submit our private controversies to the federal courts. And it is not to be assumed that the members appointed by this government to a Joint High Commission will be men of less ability, strength or integrity than the federal judges. Further, it is of necessity implied in the peace treaties that no subject can be justiciable which in its nature is outside the scope of the treaty making power. The power of every government to make treaties has certain limitations, which vary according to the nature and constitution of the government. To state an extreme and most obvious case, it is plain that no treaty could remove King George or his family from the British throne or make monarchies of France and the United States. To state a case less extreme, but no less obvious, no treaty could confer upon either a foreign power or our own national government the right to regulate the internal affairs of any of our own states. And these include public schools. The "affaire San Francisco," as it was called in diplomatic parlance, serves not to oppose but to illustrate this proposition. It was never maintained by those who were thoroughly conversant with the facts in that controversy that the Japanese could have claimed any right to attend the public schools in California had it not been for a statute enacted by the Legislature of that state which opened the door to the operation of the treaty with Japan. Just as we must understand that a foreign government cannot by treaty with us make any substantial change in its fundamental affairs, so foreign governments must and do understand that they cannot expect us by treaty to make such a change in ours; that no treaty purporting to do so would bind us, and that no question arising under such a treaty would be justiciable. Finally, the peace treaties provide that a question shall be determined to be justiciable only in case "all, or all but one" of the members of the Joint High Commission so decide it, and it is to be presumed that we can safely trust the patriotism, integrity and ability of our own members of any such commission.

FRANK N. CROSBY.

New York, Aug. 14, 1911.

INEFFICIENT AUTO HORNS.

To the Editor of The Tribune.

Sir: The need of an adequate warning signal on motor trucks, which has been commented on at length by various journals, was shown in the death of the boy killed in front of No. 410 East 101st street on Monday night by a motor van belonging to a department store.

The motor truck is usually equipped with a squeaky little bulb horn that is barely audible twenty feet away. Not only that, but usually the horn points downward. Why not force every owner of a motor truck to discard the bulb signal and to use a horn that can be relied on to send the right sort of warning blast in cases of emergency? Such a horn must have a harsh, repelling note. One does not woo when he tries to warn.

J. W. QUINLAN.

New York, Aug. 14, 1911.

CRASH!

From The Macon (Ga.) Telegraph.

Poor old Mississippi! Think of Jefferson Davis, L. Q. C. Lamar, George and Williams, and then think of Vardaman!

EFFICIENT AND REASONABLE.

From The Jamestown Post.

Reductions from 10 to 5 cents have been made in the price of telephone service by the Public Service Commission in greater New York. The final order has just been entered. The company has agreed to the terms. This is another example of government control of corporations which is most effective.

IN THE DAYS OF PEFFER.

From The Washington Star.

Cats carry microbes in their whiskers, and therefore the Kansas State Board of Health desires that cats be shaved. There was a time when Kansas would not have been expected to go back on whiskers of any kind in this unfeeling manner.

People and Social Incidents.

AT THE WHITE HOUSE.

[From The Tribune Bureau.]

Washington, Aug. 14.—The President, shortly after his return to the White House from Beverly this morning, called a special meeting of the Cabinet for the purpose of submitting his message vetoing the statehood bill. The message will be transmitted to Congress to-morrow or Wednesday. Following the Cabinet meeting Mr. Taft and Senator Burton discussed the arbitration treaty.

Representatives Francis, Taylor, Allen, Post, Goeke, Claypool, Ashbrook, Willis and Switzer asked the President to direct Secretary Stimson to send five companies of infantry, one of artillery and a troop of cavalry to participate in the unveiling exercises in Steubenville, Ohio, September 7, of a monument to Edwin M. Stanton, former Secretary of War. Mr. Taft referred his callers to the War Department.

President Taft told Senator Jones to-day that it depends entirely on when Congress adjourns whether he can extend his Western trip to the Pacific Coast. The Sing Fat Company, composed of the Fat Chinamen on the Coast, have sent an invitation to the President to visit San Francisco at the time of the ground-breaking for the Panama-Pacific Exposition. The Union League Club and the Merchants' Association of San Francisco also urge the President to attend the ceremony.

Governor Cary has invited the President to attend the Wyoming State Fair, at Douglas, the last of September. Mr. Taft has also received an invitation to attend the annual meeting of the National Retail Dry Goods Association in New York February 6 next.

Among the White House callers were Senators Briggs and Burton, ex-Senator Carter and Representative Morgan.

The President will leave Washington tomorrow at 12:30 for Ocean Grove, N. J., to deliver an address to a large gathering of Methodists. He will return to the White House early Wednesday morning.

The President had Representative Mann as a dinner guest this evening and later had a long talk with Secretary Stimson, who has just returned from Panama, Porto Rico and Cuba.

NEW YORK SOCIETY.

Mr. and Mrs. Harry A. La Montagne, who returned to Paris a few days ago from Vichy, where they spent part of July, will go this week to Trouville, to remain until the end of next month.

Mr. and Mrs. Schuyler Hamilton, who arrived in Paris last week, are leaving there to-day for Ostend, to remain until the end of the month.

Mrs. William C. Egleston is due to arrive in New York to-day on board the Kronprinzessin Cecilie.

Dr. William M. Polk has returned from Yellowstone Park and has joined Mrs. Polk at Cedarhurst, Long Island.

Mr. and Mrs. F. Egerton Webb and Miss Webb spent the week end at the Oriental Hotel, Manhattan Beach.

Mr. and Mrs. John G. Milburn have gone to the Profile House, Profile, N. H., for the remainder of the season.

Mr. and Mrs. W. Halsted Vander Poel are receiving congratulations on the birth of a son at the home of Mrs. Vander Poel's parents, Mr. and Mrs. Cornelius K. G. Billings, Fort Washington Road and 195th street.

Mr. and Mrs. William M. V. Hoffman and their sons, Stoddard and Gouverneur Hoffman, who were the guests for a time of Mr. and Mrs. Charles F. Hoffman, at Newport, have returned to Tuxedo.

Mr. and Mrs. De Lancey Kountze will spend the fall at their country place at Morristown, N. J.

Mr. and Mrs. Marion Eppley are the guests of Mrs. Eppley's parents, Mr. and Mrs. Archibald D. Russell, at Oyster Bay, Long Island.

Frederick F. Frelinghuysen, of Tuxedo Park, is at the Gladstone, Narragansett Pier, for a short stay.

IN THE BERKSHIRES.

[By Telegraph to The Tribune.]

Lenox, Aug. 14.—Mr. and Mrs. Newbold Morris and their guest, Alexander S. Webb, have gone to Newport by automobile. After a visit there they will journey to Bar Harbor, returning to Lenox in about ten days.

Mr. and Mrs. Thomas B. Adams, of New York, are guests of Thatcher M. Adams at the Sundrum House.

Mrs. M. Dwight Collier entertained a dinner party at the Osceola House to-night.

Miss Nora Iasigi motored to New Canaan, Conn., to-day.

Judge and Mrs. E. D. Gavigan, of New York, and Mr. and Mrs. Sherrill Sherman, of Utica, have arrived at the Hotel Aspinwall.

The finals for the Humstone cup between Mrs. Charles C. Delmonico and Mrs. Robert B. Parker will be played on the Country Club course on Friday morning.

Philip Corbin, who has been visiting his mother, Mrs. L. A. Corbin, at the Willows, has gone to New Britain, Conn. George K. Williams, who has been a guest of Mrs. Corbin for several weeks, has returned to New York.

Mr. and Mrs. John A. Wheaton, with Mrs. George R. Wright, of New York; H. W. Schofield, Miss Mary E. Orr, Miss Eleanor Dodman, of New York; Mrs. M. T. Rhea, of Memphis; Dr. and Mrs. A. S. Burgess, of Montreal; Mrs. C. M. Haskell, with Mrs. Edgar B. Ellis, of Bridgeport; Charles H. Walker, Miss Rosalie Walker, Mr. and Mrs. H. T. Williams, of Chicago; Mr. and Mrs. A. F. Curtis, of Toledo; Mr. and Mrs. E. D. Church, the Misses Church, of Brooklyn, and Mr. and Mrs. Roland L. Taylor, of Philadelphia, have arrived at the Hotel Aspinwall.

Major and Mrs. J. M. Brown, of Washington; E. Harleston Simmons, of New York; Mr. and Mrs. Gardner Cassatt, of Philadelphia; Miss Emma Bowerman, Mr. and Mrs. C. W. Dumont, Miss Dorothy Dumont, Mrs. Edward R. Biddle, Miss Biddle, Mrs. H. L. Thomas, of New York; Mr. and Mrs. E. M. Love, the Misses Love, of Pittsburgh, and Mr. and Mrs. Oberlin Smith, of New York, are at the Curtis Hotel.

J. C. Davies, of New York, has offered a cup to the Lenox Golf Club for a handicap competition on Saturday morning.

Mrs. Arthur W. Swann, who has been visiting her father, Arthur G. Sedgwick, has gone to New York.

Miss Sarah Franks, who has visited Miss Caroline T. Lawrence, went to Boston today.

Mr. and Mrs. Arthur B. Ashford, of New York, are at the Red Lion Inn, in Stockbridge.

Gordon Williams, who has been visiting Mr. and Mrs. Francis Dana Winslow, is now a guest of Mr. and Mrs. Ross W. Whistler.

The Austrian Ambassador and Baroness Hengelmüller will arrive in Lenox late in September. They have engaged apartments for a month at the Bourne villa.

Miss Charlotte Morton, of Albany, is a guest of Miss Amy Dickerman, at the Maplewood, in Pittsfield.

Mrs. M. E. B. Heffernan and Miss Katheryn Heffernan, of Providence, and Mr. and Mrs. F. E. Drury, of Cleveland, are at the Maplewood, in Pittsfield.

Miss Margaret Winslow, daughter of Mr. and Mrs. Francis Dana Winslow, who has been in a Pittsfield hospital for several weeks, has returned to Careswell, in Washington.

SOCIAL NOTES FROM NEWPORT.

[By Telegraph to The Tribune.]

Newport, Aug. 14.—The latest appendicitis victim among the members of the summer colony is Miss Mildred Rives, daughter of Mr. and Mrs. George L. Rives. She was operated upon Saturday by Dr. Charles W. Stewart, and he reported today that she was doing as well as could be expected. Miss Rives is the fourth appendicitis victim here this summer.

Former Commodore and Mrs. Elbridge T. Gerry were luncheon entertainers on board the Electra to-day; General and Mrs. J. Frederick Pierson gave a luncheon at the Gooseberry Island Fishing Club, and Mrs. James Lowell Putnam was a luncheon entertainer at her summer home. Mr. and Mrs. William Earl Dodge gave a dinner for twenty to-night.

Mrs. August Belmont and James J. Van Alen were both dinner entertainers this evening, and a luncheon was given at the Clambake Club by Pay Director I. Goodwin Hobbs.

Registered at the Casino were: Captain Louis McCarty Little, U. S. M. C.; Mr. and Mrs. Goodhue Livingston, of New York, guests of Mr. and Mrs. Pembroke Jones; William Emory Waring, jr., of Baltimore, a guest of P. W. Hourigan; John Clinton Gray, of New York; Mrs. John A. Rodgers and R. P. Rodgers, of Washington, guests of Captain and Mrs. William V. Pratt; Mr. and Mrs. Frederick O. Beach, of New York, guests of Mr. and Mrs. Clarence W. Dolan; Grenville Kane, of Tuxedo; Henri Martin, secretary of the Swedish Legation at Washington, who is at the Berkeley; Miss Hopkins, of Baltimore, a guest of Mrs. Paul A. Andrews, and Mr. and Mrs. Harley T. Proctor, of New York, guests at the Muenchinger-King.

Henry Whitehouse, who has been a guest of Mrs. Elsie French Vanderbilt, is to return to Mount Kisco this week. He and Mrs. Whitehouse will return here later to visit Miss C. Ogden Jones.

Mr. and Mrs. William Watts Sherman are to remain here until the latter part of September, when they will return to their New York home.

Moncure Robinson, who has just returned from abroad, is to remain as a guest of Mr. and Mrs. James Lowell Putnam for the remainder of the summer. Mr. Robinson, who is a brother of Miss Lota Robinson, says that he knows nothing of her reported engagement to Frank A. Munsey, of New York.

Mr. and Mrs. Edward J. Berwind, who now have Miss Julia Berwind, of Philadelphia, as their guest, plan to remain until late in the autumn. Mr. and Mrs. Berwind have recently had installed an artesian water system in their home, and they are to put in another well to supply their stables, greenhouses and gardens.

Mr. and Mrs. I. Townsend Burden, jr., are expected from abroad the latter part of the month, to visit Mr. Burden's parents.

Miss Eleanora Sears, of Boston, who is at present a guest of Mrs. Oliver H. P. Belmont, is to visit Mrs. Joseph Harriman before she leaves here.

Mrs. Samuel J. Wagstaff, of New York, is carrying her left arm in a sling, the bone having been broken while cranking her automobile recently.

Mrs. George B. DeForest, who has been visiting her sister, Mrs. William Appleton, at New London, has returned here.

Tyler Morse has returned to New York.

Mrs. Henry Redmond, who has the steam yacht Sultana under charter, arrived this evening.

Franklin A. Plummer is a guest of Arthur Curtiss James.

Mr. and Mrs. Lewis Quentin Jones were luncheon entertainers to-day.

Mrs. Joseph Harriman has gone to New York for a short stay.

Mrs. C. L. F. Robinson has returned from Hartford.

Julien T. Davies, of New York, is a guest of Mr. and Mrs. A. G. Thatcher.

Mr. and Mrs. Arnold Lawson, of Boston, are guests at the Muenchinger King.

TROUBLES IN SPAIN REPORTED

Strict Censorship of All Press Dispatches Causes Disquietude.

Paris, Aug. 14.—Vague rumors of political troubles in Spain are afloat here. They cannot be confirmed and appear to be based chiefly on the absence of definite news to the contrary from Madrid, where the censorship of press dispatches has been particularly strict since the mutiny on board the Spanish battleship Numancia.

Madrid, Aug. 14.—There is complete tranquillity in Madrid and throughout Spain. Rumors of a revolution current abroad are unfounded.

MAYOR RECEIVES CHILDREN

Listens to Plea to Turn on Water for Their Farm.

Mayor Gaynor yesterday received a delegation of children, a boy and two girls, who went to the City Hall to present to him a petition to have the water supply again turned on at the children's farm, 65th street, near Second avenue. The Mayor was on the way to his automobile to go to the luncheon for Admiral Togo when the children entered. When they had explained their mission he said:

"You know that water is very scarce just now, don't you? But I suppose you don't use much of it there."

The children replied that they did not. The Mayor remarked as he left them:

"Very well, I'll look into this at once."

SECRETARY MEYER ENTERTAINED

London, Aug. 14.—George von L. Meyer, American Secretary of the Navy, was the guest of Sydney Charles Buxton, president of the Board of Trade, at dinner this evening. Secretary Meyer will spend the rest of the week grouse shooting with friends in the north of England and Scotland. Next week he will resume his inspection of the various British dockyards.

BUSY DAY AT NORTHFIELD

Seven Meetings Engage Attention of Conference Delegates.

[By Telegraph to The Tribune.]

East Northfield, Mass., Aug. 14.—Northfield has a