The Sun.

WEDNESDAY, APRIL 24, 1912.

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 and Treasurer, William C. Reick, 170 Nassau street; Vice-President, Edward P. Mitchell, 170 Nassau street; Secretary, Chester S. Lord, 170 Nassau street.

London office, Effingham House, 1 Arundel street, Strand.

Paris office, 6 Rue de la Michodière, off Rue du Quatre Septembre.

Washington office, Hibbs Building.

Brooklyn office, 106 Livingston street.

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.

The Searchlight Turned on the Third Term Candidate.

Within the last three days there have been addressed to Colonel ROOSEVELT three questions which cannot fail to penetrate any skin not utterly and hopelessly rhinocerotic.

The first comes from Massachusetts, and it is put by the Springfield *Republican*: In case Colonel ROOSEVELT should be nominated for a third term would or would he not pledge himself not to be a candidate for a fourth term? "The fourth term issue," says the *Republican*, "cannot be evaded by a third term candidate." Incidental to this very pertinent query it might be asked in what fabric of English words Colonel ROOSEVELT could register his anti-fourth term pledge or oath so that the voters would believe him.

The second question comes from Representative GARDNER of Massachusetts, the son-in-law of Colonel ROOSEVELT'S lifelong friend Senator LODGE. Mr. GARDNER wishes to know why Colonel ROOSEVELT, in order to make capital for himself in Illinois and to excite resentment against President TAFT, falsely and persistently represented President TAFT as an upholder of Senator LORIMER, when to Colonel ROOSEVELT'S own personal knowledge, of which the proof exists, Mr. TAFT was opposed to Senator LORIMER and believed that he ought to be unseated.

The third question was contained in Representative CAMPBELL'S speech in the House on Monday. It was addressed squarely to the man who is declaring that President TAFT has fallen short of the Rooseveltian standard of fearless impartiality in the pursuit of the trusts: "Did you or did you not send a note to the Department of Justice asking that further prosecution of the Harvester Trust be discontinued?"

Colonel ROOSEVELT will have to answer all these questions. They comprise the real issues of the campaign, namely, the future of this republic, the worthiness of this particular aspirant to be put back into power at the sacrifice of the main safeguard of that which Americans hold dearest in the form of our institutions, and, beyond even that, his personal fitness to hold any office of high honor and trust—the question of his sincerity, his manliness and the truth of his thoughts and words.

There is an increasing disposition on every side to gratify Colonel ROOSEVELT'S appetite for extreme publicity; to give him all the limelight he craves. But his answers to these and other questions will have to be specific in order to be satisfactory. It will not suffice for him to adopt the wholesale line of response already undertaken in his behalf by Senator DIXON, who says in reply to Representative CAMPBELL: "Knowing THEODORE ROOSEVELT as I do, I have no mental reservation in saying that whatever action he took in this or any other case was for the public good."

Sustained by a Brother Worker for Social Justice.

It is a pleasure to deny the report that the Hon. EUGENE VICTOR DEBS, twice the Socialist candidate for President, finds Colonel ROOSEVELT too radical. An old victim of capitalist Judges—they "gave" him six months, if we recollect—Mr. DEBS salutes the recall with hope and ardor, and sees in it the rescue of those martyr brothers the MCNAMARAS:

"Under the provisions of the recall amendment the Judges of the Supreme Court of California can be retired. These are the men who will decide the fate of the kidnapped workers. Don't you see what it means, comrades, to have in the hands of an intelligent militant working class the political power to recall the present capitalist Judges and put on the bench our own men? Was there ever such an opportunity for effective work?"

LINCOLN in Illinois, JACKSON in North Carolina, in California DEBS.

The Naval Campaign in the Ægean.

News and mythology are strangely mingled in the bulletins which record the progress of the latest campaign in the Ægean, and the artillery of the Italian dreadnoughts are waking strange echoes about the Plains of Troy. Even the dull and restricted sentences of the official reports raise above the horizon again the shores of Imbros and Lemnos, Tenedos and Samothrace, while the contemporary press takes a distinctly Homeric color and the war correspondents seem to borrow from the Iliad and Odyssey.

As a mere naval operation the present Italian activity is intelligible enough. A few weeks ago it was reported from Constantinople that the Italians had seized the Island of Lemnos, at the mouth of the Dardanelles, as a naval base. The subsequent bombardment of the Turkish forts at the mouth of these straits apparently confirmed the report that the Italians had thus seized a base, as the American fleet did in taking Guantanamo in the Santiago campaign.

The Island of Astropalia, which the cable reports declare has also been seized, lies at the opposite end of the Ægean, between the Cyclades, which are Greek territory, and the Sporades, which are Turkish. It is in the centre of the main channel leading from the Mediterranean into the Ægean. Holding Lemnos and Astropalia, the Italians control both doors of the Ægean. In addition they are reported to have bombarded and seized other islands on the Asiatic coast. This would warrant the suspicion that they are planning a blockade of the Turkish shores of this sea, both in Europe and Asia Minor.

With Lemnos and Astropalia and perhaps Chios, Samos or Mytilene as naval bases, Italy could easily patrol the whole Ægean coast, blockading the ports of Salonica, Smyrna and Constantinople, so far as its western waterway is concerned. The Turkish fleet has never been a factor in the present war, the possibility that its ships would dare to put to sea is slight and their fighting value is beneath contempt.

By thus blockading all the coast of Turkey facing the Ægean Italy would wholly change the character of the war. Hitherto the Turks, save for the small expense of a few regiments in Tripoli and the slight inconvenience of Red Sea bombardments, have had little real expense as a consequence of the war. While Italy has sent a large army to Tripoli and borne the heavy burden of extraordinary naval and military expenses, Turkey has really had little evidence in its trade or internal affairs of the war.

But if all communication with the outer world by water is interrupted and Constantinople, Symrna, Salonica and a score of smaller cities are closed to the commerce of Europe, the instant paralysis of Turkish business will utterly reverse the situation and make Turkey rather than Italy the real victim. In fact this will be the first effective pressure Italy has yet put upon Turkey to surrender Tripoli.

Austria, Russia, England, Germany and France will also be seriously affected by this blockade. Their commercial interests are large, and the closing of the Ægean to their ships will mean an instant outcry among their citizens for intervention to end the paralysis of trade. It is plain, then, that the Turco-Italian war is entering a new and more critical stage and that Italian offensive operations must lead to important developments soon.

The New and the Old Immigration.

On April 19 the Senate passed an immigration bill in which ability to read and write is made a condition of entrance through our national gateways. In the course of the debate on the measure Senator DILLINGHAM reviewed briefly parts of the report of the Immigration Commission, of which he was chairman, organized under an act of Congress dated February 20, 1907. The full report is embodied in a library of more than forty volumes that few will ever see and still fewer will read, although they contain a great deal of matter of unusual value to those who are interested in the particular subject or in topics allied to it. Some of the statements made in Mr. DILLINGHAM'S review are well worth notice.

One of the revered traditions of this country is that it is a land of refuge for the victims of political and religious oppression in the Old World, and it is at least a not uncommon belief that a large percentage of our immigrants come to share in and enjoy our political and religious freedom. Speaking for himself and for the commission, Mr. DILLINGHAM shows that the object of most of those who come is to lay their hands on some good American dollars, and that the object of many is to gather as many of those dollars as they can and return with them to their own land as soon as possible. In its analysis the commission makes a distinction between what it calls the "old" and the "new" immigration, the former including those who came prior to 1882 and the latter those who have come since that time. Of the more than 6,000,000 arrivals between 1864 and 1882 75 per cent. came from the United Kingdom, Germany, France, Scandinavia and the Netherlands, and 56 per cent. of the total went to the central division of States, where many of them remained to make homes and become prosperous and highly desirable American citizens. From 1882 until the present time there has been an ever increasing percentage of arrivals from southeastern Europe and a marked increase in the number and the percentage of those who locate in the cities and industrial centres of the north Atlantic States. The arrivals from that region now constitute about 72 per cent. of the total. Of the substantially 9,000,000 immigrants admitted from 1899 to 1912 more than 70 per cent. went to north Atlantic States and about 12 per cent. to Ohio and Illinois, where most of them sought the great manufacturing centres. The number of "new" immigrants who go on the land, as many of the "old" immigrants did, is almost inconsiderable. Mr. DILLINGHAM estimates that "a vast majority of the 82 per cent. of the whole number so coming came to seek employment in manufacturing, mining or smelting industries."

A notable feature of recent immigration is the high percentage of unmarried men and of men who being married do not bring their families. Mr. DILLINGHAM said: "I think it safe to say that from 70 to 85 per cent. of all the males from southeastern Europe who are employed in the United States today are either single men or are living singly in the United States." Stating their purpose in coming here, he quotes from the report of the commission: "The life interest and activity of the average wage earner from southern and eastern Europe has seemed to revolve principally about three points: (1) To earn the largest possible amount of immediate earnings under existing conditions of work; (2) to live upon the basis of minimum cheapness, and (3) to save as much as possible."

These people and their policies might be held up as commendable examples of industry and thrift were it not for the fact of their degradation of standards of living. In order to save, to send money back to their people at home, and in many cases to return speedily to their own country with what is to them a modest fortune, these people herd in colonies and live on a social plane almost repulsive to American instincts. What may be called the colony system is clearly objectionable. The colonists do not come into contact with American life; they speak only their own language, and their personal habits are usually offensively unwholesome. Some of them are and others become criminals. Many of them drift back and forth, coming here when there is work for them and returning to Europe in times of industrial inactivity. To this inward and outward drift there is perhaps no reasonable objection. The element forms a kind of industrial balance, giving us workers when they are needed and relieving the field when work is slack.

An illiteracy clause in the immigration law would unquestionably keep out many, not improbably 50 per cent., of those now coming from southeastern Europe. The fact that millions now come only to make money out of us is of no importance. We also make money out of them while they are here. They dig our iron and coal, build our railways and contribute by their brawn to our industrial progress. Considered merely as machines for temporary and occasional use, it does not matter whether they have brains or not. No high intellectual attainment is required in wielding a pick or a shovel. We may and perhaps do need brawn from southeastern Europe, but the pith of the immigration question evidently concerns the price we must pay for that kind of brawn. The price is too high if it includes a menace to our social, economic and political institutions or a degradation of American standards.

The Senate has now expressed its opinion that such is the case. What the House will think about it remains to be seen.

The Ship That Passed in the Night.

The most remarkable testimony given on Monday before the Senate committee investigating the Titanic disaster was the statement of Fourth Officer J. B. BOXHALL that not long after the collision he saw the lights of another vessel on the starboard quarter, apparently five miles away. Under orders from Captain SMITH the fourth officer signalled with rockets, "Come at once, we are sinking." BOXHALL testified that he saw no responsive signals, "but stewards and the captain declared they saw them." As the fourth officer must have been intently watching for an answer to the rockets sent up, plainly visible on a clear night, not much value can attach to the story of a surviving steward that the strange ship took any notice of the Morse rocket alarm. BOXHALL is very pertinacious about this ship. "First we saw her masthead lights," he says, "and a few minutes later her red port lights. She was standing closer."

It seems incredible that a steamship, for such the vessel must evidently have been to stand closer on a night without wind, should have failed to see the rockets, or having seen them should have changed her course and left the Titanic to her fate. There must have been an officer on the bridge of the ship sighted, a watch on her deck and a man on the lookout: with icebergs about it may be assumed that extra vigilance was observed. Like other officers of the Titanic BOXHALL seems to be competent and clear headed, also quick to obey orders and energetic. And yet he may have mistaken stars down on the horizon for the lights of an oncoming ship. There is general agreement that the night was unusually clear.

The second officer, C. H. LIGHTOLLER, said nothing about sighting a ship in his testimony, which was a model of direct and precise statement. He was on deck just after the collision—a man who had his wits about him—and testified that when he came up from below Captain SMITH and the first officer, MURDOCK, were on the bridge. Certainly LIGHTOLLER was the kind of sailor who would have seen an answering signal from a ship five miles distant as his eyes swept the horizon from time to time for any sign of rescue. He is a man of 38 and a veteran compared with BOXHALL, who is 26. The story of the ship that passed in the night, unseeing the signal of distress, or answering it and deserting the sinking Titanic, would if true be a blot upon a creditable record of humanity. Fourth Officer BOXHALL'S veracity is not in question. He certainly did not invent the masthead light and the red port lights; he seems to have been the victim of one of those illusions not uncommon at sea and sometimes inexplicable.

Some Tales From Survivors.

The presence of a person on board the Titanic did not endow him with the capacity for accurate observation or the art of accurate narration. It would be well to bear this in mind in appraising the value of some of the sensational stories to which the public is now being treated on the alleged authority of survivors. Unconscious exaggeration is to be expected, as well as actual falsification, even from men and women who have been through so unsettling an experience.

It is an ancient and always amusing experiment to obtain from a company of intelligent citizens, all eye witnesses of the same incident, individual accounts of the happening. The contradictions into which they fall are sometimes absurd, even when the scene of action has been small. Each in trying to record only the truth and all the truth as he witnessed it is likely to invent, distort and misplace to an extent hardly believable to those who have not seen the test made. This being the case among unexcited persons safe in their usual environment, it is to be looked for from human beings undergoing a new and strange ordeal, though their conduct may be marked by none of the outward symptoms of panic.

For this reason, and without assailing in any degree the good faith of some of those who are now contributing to the record of the Titanic's last hours, we should counsel a careful analysis of their tales, and rejection of the more unreasonable and unlikely portions until opportunity for close examination has been had. By such a course the cluttering of the mind with a great deal of nonsense will be avoided.

Recent wireless experience suggests the wisdom of preserving for inspection a file of messages and signals given and received on board every passenger carrier. At present it seems to lie with the captain what communications shall be kept, and the operator may fool him to the top of his bent. By statute and international agreement preservation of all wireless despatches should be required, and severe penalties should be imposed for suppression.

Invention has made the air above the sea in a sense a whispering gallery, so that it is often possible to check off one "wireless" against another. Prescribe penalties for deception as well as for suppression and the record could be brought forward as evidence in an investigation or litigation in the courts. The file of despatches should be as sacred as the log of a ship.

This is one of the reforms that should have the attention of legislators and treaty makers.

The present revolt of the Moroccan natives at Fez has a parallel in the history of French occupation of Tunis. Not many months after the French troops had reached the capital and the treaty of Bardo had transformed Tunis into a protectorate there was a general disturbance which culminated in a severe outbreak at Sfax, the "southern capital." Foreign despatches of the time forecast a long and bloody war, but peace was soon restored after a bombardment by the French fleet, and remains unbroken after thirty years.

THE THIRD TERM TRADITION.

An Eminent American Historian Discusses Its General Value and Its Particular Personal Application Now.

From the Independent.

The effort to break, at the present time, that well founded custom which limits each President to two possible terms of office, or one reelection only, is applied where an ex-President has been in actual retirement and the proposal is to return him after an intervening incumbency.

In this respect the present case of Theodore Roosevelt is like that which the Republican party was forced to consider in 1880. Ex-President Grant was pressed for nominee of the convention that year, that he might be chosen to succeed his own successor. But in two important respects General Grant's claims for such unprecedented distinction were far stronger than those now urged on Roosevelt's behalf.

(1) Military savior of the Union, he viewed his services from a professional standpoint, like other great commanders, such as Marlborough and Wellington, and having sacrificed supreme command in the army, which would have assured him a handsome salary for life, when called to the Presidency, he always felt that the nation owed him its utmost indulgence in the briefer tenure of Chief Executive.

(2) President Hayes, in view of the disputed title to his own election, had pledged himself to serve but a single term, and consequently the succession stood wide open. But Roosevelt's public career, though an honorable one, affords no exceptional claims to justify a gift from the people beyond all predecessors in supreme office. And President Taft, moreover, unlike Hayes, not only deserves the usual courtesy of a renomination from his party because of faithful and efficient service, but earnestly desires it.

In three instances only has the influence and popularity of a retiring President in our history enabled him at the close of his eight years administration to place in the Executive chair a successor of his own selection. By two of these, Jefferson and Jackson, such a privilege was deemed a final and a crowning one. Roosevelt was the third to be thus fortunate, and to turn now upon that chosen successor, to snatch from him the well earned prize of party recognition for his own ambitious readvancement to leadership, calls for stronger grounds of justification on the score of honor and generosity than have yet been put forward.

I hope we may yet see our Constitution amended so as to embody this ultimate limit of two terms in its written text. The trouble with former suggestions on the subject has been that single term limits, longer or shorter, have been proposed, by way of experimental change, while public opinion, content with present conditions, prefers simply the permanent expression of our constant custom. JAMES SCHOULER.

RATE REDUCTIONS.

Do They Hamper the Railroads Without Benefiting the Public?

TO THE EDITOR OF THE SUN—*Sir:* The reduction in wool rates from the Western States to New York and Boston by the Interstate Commerce Commission seems to have caused great glee among the promoters who secured it. Who will get the benefit of this reduction? Did the farmer, wool grower or any producer of agricultural products get the benefit of any reduction in railroad freight rates made in the last five years? Did the consumer get any benefit in the way of reduced retail prices? Will woollen suits, overcoats, dress goods and underwear be any cheaper?

Raw wool fluctuates in the market in some years from 16 to 28 cents a pound. Does the manufacturer get the least benefit out of this reduced rate? The only persons who are benefited by these freight rate reductions are the "go betweens" who create nothing.

Fractions of a cent in freight rates make no difference to the general community, but together they make a large item for the railroads, which would be used in improving the property. INDUSTRIAL.

NEW YORK, April 23.

In the *Century Magazine* for May Maurice F. Egan begins a series of articles on St. Francis, illustrated by Boutet de Monvel; H. B. Fuller describes Chicago, aided by pictures by Joseph Pennell; W. M. Shuster writes on Persian women, Armand Dayot on the painter Besnard, and F. T. Hill on New York police courts. The articles on college undergraduates and on the civilization of the middle West are concluded. The Hon. O. W. Underwood writes on the tariff, Professor W. L. Phelps on Robert Browning, with new letters, and there are papers on the judicial recall and the American Red Cross. Mr. Locke's serial continues. There are four short stories, four poems and many pictures without text.

THE TITANIC.

American Law Gives No Private Redress for Negligent Loss of Life at Sea.

TO THE EDITOR OF THE SUN—*Sir:* The loss of the Titanic invites inquiry as to the law of damages for death by negligence at sea. It may surprise the lay reader to learn that the general maritime jurisprudence of America affords no right of civil recovery for the death of a human being. While the law of other countries is well established to the contrary, the common law grants no private redress for taking human life. It is true that this anomaly was removed in England by the passage of Lord Campbell's act, August 26, 1846, and that similar legislation has followed in most if not all of the American States. Even Congress has made like enactment for the District of Columbia, but it has adopted no general statute for the Federal courts in the respective States, and it is now firmly settled that in the absence of legislation no suit can be maintained in an American court of admiralty to recover damages for the death of a human being.

The Supreme Court having discovered no controlling authority to make the rule of the general maritime law of America different from that of the common law, the admiralty may perhaps be, as Chief Justice Chase declared, "that human providence which watches over the rights and interests of those who go down to the sea in ships and do their business on the great waters," but it accords in America no damages for death by negligence either by its general principles or by special act of Congress. It is true that when death has been caused on the strictly territorial waters of a State, the Federal courts have enforced the State statute, and that they have in the same way enforced the statute of the Dominion of Canada where the accident occurred on Canadian waters. Indeed in the case of the Hamilton, decided December 23, 1907, and in the case of La Bourgogne, decided May 18, 1908, the Supreme Court even applied extraterritorial law to extraterritorial marine torts. The Hamilton was an American steamer in collision with another American ship seven miles off the coast of Virginia. La Bourgogne was a French ship sunk by a British steamer sixty miles off Sable Island. These cases having come before the Supreme Court upon proceedings taken by the ship owner himself to limit liability, the court applied the law of the flag (that of France) to admit the claimants of death damages to participation in the fund in La Bourgogne case, and similarly the law of the State of Delaware in the Hamilton case, although both torts occurred on the high seas. It was only by such legal fiction that that injustice could be prevented which would have excluded these meritorious claims if the law of the forum itself had been applied by the court.

The Maritime Law Association of the United States and the American Bar Association are both engaged in earnest effort to remove this anomaly from our national jurisprudence through the enactment of a remedial statute by Congress, which has thus far remained supine. The Maritime Law Association prepared and submitted to Congress a bill expressly conferring a private right of action for death. This bill was approved by the American Bar Association at Detroit, Mich., August 25, 1909, and was thereafter introduced in both the Senate and House of Representatives. Although hearings have been had upon it no report has yet been made by the Judiciary Committees.

The Maritime Law Association has recently determined to reconsider the text of the bill in the light of criticism, and a special committee, consisting of Fitz-Henry Smith, Jr., of Boston, Mass., John M. Woolsey of New York city and myself, are now engaged in recasting the bill for resubmission to the annual meeting of the association, which will be held on May 3, 1912. It is hoped that a measure may then be finally agreed upon and that the great disaster of the Titanic may stimulate such interest in the subject as will bring about the long needed reformatory legislation. A private remedy for the negligent deprivation of life existing already throughout western Europe and in most of the American States, as well as in the Federal District of Columbia, it is assuredly the duty of the United States to assimilate our national law to the European law and to that of the component States of the Union.

GEORGE WHITELOCK.

BALTIMORE, April 23.

Booking for Lifeboats.

TO THE EDITOR OF THE SUN—*Sir:* The loss of the Titanic is another illustration of the necessity of acquainting passengers on seagoing and coastwise ships with the location of the boats and the number that each boat should be expected to carry. Under present conditions on practically all passenger ships there is a manifest tendency on the part of passengers to rush to the boat that is the nearest ready for lowering, and because of lack of any preliminary training thus "make confusion worse confounded." Here is an excerpt from a letter addressed by me under date of April 20 to Senator William Alden Smith of the United States Senate Committee on the Titanic wreck inquiry:

"It would appear that there is no practical reason why passengers, both cabin and steerage, at any rate the former, should not be assigned to given boats, at least on voyages of say a week's duration or more, just as they are now assigned to given numbered rooms, given numbered berths or a given numbered seat at table.

"There is absolutely no reason why a little printed billet should not be given each passenger reading, for instance:

"'John Doe. Room No. B-15. Number of boat, 1. Passenger number in boat, 30. Location of boat, Deck A, port side, forward.

"'Passengers are requested to acquaint themselves, through the purser's office and deck steward, with the location of boat to which they are assigned, so that in the event of fire, collision or other accident, they may repair promptly, when ordered, to the boat assigned them.'

"Moreover, on voyages of a week or more duration I can see no reason why passengers, at least those able to move about, should not be mustered once at or near the boats or rafts to which they are assigned, because I am assuming that in the future all passenger ships will have to carry enough boats and raft equipment for their entire company, and if we are to have increased safety, passengers in their turn must, by cooperation, give their aid.

"I urge the adoption of a system similar to that described." AUGUST BROOKS FRY.

NEW YORK, April 23.

Operas of the Bostonians.

TO THE EDITOR OF THE SUN—*Sir:* Will not some New York theatrical manager appreciate the fact that there are several good operas which could be reproduced, and with better results, it seems to me, than so many old ones which have been done to death, such as the opera of "Pinafore," "The Mikado," "Patience"? Why not revive "Robin Hood"? Why not give its sequel, "Maid Marian," which is equally fine music? Then there is "The Serenade," another of the Bostonians' works; also "Dorothy," by Harry Paulton, if I remember correctly, which is very beautiful.

I saw the original Bostonian company play "Robin Hood" and "Maid Marian," and have seen the former many times since, but don't remember having seen the latter produced. FRIAR TUCK.

NEWARK, N. J., April 23.

A Statue of Marconi Proposed.

TO THE EDITOR OF THE SUN—*Sir:* About two years ago there was a great deal of discussion as to whose statue should fill the space available for such a purpose between Forty-sixth and Forty-seventh streets and Broadway. May I respectfully submit the suggestion that Mr. Marconi has easily proved his right to this honor? It is not necessary for us to wait until he dies to manifest our gratitude for and appreciation of his genius. It is unnecessary in the face of a recent tragic event to recount the numerous instances in which his achievement has benefited humanity. I am sure the theatrical profession would give a movement of this kind its hearty support. I for one would gladly contribute. Regarding different committees necessary I take the liberty of suggesting that it is likely Mr. Daniel Frohman would gladly act for the theatrical profession.

NEW YORK, April 23. ARNOLD DALY.

THE SEARCH FOR WILSON.

Disheartening Reports Received at the Trenton Headquarters.

TRENTON, N. J., April 23.—The Old Home Day and Jersey Reunion Committee, which has undertaken the search for Woodrow Wilson, the vanished Governor, issued the subjoined statement late to-night:

"Our efforts to find Governor Wilson, in order to invite him to the Old Home Day and Jersey Reunion, are organized on a scale that insures nationwide cooperation for his discovery. So far, it must be confessed, we have not been able to find him or to obtain any definite news of him. The reports from our agents in all parts of the country are encouraging, however, in that they reveal unceasing activity, which must, we are confident, eventually bring about the desired result.

"In order that the public may know how the hunt is being carried on we make public herewith a number of these reports:

"From Agent James Smith, Jr., operating in and about Newark: 'Believed from former experiences that I should have little difficulty in finding Wilson. Made no attempt to get on his trail, but devoted all energies to disclose source of supplies. From previous knowledge of Wilson's habits think that if bank roll can be found there will be no trouble in tracing man wanted. Suggest that reward of large contribution to campaign fund be offered. Wilson will go to it.'

"From Special Agent George Harvey, superintendent of Literary District: 'Careful watch being kept at Manhattan Club, University Club and in Royalty Lane. So far no results, but alert men constantly on duty. Principal obstacle to success in my judgment is instability of Wilson. He changes appearance and habits frequently and without warning. Adept at disguises and skilful in evading direct or complete exposures. My judgment is, have railroad department keep tab on all one track roads.

"From Agent Henry Watterson, custodian of Star Eyed Goddess: 'Mysterious figure, apparently male, approached this station some time ago, causing Goddess great uneasiness. Conceived my first duty was to comfort and protect same, devoted time and attention to her, lost track of intruder. Goddess nervous, but recovering poise now, though somewhat disfigured. On examining lost track, find it composed of light rails, apparently suitable only for single line. Have stationed specialist in mint bed. Will wire results.'

"From Agent William J. Bryan, at large: 'Other duties prevent devotion of whole time to search; compelled absence from Nebraska, where Wilson alleged visitor last week. Exhaustive inspection primary returns lead me to believe report canard. Urge wire Oregon headquarters, where said to be something doing. Am retiring to assume lucrative pedagogical post; inform all offices seeking man to take second turn to the right, cross bridge, pass cemetery to left and ring night bell.'

"The latter part of Agent Bryan's message is somewhat obscure, and is thought to be in code. As nobody except Agent Bryan knows what his ciphers mean, this causes much embarrassment to the committee. Agent Bryan will be asked to use plain English hereafter.

"From Special Employees Hearst and Harrison, covering Illinois and parts of Mississippi Valley: 'Mysterious stranger passed through State two weeks ago, talking volubly. Last week suit case containing evening clothes discovered near chapel. Searched for papers, result withheld. Many persons asserted suit case was property of ex-president of Princeton University, famous authority on classification of immigrants. Complete canvass of registered Democrats of State reveals fact that Woodrow Wilson is not known here. Interviewed Roger Sullivan. Result unsatisfactory. Suggest close watch be kept on all custom tailors and ready to wear clothing shops. Purchasers of evening clothes to be rigidly examined. We may open new correspondence college.'

"From Agent Champ Clark, in charge Washington bureau: 'Have put pack selected houn' dawgs on promising trail. Several dawgs been severely kicked by unknown, but two or three returned to kennel with strips of black fabric resembling material of which men's evening clothes are made in mouths. Strips look as if torn from clothing.'

"'If the strips of cloth described by Agent Clark were taken from Mr. Wilson's person by Agent Clark's houn' dawg, it is plain that he was not wearing the clothing found by Special Employees Hearst and Harrison. The committee has wired them to examine the clothing found in the suit case to find out if it ever associated intimately with houn' dawg.

"'From Agent James Guffey, Inspector-General Keystone district: 'Echoes of loud laughter make me suspect something going forward hereabouts. The police are investigating.'

"'From Agent Hugh L. Nicholls, assigned to protection of Judson Harmon: 'In performance of duty to Harmon have frequently come across heaps of discarded political principles left in highways, vacant lots, &c. Have been unable to decide whether abandoned by T. Roosevelt or W. Wilson. Send chemist with full laboratory equipment to make analysis. Too busy with really important work to bother over trivialities.'

"'The committee is unable to understand Agent Nicholls's reference to 'trivialities.' It is frank to say that it does not have much confidence in him. The following message, received by wireless, has greatly puzzled the committee:

"'To Wilson National Search Committee, Trenton, N. J.: Confederated Association of Private Detectives protests against continued activity of man you look for. Wherever he goes our dictagraphs are smashed, keyhole operators, deafened by ceaseless oratory, fail in duties, and our business suffers, entailing loss and inconvenience on the public. If nuisance is not promptly abated we shall immediately institute civil and criminal prosecutions. This warning final.'

"'The committee feels that this plainly menacing message should redouble the vigor of the searchers and spur them on to new efforts. W. Wilson is in danger! Let every man do his duty!'"

Isthmus.

From the Christian Herald.

"The Bridge of the Seas" is the striking name which Pindar gives to the narrow isthmus which separates the Gulf of Corinth from the Ægean Sea. It is one of the most interesting strips of soil on the five continents. It is the isthmus of all the world; for from its Greek name, Isthmia, every other isthmus has been named.

The ancients were not good sailors. They never went by sea where they could conveniently go by land, and to cross this narrow neck of land, only four miles wide, saved them many a weary league of sailing around a stormy coast in going from the Peloponnesus to Attica, and indeed from Europe to Asia.

The southeastern point of Attica was especially dangerous, and an old proverb used to run: "When you are rounding Cape Malia forget all you have at home." Indeed, navigation in these seas was almost wholly abandoned in the winter months, and we remember that in the graphic account of St. Paul's shipwreck he advised the captain to winter in the Cretan harbor of Fair Havens. Through disregarding this advice disaster came to ship and crew and prisoners alike.

No wonder, then, that the isthmus which the ancient city of Corinth dominated became at one time the busiest and perhaps the most notable strip of land which the world knew.

Contrasting Phrases.

From the Washington Star.

We heard the shout of gladness
Where athletic games were played;
'Twas a shout that banished sadness
For the hopes that had to fade.
"You will pardon our elation,
But we trust the public will
Note with proper admiration
Our triumphant strength and skill!"

Next there came a statesman solemn,
Who had burned the midnight oil;
Who had written many a column
In his intellectual toil.
How his brilliant words must dazzle
All our minds with wondrous hopes:
"We have beat 'em to a frazzle;
We have slugged 'em through the ropes!"

CHAUNCEY M. DEPEW IS 78 AND FEELING FINE

Secret of Longevity Is in Not Quitting Work or Giving Up Fun, He Says.

HE STILL LIKES POLITICS

Nothing Surpasses It for Keeping One Forever Fresh, in His View.

Yesterday was the birthday of Shakespeare, St. George and Chauncey M. Depew, who said that he was sorry not to be able to celebrate with the first two gentlemen. Mr. Depew was hard at work in his office until late in the afternoon, when he went for an auto ride with his wife, returning home to open a pile of congratulatory telegrams that were awaiting him. One was from his son in Rome and another from a woman's club, the Chauncey M. Depew Society of Des Moines, Ia., sending birthday congratulations and asking him when they might set the time for a banquet in his honor. Others were from friends and various organizations all wishing him good luck on his seventy-eighth anniversary.

"The secret of longevity," said Mr Depew, "is to keep hard at work and have a good time also. Most of the men who do not live to be old have died as much from stopping their machinery, from leaving it unoiled and rusting because they think they are old, as from any other cause. I have not felt so well or so able to do my work for several years."

He commented on the fear that was shown by some of his friends for birthday, saying that with him the day held nothing but pleasure and satisfaction. He was not in the least afraid of becoming old, he said.

"One of my friends got so hipped on the subject of old age that for many years he has been in the habit of going to bed on his birthday," the Senator said with a laugh. "Now my theory of old age is this, that while you must not give up your work you must enjoy youtself first of all. Many of my former friends have dropped out of the race, but I am always making new ones. For the last twenty-one years a birthday dinner has been given for me by the Montauk Club of Brooklyn and this year on my seventy-eighth birthday that custom will become of age itself."

The Senator spoke of the advantages of politics in keeping an old man "perpetually, eternally and perenially fresh," declaring that "the number of good fellows one meets in active politics is legion." He said that he disagreed with the theories of the late Prof. James of Harvard that at a given time of life the acquisitive part of a man's mind is hard and sealed, mentioning Cato's study of Greek after he was 80 as a good example to the contrary. In the many years of his career, Mr. Depew said that he had probably given more interviews than any man living or dead, starting in 1856 when he stumped for Fremont, and in all that time he had never, to the best of his knowledge been maliciously misquoted by newspaper men.

"Occasionally they miss the Depew twist, "he said smiling, "a twist that may not be a good one but that is my own. But when they do it is always unintentional."

The Senator had planned to celebrate his birthday by a quiet dinner at home and a theatre party afterward. He refused to converse except on holiday subjects. He told of his methods for preparing a speech in a hurry, comparing the art of a successful speechmaker with that of a good lawyer, an art not so much of having one's facts at hand as knowing just what facts to use and how to get at them quickly.

The Senator expressed a wish that he might live to be 100, and in a number of messages that he received was not alone in his hope. The dinner of the Montauk Club will be held on Saturday night.

JANE ADDAMS TO 1,000 MEN.

Tells Them Publicity and Church Should Abate Social Evil.

Miss Jane Addams of Hull House, Chicago, spoke yesterday morning before 1,000 men delegates to the Christian Conservation Congress in Carnegie Hall on "The Church and the Social Evil." She treated the question without equivocation and used no evasive phrasing; the reason and remedy for prostitution was her principal theme. Her appearance on the platform, where she was the only woman among the speakers, was greeted with hearty applause, and when she was introduced by Fred E. Smith, secretary of the Men and Religion Forward Movement, every one in the audience stood up.

Miss Addams declared that the intrenched position of the social evil is due to "society's irreligious and unforgiving attitude" and to political corruption.

"The supreme religious test of our social order," she said, "is the hideous commerce of prostitution and the sorry results of that test registered in the hypocrisy and hardness of heart of the average good citizen to the so-called fallen woman. This is surprising because Jesus was explicit in His own position. He did not imply that the fallen woman could not be drawn into the radius of the love of all mankind."

Publicity, Miss Addams thought, which shows that women are not only driven to seek the street from fatigue and lack of food but are forced to the life "as the result of a widespread commerce for the profit of men" would tend to do away with the evil.

"The church," she said, "ought to obtain laws limiting the conditions of working women, to cleanse the pleasures of the dance hall, the excursion boat and the amusement parks and to provide other and higher pleasures."

PARK'S SHAKESPEARE DAY.

Speeches and a Wreath for His Statue—Another Royal Oak.

The Shakespeare Club of New York city and the Mary Arden Shakespeare Club united yesterday in commemorating the 296th anniversary of Shakespeare's death. A wreath of white roses was hung on the Shakespeare statue in the Mall in Central Park. Ben Greet's manager, George Vivian, Wilton Lackye, Miss Myra Martin and Mrs. James Madison Bass spoke. About fifty Shakespeare lovers were present.

Not far from the Shakespeare statue a royal English oak tree was planted later in the day by Park Commissioner Stover. This tree is to replace the one that was planted in 1859 by the Prince of Wales who later became King Edward VII. Gen. James Grant Wilson, who was present when the Prince planted the original oak, was Commissioner Stover's guest yesterday, and he pointed out the exact spot where the old tree stood.

Ministers Present Credentials.

WASHINGTON, April 23.—Señor Don Pazo, the new Minister from Peru, and W. A. Ekengren, formerly first Secretary and now Minister of the Swedish Legation, presented their credentials to President Taft to-day.