The Sun.

FRIDAY, NOVEMBER 17, 1911.

Entered at the Post Office at New York as Second Class Mail Matter.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	$0 50
DAILY, Per Year	6 00
SUNDAY, Per Year	2 00
DAILY AND SUNDAY, Per Year	8 00
DAILY AND SUNDAY, Per Month	70

Postage to foreign countries added.

All checks, money orders, &c., to be made payable to THE SUN.

Published daily, including Sunday, by the Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York. President of the Association, Edward P. Mitchell, 170 Nassau street; Treasurer of the Association, M. E. Ladan, 170 Nassau street; Secretary of the Association, D. W. Quinn, 170 Nassau street.

London office, Effingham House, 1 Arundel street, Strand. The daily and Sunday SUN are on sale in London at the American and Colonial Exchange, Carlton street, Regent street, and Daw's Steamship Agency, 17 Green street, Charing Cross Road.

Paris office, 6 Rue de la Michodière, off Rue du Quatre Septembre (near Place de l'Opéra). The daily and Sunday editions are on sale at Kiosque 12, near the Grand Hotel, Kiosque 77, Boulevard des Capucines, corner Place de l'Opéra, and Kiosque 10, Boulevard des Italiens, corner Rue Louis le Grand.

If our friends who favor us with manuscripts for publication wish to have rejected articles returned they must in all cases send stamps for that purpose.

Selling Aeroplanes to Belligerents.

According to a Paris despatch, French legal authorities are in doubt whether the sale and delivery of five aeroplanes to the Italian War Office by French subjects is a violation of neutrality.

The sale and delivery of a field piece would not violate neutrality, but the field piece would be contraband of war and subject to seizure as such. Neutrals may sell munitions of war to both belligerents, but not to one only. An aeroplane must be defined before the answer can be given to the question that is perplexing the French jurists. If it is to be used in the field or at sea as an auxiliary to the military forces in the campaign the aeroplane is undoubtedly contraband; but suppose it is defined as a ship of war, what then?

The mere fact that the aeroplane navigates the air, and not water, would not except it from classification as a ship of war. If the Italians are dropping bombs from aeroplanes upon the enemy's camps in Tripoli, which they would have the right to do, as the declaration of the Hague conference of 1899 against the launching of projectiles or explosives from balloons was not renewed in 1907, the aeroplane could be regarded as a ship of war. In that case the law bearing upon the question of neutrality ought to be clear. A neutral can sell armed vessels in existence to belligerents; they are, of course, contraband. But there is this distinction, stated by OPPENHEIM in his "International Law":

"It is now getting more and more generally recognized that his duty of impartiality requires him to prevent his subjects from building, fitting out and arming to order of either belligerent vessels intended to be used as men-of-war or privateers."

The distinction, as OPPENHEIM says, is hair splitting, but building ships of war to order is said to come under the head of preparing "the means of naval operations" and of permitting the establishment of a base for them. "It only shows," he says, "the necessity that neutral States ought to be required to prevent their subjects from supplying arms, ammunition and the like to belligerents."

The law being what it is, the sale and delivery of aeroplanes already in existence, if they are to be used as ships of the air for offensive purposes, as to drop explosives upon the enemy, would not be a violation of neutrality. They would simply be subject to seizure as contraband. But, to carry out the parallel to marine ships of war, if the aeroplanes were built to order for a belligerent the sale and delivery of them would be a violation of neutrality.

In considering this question it should be borne in mind that the definition must be made and the principle applied on the presumption that some day the aeroplane will be constructed on a scale to carry many combatants instead of one or two, as now, and that it will be used to destroy fortified places and warships unless the agreement of 1899 is renewed at a Hague conference.

Europe and Tripoli.

Public opinion in Europe about the Italian attack upon Turkey, after showing for the first moment the same general tone of disapproval and even of sharp protest, has begun to take shape along lines determined by the self-interest of the several great nations most affected.

In France the support of the Italian side of the dispute is almost unanimous so far as the influential newspapers are concerned. The reasons for this are plain. The Italian expedition to Tripoli instantly relieves the pressure of the Italian army on the southeast frontier. With fifty thousand of Italy's best soldiers in Africa, with the need of larger forces daily becoming apparent, the French can for the time at least concentrate attention upon the Vosges and disregard the Alps.

In going to Tripoli, in despatching a large army to Africa, Italy has given hostages to the Anglo-French camp in Europe, for the entire expedition would be at the mercy of the British and French fleets if Italy should follow her partners of the Triple Alliance into a war against England and France. Nor is the situation merely temporary. England in Egypt, France in Tunis will for a long time be able to control the fortunes of Tripoli from land as well as sea. It is with these facts in mind that the French view with calmness their neighbor's venture, while their own industry in Morocco deprives them of any basis for moral protest.

The British emotion is less clear than the French. A large and influential section of the British public is hostile to all war and intolerant in its attitude toward the nation which provokes it. Hence the very general criticism of Italy which filled the pages of British journals at the outset. But this humanitarian point of view has little relation to the view of the Englishmen whose interest and whose patriotism direct their attention to foreign affairs, either officially or otherwise.

For Great Britain only less than France profits by the Italian course. Thus automatically the Italian declaration of war destroyed the prestige of Germany at Constantinople, where for half a dozen years German diplomacy has been predominant in a quarter where England was once without rival. German designs in Asia Minor, the Bagdad Railway, and above all the peril to Egypt of a reorganized Turkish Empire inspired by German diplomacy, have been matters of vital concern to England.

Lord BEACONSFIELD made England the protector of Turkey, but later German diplomats have established their nation as the defender of Islam. Yet the usefulness of a defender who failed first to prevent the Bosnia annexation and now to stop the Tripolitan spoliation, each the work of an aggressive ally, is slight. The collapse of German influence at Constantinople to the English, quite as much as the dislocation of the Triple Alliance to the French, fairly overbalances any disturbance in the Moslem world that may follow the present war.

In Austria there is a plain divergence of view. For a decade there has been a growing recognition in Vienna that even the Triple Alliance has not availed to remove Italian hatred of Austria, based upon ancient injuries, but far more solidly upon the presence of Austrian garrisons in the Trentino, of Austrian naval stations at Trieste and Pola and the continued rule of the Dual Empire in provinces which are still peopled by Italians. In addition, the question of Albania, where Italian and Austrian ambition clash, was a permanent source of apprehension.

An adventure which should absorb Italian armies and money in Africa might then easily relieve the pressure upon the Austrian frontier and turn Italian attention to Tripoli rather than Albania. This consideration explains a certain measure of the Austrian calmness. On the other hand, the war unmistakably placed Italy in the hands of the Anglo-French naval power. It quite as obviously suggested a speedy end to the Triple Alliance, and might presently result in leaving Italy, her African conquest completed, free to turn her attention to the Trentino and the Balkans, not impossibly with the aid of new allies. In addition, the whole Balkan question might suddenly be precipitated at an unfortunate moment when Germany was at odds with France, England and Russia.

As for the Germans, their point of view is plainest of all; for them the Tripolitan adventure was all loss and no gain. While the Triple Alliance was deprived of the services of one member and French army corps hitherto held in the southeast relieved for activity along the Vosges, the real cause for rage was the fact that Turkey, already regarded as a sort of ally, a partial counterbalance to Russian forces in a general war, was transformed at once into a resentful if not a hostile nation. Germany had assumed the position of protector of the Porte against Europe, and in return counted upon the strong Turkish army in her campaigns.

At one unexpected blow Germany lost an ally, perhaps doubtful, but at least of a certain value, and in addition the friendship of the Turks, which alike in war and commerce has figured largely in German plans. The Bagdad Railway, the commercial penetration of Asia Minor, the German supremacy in the Orient, all these combinations crashed down with the bombardment of Tripoli.

As for German protest at Rome, it was bound to be futile, since war was declared; it was equally certain to be dangerous, since German adhesion to Italian supremacy in Tripoli as a future contingency has been a portion of the terms of the Triple Alliance. Germany therefore, powerless to prevent the disastrous consequences of the war, turned upon her own Ministers, whose despatch of a gunboat to Agadir had given the signal to Italy for the sailing of the expedition against Tripoli.

It is plain, then, that the prospect of foreign intervention in the Turco-Italian war is slight. The French gain by its protraction, since it eliminates the Italian army; for the British it is equally useful, for whatever the incidental disturbance in the Moslem world, it seems certain to end by destroying the German rival at Constantinople and in the Orient. Austria and Germany cannot intervene, because each has consented, both with the firm belief that the realization would be in a distant future, to the Italian rule in Tripoli.

The Price of Theatre Tickets.

Higher prices for theatre tickets in a season not distinguished by the prosperity of managers seem to contradict the law of supply and demand. For one recent change in the tariff for seats, however, there is a wholly comprehensible explanation. New Yorkers are so addicted to going to the theatre on Saturday night that few managers are unable to attract an audience on that evening. To make tickets then more costly seems in accordance with business principles. This course is especially wise in view of the tendency of theatregoers to confine their patronage to Saturday evenings to a degree that keeps them away at other times when desirable seats are not to be had for the last evening of the week. The opportunity to enjoy this pleasure at less expense on other evenings may reconcile them to going to the play on some other night than Saturday.

Any such increase at other times appears to have little justification in business wisdom. Indeed, more low priced theatres are needed. More than one play performed here this season might have survived for a longer period had it cost less to enjoy it. The cheaper priced "producing" theatres were all abolished a few years ago; to the cheaper priced houses come only the dramas that have been produced elsewhere at the highest rate. This number might seem considerably larger were the test of survival not so severe. There should be some relation between the price of tickets to a play and its value. To the lay observer it would seem more advisable to lower than to raise the rates of admission in a number of the New York theatres. To such an argument there is always the obvious answer that the managers must know their business, but it is difficult to discern their reasons at this juncture for asking the public to pay more to get into theatres that it is difficult to fill even at the present rates.

The Custodians of Peace.

It appears from the outgivings of the leader of the Street Cleaning Department strikers that thanks for reestablishing peace in the public highways after the riots of last week and Sunday of this week should not go to the police, as most persons have believed, but belong by rights to the managers of the strike. The official demand for recognition of their services takes this form:

"You can say for our council that if there is a disposition to credit the cessation of rioting to the use of police clubs, the public is fooled. Rioting has stopped because our council has ordered it stopped, to show that we are law abiding citizens."

Pending the investigation of this claim, which must be thoroughly sifted before its validity is admitted, there is one matter about which no dispute or question has arisen. If the public has unjustly withheld from the strikers credit for enforcing peace it has not neglected to attribute to them the credit for starting the rioting and rendering the streets unsafe for men guilty of trying to do their work.

Incidentally this avowal of the strike leader will make it difficult for any labor agitator in the future to disown, without grinning broadly as he does it, responsibility for breaches of the peace likely to benefit his followers.

The Biggest Six.

Before the Chicago Sunday Evening Club the Hon. ERMAN J. RIDGWAY, a distinguished New Jersey sociologist, emitted this among much other matter doubtless of great pith and moment:

"About two years ago one of the six biggest men in the United States told us we could do a real service by a broadside against corrupt Judges."

Breathes there a man with soul so dead who never to himself hath said Who are the Biggest Six of our land? Here is our own list, provisional, offered in all modesty, yet after prayerful ponderation: BOURNE, JONATHAN, Jr.; STEFFENS, L.; LA FOLLETTE, R. M. (2); PINCHOT, GIFFORD; RIIS, JACOB.

If Battle BOB is not counted twice we ask leave to substitute the Hon. JACK JOHNSON or the Hon. MOSES EDWIN CLAPP.

The Nebraskan who was three times its nominee for President may be expected to "keep the faith" and in the campaign of 1912 give the Democratic nominee the hearty support that will assure his election.—*Baltimore Sun.*

Mr. BRYAN is his own witness to the fact that he gave his hearty support to the Hon. ALTON B. PARKER in 1904.

Mr. CALBRAITH P. RODGERS, the aviator, attributes the fall of his aeroplane, in which he sustained serious injuries, to the fact that he was overcome by "ethereal asphyxia, or aerial somnipathy," and lost control of his machine. Mr. RODGERS says that the somnolent feeling "creeps irresistibly upon the senses of an aviator, lulling him into dreamy unconsciousness." Apparently a genuine remedy for insomnia has been found at last. Sufferers have only to enter an aviation school, learn how to operate an aeroplane and ascend to a height where the hooting of the locomotive and the barking of dogs no longer strike upon the eardrum and rasp the nerves. When the WRIGHT brothers have perfected their self-balancing floatabout sleep will be within the reach of all.

An hour's reign of terror, in which hairpins, hair pulling and fists figured freely, was precipitated at Macalester College to-day, when the freshmen appeared at chapel wearing little blue caps emblazoned with '15' in bright gold letters.—*Despatch from St. Paul.*

And afterward, no doubt, there was a good college cry all round.

The taking of straw ballots by the La Follette managers and the formation of college clubs in the interests of WOODROW WILSON are symptoms of decline that the experienced politician will not fail to recognize.

The Candidate Emeritus.

From the Augusta Chronicle.

A conversation which we had with a certain prominent citizen of New Jersey last summer is not without its significance. This fine old gentleman, by the way, is the father of the chief Woodrow Wilson boomer in Georgia. But he knows his New Jersey far better it would seem than his son knows it. Said the gentleman referred to: "Mr. Wilson cannot get the Democratic delegation of his own State. If he is nominated it will have to be by the delegations of other States. Moreover, he can't carry New Jersey if he is nominated." And the recent elections in New Jersey would seem to indicate that the gentleman knew whereof he was speaking.

Games of Greek Children.

TO THE EDITOR OF THE SUN—*Sir:* John Pentland Mahaffy in a book entitled "Old Greek Education" speaks of the spinning of tops as one of the pleasures of Greek children. Among other games known to these children as well as to those of our day Mahaffy mentions "hopscotch," "snowballing from forts," "tug-of-war," "whipping a top" and "marbles." "Blind man's buff," "hide and seek," "drive the peg," "skipping a shell or a flat stone on the surface of the water," "jackstones," "football," "handball," "a species of baseball," "dice," the Italian "morra," "swinging," "walking on stilts," "tossing in a blanket," "leapfrog" and many other games of to-day were in use among the children of those far distant days.

If the book referred to above is not at hand your correspondents may find extracts from it in the twenty-fourth volume of Charles Dudley Warner's "Library of the World's Best Literature," under the title "Childhood in Ancient Life," page 9,571. JOHN D. COLBERT.

WAKEFIELD, Mass., November 15.

Dirigo Resources.

TO THE EDITOR OF THE SUN—*Sir:* What, asks THE SUN, referring to a statement made by Governor Plaisted, is there in the natural resources of Maine to make it "the greatest State in the Union"?

These: Blaine, Reed, Dingley, Kent, Hamlin, Plaisted (not the present Governor), Littlefield and their descendants. "Deer" old Maine!

LYNN, Mass., November 16. BUTTERINSKI.

October Ale.

TO THE EDITOR OF THE SUN—*Sir:* Why is the October brew of ale held in such high esteem? I know that its reputation for superiority was established long before I began to drink it and that it has been celebrated in song and story. I know that "October ale" is synonymous with "good ale." I want to know why.

NUT BROWN MAID.

SOHO PARK, N. J., November 16.

FOR SANITY IN POLITICS.

The Sherman Act and the Liverymen of Windsor, Vermont.

TO THE EDITOR OF THE SUN—*Sir:* Effective on All Fools Day, 1906, the keepers of livery stables in the village of Windsor, Vt., established by agreement among themselves a scale of prices for horse and vehicle hire to various points in the neighborhood. The agreement took the form of a written instrument in the words and figures following:

NOTICE.

On and after April 1, 1906, we, the undersigned liverymen of Windsor, Vt., hereby agree to charge the following prices for single teams to destinations named below:

Ascutneyville	$1 25	Weathersfield Bow	$1 50
Bellows Falls	4 00	Weathersfield Centre	1 50
Brownsville	1 25	West Labanon	2 50
Cavendish	8 00	White River Junction	2 50
Charlestown	3 00	Woodstock	2 50
Chester	4 00	Adams, Herbert	1 50
Claremont	2 00	Arnold, Mrs. F.	1 00
Cornish Flat	1 50	Beaman, C. C.	75
Cornish Mills	75	Bullard Place	1 00
Downer's	2 50	Churchill, Winston	1 00
Felchville	2 00	Cox, Kenyon	1 00
Hanover	3 00	Folger, W. M.	1 00
Hartland Depot	1 00	Geoghegan, Mrs	1 00
Hartland Three Corners	1 00	Graydon, F.	1 00
Hartland Four Corners	1 25	Hayward, George	1 00
Hilliard's	1 00	Hapgood, Norman	1 00
Lebanon	3 00	Houston, W. C.	1 00
Ludlow	4 00	Hyde, W. H.	1 00
Meriden	2 00	Lang, A. E.	1 25
Newport	3 50	Lawrence, Miss G	1 00
North Hartland	1 75	Nichols, Dr.	1 00
North Springfield	3 00	Parrish, Stephen	1 00
Perkinsville	2 50	Parrish, Maxfield	1 00
Plainfield	1 25	Peters, A. L.	50
Proctorsville	3 50	Platt, C. A.	1 00
Quechee	2 00	Saint Gaudens, A.	1 00
Sheddsville	1 50	Saint Gaudens, L.	1 25
South Woodstock	2 00	Shipman, L. E.	1 25
South Reading	3 00	Slade, A. P.	1 00
Springfield	3 00	Todd, F. W.	1 00
Taftsville	2 50	Turnpike House	75
Tasker's Mills	1 50		

An extra charge will be made for night trips.

S. N. TAYLOR,
C. N. PEARCE,
J. W. MCCARTY,
WALTER GASSETT.

On the eve of All Hallows, 1911, President Taft delivered himself of the following words:

Men know whether they intend to stifle competition and control prices, and all that is necessary in a court of law is to prove the combination and the intent.

To a person acquainted with Windsor, Vt., and the surrounding country a reading of the above agreement discloses two facts of grave importance: First, that the four subscribers to the above agreement comprised all persons engaged in the livery stable business in Windsor on April 1, 1906, and second, that more than half of the points to which prices of transportation were thus fixed are located in New Hampshire.

It can hardly be maintained that moral turpitude was involved in this agreement of the liverymen of Windsor. There was no attempt at concealment; printed copies of the agreement were posted in the offices of the several subscribers, and such copies are still on view for all to read. Judicial notice may well be taken that livery stable offices are among the most public places in any country town. Nobody, so far as is known, has ever complained that these established rates are oppressive or excessive. Rightly construed, the paper shows no violation of the spirit of the long and short haul rule of the interstate commerce law. Although it costs but 50 cents for a horse and buggy to Al Peters's dram shop, it must be borne in mind that his resort, justly famed for the excellence of its wares, is nearer to the livery stables than any other point named in the tariff. Moreover, if one may take into account volume of trade and the fact that the effect of Windsor's habit of voting no license has been to send numbers of its thirsty citizens on errands to Mr. Peters's New Hampshire oasis, there is business reason as well as a humane consideration in fixing a minimum rate for this particular traffic. In that minimum rate no hostile discrimination was intended against persons preferring to visit the Hon. Winston Churchill for a literary chat at Harlakenden House. He lives further from Windsor than Mr. Peters, and Mr. Churchill's visitors pay only the same price as those who go to see Maxfield Parrish's gorgeous colors or to listen to the sea yarns of Admiral Folger, U. S. N., retired. If there is an apparent discrimination against the stately home of Augustus Saint Gaudens it must be remembered that "Mercer's Folly," though near in an air line, is high up on the steep side of Cornish Hills and that perhaps the great sculptor had visitors a plenty and did not care how much they were required to pay for transportation. Similar considerations doubtless prevailed in fixing a rate of $2.50 to Downer's cheerful roadhouse as against $2 to Felchville. Downer's, by the most direct route, is not further, but the "Gulf road" is steep and rough.

Interpreted in the "light of reason" the agreement contains other evidence of fairness. For example, if it costs $2 for a young lady or a young gentleman to be carried from the Windsor railroad station eleven miles to Meriden to attend Kimball Union Academy (now approaching the one hundredth anniversary of its founding), and if it costs a student $3 to drive from the same station to the celebrated institution of learning named for William, second Earl of Dartmouth, the difference in price is based solely on distance covered and service rendered by the horse and buggy or sleigh. To Hanover it is nearly eighteen miles.

Charlestown (Old Number Four) is not discriminated against, even though in the teeth of the Constitution of Vermont, which was adopted in Windsor in 1777, Judge Stephen Jacob brought from Charlestown to Windsor in 1783 the slave woman Dinah who afterward became a public charge, a source of worry and the cause of expense to and serious litigation in the latter town. If a trust has no soul, it still may show that it is not unforgiving. The rate to Charlestown is but $3, as against a rate of $4 to Bellows Falls. Here rises an interesting point. Is the rate to Bellows Falls one which affects interstate commerce? Windsor and Bellows Falls are both within the State of Vermont, but a favorite route from Windsor to Bellows Falls leads across the Connecticut, by the Cornish toll bridge (relic of the dark and ancient days when enterprise was not discountenanced and some monopolies were favored), thence south in the State of New Hampshire to North Walpole, and then, recrossing the Connecticut, into Bellows Falls. It may be, under the opinion of Judge Holt in the case of United States vs. D., L. & W. R.R. Co., 152 Fed. Rep., 269, that transportation of a passenger by this route is interstate commerce.

Taftsville's rate is $2.50, which is exactly the same as the rate to Woodstock, the county seat. Woodstock is a little further, being fourteen miles, as against thirteen to Taftsville. Whether the name of the village or the number of miles is the cause of the apparent discrimination is not disclosed. This last item is the only one that it may be difficult to explain, but as the routes to both these places lie wholly within the State of Vermont no Federal question can arise in this bearing.

Taken as a whole the prices are obviously moderate, but that fact, as has recently been learned, will not dispose of the case. The Standard Oil Company has succeeded in supplying refined oil to its customers at prices less than those charged for bottled spring water. The American Tobacco Company has marketed its products at prices which instead of rising with the increase in the cost of other commodities have remained almost stationary. Everybody knows, however, that these facts did not prevent either corporation being declared by the United States Supreme Court to be an unlawful combination. The iniquity of Messrs. Taylor, Pearce, McCarty and Gassett, if iniquitous they are or have been, lies not in oppression or extortion but in curbing competition and giving an added stability to their business by a common sense business agreement which fixed prices.

Benighted Windsor, the birthplace of the first constitution to prohibit human slavery, has not been vigilant to assert its rights of freedom under the Sherman anti-trust law. On the contrary, acting under that mandate of the Vermont Constitution by which the towns of the State are required to choose as their town representatives in the General Assembly "persons most noted for wisdom and virtue," it has elected twice to the Vermont Legislature the Hon. Sherman N. Taylor, first of the signers of this trust agreement. To-day he is town constable and appears to enjoy the respect and good will of his fellow townsmen. His given name, bestowed upon him by his parents perhaps in honor of the distinguished Senator whose name has been associated with the anti-trust law, should be regarded neither as incriminating nor as exculpatory.

Windsor has not lacked facilities for bringing the liverymen to the bar of justice. In Windsor village in May of each year convene the United States Circuit and District courts, presided over by the Hon. James L. Martin, District Judge, whose record in the prosecution of the "sugar frauds" is still fresh in the minds of Vermonters. At St. Johnsbury, only seventy-five miles away, resides the Hon. Alexander Dunnett, United States District Attorney for the District of Vermont. Through Windsor passes twice in each year the Hon. George Woodward Wickersham, Attorney-General of the United States, on his way to and from Bretton Woods. Surely there has been no lack of opportunity to bring this trust before a court of competent jurisdiction.

A prosecution of this trust would present to the minds of those who are not politicians some advantages not shared by other prosecutions of like character. Capital stock of the liverymen's trust has not been bought largely as an investment for savings and its depression in value under a Government attack would not injuriously affect many holders. Securities of this trust have not been extensively hypothecated to secure loans for the carrying on of business, and few if any businesses, large or small, would be embarrassed by a sudden calling of loans on account of the depreciation in the value of such securities. As all material witnesses could probably be found within sight of the court house, the United States Marshal in serving subpœnas would have no difficulty making his trips on foot and could thus be spared the awkward experience of hiring a "team" from a member of the trust. In case of a decision adverse to the liverymen's trust no very intricate task would devolve on the court in dismembering the combination. The agency of a receivership would probably be unnecessary. The calendars of the Federal courts in Vermont are not congested and there seems no reason whatever why, with all the energies of the Department of Justice bent to speed the cause, the case could not finally be disposed of in record time. The case, from every point of view, is beautifully simple, and when illuminated by the Supreme Court's "light of reason" and the reductio ad absurdum argument might blaze the way for future trade in these United States.

I make the single further suggestion that April 1, 1912, would be an appropriate time to begin the proceeding which shall determine whether the conduct of the liverymen of Windsor can be squared with the anti-trust law and President Taft's Hallowe'en remarks. W.

NEW YORK, November 16.

Eight Unanswered Questions.

From a letter of Mr. Albert B. Boardman to the Evening Post.

1. Is it not obvious that we must have in the end an industrial code for corporations engaged in interstate trade as definite and precise as the banking code?

2. Is it not better for many reasons that such a code should be written by the Congress rather than by the Federal judiciary?

3. Entirely apart from the importance of carefully limiting the judicial department to its own constitutional orbit, how long will it take to get a proper industrial code if we have to wait for the Judges to write it in opinions?

4. What effect will such a method of settling the law have upon the business interests of the country?

5. Is not the word "monopoly" a purely relative term? Can a man live without monopolizing a certain amount of space and air? Can a corporation exist without monopolizing a certain amount of business? Conceding that there is no difficulty in classifying extreme cases as either lawful or unlawful, is there not a vast intermediate area in which we are all groping in the dark, the Supreme Court's "rule of reason" to the contrary in any wise notwithstanding?

6. Is not the Government riding two horses moving in opposite directions? Competition is good, and it must be encouraged, but if carried to a certain point, namely, to the point where a competitor is destroyed, it becomes monopolistic. By what rule can any one determine at what point in the struggle for business existence competition ceases to be beneficent and becomes illegal?

7. Can the little fellow lawfully do anything that he likes because, whatever he does, it is impossible for him to kill the competition of his bigger rival, and if his bigger rival does the same thing can he be condemned? In other words, is there to be one law for the weak and another for the strong?

8. Suppose the principal owners of the stock of a so-called trust refuse to accept the plan of reorganization adopted by the court, and the court appoints a receiver, when will such a receivership end, and what will be its final outcome from the standpoint of restoring competitive conditions? On any sale of the property can the court protect the interests of the small stockholders against the wishes of the powerful coterie who alone know the business and have the money to buy?

An Argonaut's Ambition.

Jason had just stolen the Golden Fleece.

"I wanted to distinguish myself from the girl who had a little lamb," he explained.

SHAKESPEARE'S TREE.

The Mulberry in Shaw's Gardens, St. Louis, Not From Stratford.

TO THE EDITOR OF THE SUN—*Sir:* Your correspondent "E. D. L." is only half right in regard to the Adelaide Neilson Shakespeare mulberry tree in St. Louis. The tree was not planted from a slip secured by Miss Neilson in Stratford and sent by her to Shaw's Gardens, St. Louis.

I have a clipping from the Missouri *Republican* of St. Louis, dated October, 1880, which, as it says, makes "record of a theatrical ceremony in honor of the late Adelaide Neilson." When Miss Neilson visited St. Louis in 1879 she accompanied some friends to Tower Grove Park for the purpose of seeing a bronze statue of Shakespeare.

At that time she promised to procure on her return to England a slip from Shakespeare's mulberry tree at Stratford and send it to Mr. Henry Shaw, to be planted near the statue. Pacing off the proper distance she marked a certain spot as the place where she would like to have the tree planted. A few months later death robbed the world of its *Juliet*. "It was then thought," said the Missouri *Republican*, "by those who knew her intention and appreciated her interest in the matter that it would be a graceful and appropriate act to plant a Neilson mulberry tree on the spot which she had marked for the Shakespeare slip."

Mr. Shaw carried out this plan. By his direction a slab of Italian marble was placed near the tree. It bore the following inscription:

October 11, 1880.
MULBERRY TREE
Planted on the spot marked by
ADELAIDE NEILSON,
March 28, 1880.

N. M. Ludlow, the veteran actor and manager, made an address in which he said: "In the name of Mr. Shaw, in the presence of a splendid representation of William Shakespeare, we this day dedicate a tree to the memory of Adelaide Neilson, to be called the 'Neilson Memorial Tree,' Neilson, the latest and the greatest representative of many of the creations of the immortal bard of Avon." F. L. H.

NEW YORK, November 16.

A RIVAL OF BOSTON.

The New Orleans Ice Party of 1824-25 Celebrated.

TO THE EDITOR OF THE SUN—*Sir:* Boston has for more than a hundred years enjoyed the distinction of throwing things—tea, for instance—into the water, and has in consequence worn with much boasting and an air of conscious virtue the crown of heroism. It is a fact, however, that some fifty years after the Boston tea party the modest, semi-foreign city of New Orleans likewise arose in its might and under much less provocation divested a New England schooner of its ballast and crowded the Mississippi River with the ruins of a much more valuable cargo, considering the latitude, New Orleans, which had probably never heard of Boston's patriotic exploit, held up a ship loaded with Kennebec ice, and while politely protecting the vessel's integrity in other respects consigned that much needed commodity to the devouring deep.

It may well be that New Orleans, like Boston, had an overpowering motive. It is conceivable that the enraged citizens wished to protect a native industry, that of the porous "monkey jug" filled with water and hung in a draught for coolness by evaporation. Maybe it was something else, hatred of the intrusive "Yankee," for example.

But in any event the rabble boarded that schooner and threw overboard the ice, and the newspapers of the day recorded the proceeding without protest. R.

WASHINGTON, November 16.

HIDDEN LETTER BOXES.

Outdoor Signs to Indicate Location of Indoor Boxes.

TO THE EDITOR OF THE SUN—*Sir:* Having occasion yesterday to post a letter, I took it out with me expecting to drop it into a box along the line of my walk, for it hardly seemed necessary to go out of my way to find a box.

Although as I walked along I kept a sharp watch, I found that I had walked five blocks before one of the once familiar boxes met my eyes. Doubtless I passed hotels and apartment houses into the depths of which I might have ventured and discovered a box, but there were no indications to guide me to the right place.

If the United States letter boxes are to be relegated in New York to places in buildings out of sight of the general public, the suggestion made not long ago by a correspondent of THE SUN, of indicating by outdoor signs the location of indoor boxes, would do much to mitigate the inconvenience caused by the "vanishing" of the street letter box. C. N. H.

NEW YORK, November 16.

Inviting Hackensack.

TO THE EDITOR OF THE SUN—*Sir:* We feel sorry for "A Lame Lady and a Little Girl," also for "A Knickerbocker," who can't find a convenient street letter box in their neighborhood in Greater New York, and again invite the long suffering citizens of that great city to move out to Hackensack, where they will find street letter boxes in abundance and porch boxes on every veranda. JAY EYE SEE.

HACKENSACK, N. J., November 15.

UNDER THE COMMON LAW.

A Suffragist on the Ideal Condition Which Mayor Gaynor Regrets.

TO THE EDITOR OF THE SUN—*Sir:* In his address of welcome to the delegates to the convention of the State Federation of Women's Clubs at the Hotel Astor Mayor Gaynor said he feared the suffragists wanted to disrupt the ideal condition that existed between husband and wife under the common law, when they were one spiritually, mentally and physically; when they owned the property in common, and the one who breathed the last, that is, lived the longest, got it all.

Under the common law a woman's property, upon her marriage, was confiscated by her husband; her very last hairpin became his property; he could spend or will away or give away all of her personal property, and the income from her realty belonged to him. Not one penny, not one article of wearing apparel, not one trinket could she call her own after marriage. At no time did they own property in common. They were one, but he was the one. This beneficent law also gave him the right to beat her, and when the lawmakers became quite polite they limited the size of the stick to the dimensions of his thumb.

And this is the "ideal condition" that Mayor Gaynor regrets. Ideal for men, perhaps, but hardly for women.

We reaffirm and reiterate that we do intend to eradicate every vestige of inequality in the laws governing women and men; that we believe the only ideal condition is one of justice and equality, equal rights and equal privileges, which we are far from enjoying under the present governmental regimen. SUFFRAGIST.

NEW YORK, November 15.

Augur and Divine Bard.

TO THE EDITOR OF THE SUN—*Sir:* I submit my latest poem, "On Seeing a Game of Football":

Football, football, what's thy charm?
I answer my own inquiry:
Thou makest the youth who play at thee
Vigorous and strong, and also wiry.

Oh, there are some who seem to forget
That they have ever been boys:
Now I wonder if they never liked sports,
But always played with toys.

For they say "football is a crime."
Or very similar words,
Which must seem to all thinking men
The limit of the absurd.

Oh, men climb rocks in Switzerland,
And take a chance of an awful fall,
But when you mention football to them
They won't tolerate it at all.

Yet never mind, football, you won't die,
Though you be a trifle bloody,
For if the colleges had you not,
What could the students do but study?

NEW YORK, November 16. DON AUGUR.

CABINET MEMBERS TO TALK.

Lectures on the Government Machinery to Be Given by Distinguished Men.

Led by Miss Anne Morgan and Mr. Francis Bacon, Jr., the women members of the New York and New Jersey branches of the National Civic Federation are going to learn how Uncle Sam does business and to have the heads of President Taft's Cabinet teach them. Practically all the Cabinet officers have agreed to speak at the Waldorf in the winter in a series of Monday afternoon lectures to be given to the public at large, men cordially invited.

The speakers include Philander Knox, Secretary of State; Franklin MacVeagh, Secretary of the Treasury; Henry L. Stimson, Secretary of War; George W. Wickersham, Attorney-General; Walter Fisher, Secretary of the Interior; George B. Cortelyou, ex-Postmaster-General; George von L. Meyer, Secretary of the Navy; W. W. Hays, Assistant Secretary of Agriculture; Charles Nagel, Secretary of Commerce and Labor; and an introductory lecture to show the interdependence of these various branches of the Government by Prof. John B. Moore, who holds the chair of international law and diplomacy at Columbia University.

It has been decided to make the sale open to the public, offering course tickets for ten lectures for $12. The lectures will be given on Monday afternoons, except the introductory lecture by Prof. Moore, which will come on Tuesday, December 5, at 4 P. M. The next two meetings will come on December 11 and 18. The lectures will be resumed on January 8.

Associated with Miss Morgan and Mrs. Bacon are Miss Elizabeth Marbury, chairman of the lecture committee, Mrs. August Belmont, Mrs. Archibald Alexander, Mrs. Lindon W. Bates, Mrs. Francis Higginson Cabot, Mrs. William Rand, Jr., Miss Maud Rives Borland, Mrs. George Blumenthal, Mrs. Walker Smith, Mrs. John Corbin, Miss Jeannette Gilder, Miss Cornelia Crooke, Mrs. James S. Cushman, Mrs. Charles Noe Daly, Mrs. Ernesto G. Fabbri, Miss Marie B. Fond, Mrs. Ralph Sanger, Mrs. Alexander Shaw, Miss Caroline Shippen, Mrs. Lyndsay Van Rensselaer, Mrs. Mary Hatch Willard, Mrs. Gilbert Montague, Mrs. Marcus M. Marks, Mrs. M. D. Kalbfleisch, Mrs. V. Everit Macy and Mrs. William R. Willcox.

BRILLIANT SCENE AT OTTAWA.

As Duke of Connaught Reads Speech From Throne at Opening of Parliament.

OTTAWA, Nov. 16.—Canada's twelfth Parliament was opened by the Duke of Connaught this afternoon. There were a good many extra frills and it is said that it was the most brilliant show ever seen at an opening of the Canadian Parliament. The floor and galleries of the Senate Chamber were filled by 1,000 women in evening dress, while hundreds of Canadian military officers in dress uniforms added brilliancy to the scene.

The gentleman usher of the Black Rod brought to the Commons a command from his Royal Highness the Governor-General to attend in the Senate Chamber, which they did, standing behind the bar of the Senate, while the Duke sat on the throne, the Duchess at his side, and read the speech from the throne in English and French. The speech was short and referred briefly to the policy of the Borden Government, including the establishment of a permanent tariff commission, but making no reference to the navy question, which, however, will be raised by the Opposition next week, when the speech will be fully discussed.

After stating that a grain inspection act providing for a commission to operate the terminal elevators would be passed and that regulation for extending trade with the British West Indies and British Guiana had already been begun, the speech continued:

"A bill will be introduced to establish a permanent tariff commission, whose duty it shall be to ascertain by investigation and inquiry such information as will furnish a more stable and satisfactory basis for tariff legislation than has heretofore been available.

"The selection of the best route for the Hudson Bay Railway is engaging the attention of my advisers and an announcement will be made to you of the result of their inquiry."

Ottawa never had such a crowd of visitors as are here for the opening of Parliament and the vice-regal drawing room to be held on Saturday night, when more than a thousand presentations will be made.

The bill creating a permanent tariff commission will, it is said here to-night, be introduced by Premier Borden next Wednesday, unless the Opposition prolongs the debate on the speech from the throne. The Hon. George E. Foster, Minister of Trade, and R. W. Breadner, tariff expert of the Canadian Manufacturers Association, are slated for places on the commission, the chairmanship going to Mr. Foster.

FOR SANITY IN BUSINESS.

National Founders Association Deplores Present Conditions and Calls for a Change

The National Founders Association, which has been in convention at the Astor, passed yesterday a resolution calling for conservatism and the application of sane methods in viewing public questions and urging upon "the agencies of Government" "the duty to promote rather than retard the progress and prosperity of a whole people."

The resolution was passed at the conclusion of the two days session of the convention. Several of the members spoke upon it and it was passed unanimously.

The resolution was: