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Fair Play for the Railroads, the Servants of National Prosperity.

The recent exhibit in this newspaper of the facts about the railroad situation and our analysis of the misleading figures of gross earnings have naturally commanded the attention of the men responsible for the management of the great trunk lines.

The salient idea has been stated by nobody more tersely than by President HOWARD ELLIOT of the Northern Pacific, who remarked in commenting upon THE SUN's article that "railway owners and managers are put to it to meet all the obligations upon them in the shape of higher wages, higher taxes, better service and improved facilities, in the face of stationary or falling rates."

A gentleman high in the management of another great transcontinental system writes a personal letter which we take the liberty to print in part because of its clear statement of the general question in its relation to the job immediately before the railroads, the handling of the crops of 1912. He says:

"I think the showing you make is one of very great importance, and one which deserves especial emphasis at this time, particularly because there will be a strong disposition on the part of the railroad commissions and the public to assume that this apparent increase in railroad earnings in the next few months, on account of the heavy crops, will obviate the necessity for great caution and foresight in dealing with the railroad problem."

"The fact is, however, that the increased traffic which will likely be handled in the next few months will serve to emphasize the necessity for enormous additional expenditures of capital upon the railroads to enable them to perform their transportation functions with satisfaction to the public. It would be profoundly detrimental to the public interest if this immediate increase in railroad business should nip in the bud the tendency which I believe has been developing to go a little more slowly in cutting down railroad revenues."

The diminishing purchasing power of the dollar, the exceptional pressure of railroad labor for increased wages, the extraordinary increase in railroad taxes, the persistent whittling down of railroad rates and the increasing rates of interest which have to be paid to attract investors, present conditions with which the public authorities must deal intelligently if the transportation service of the country is to continue to be developed in accordance with the needs of the great public which the American railroads serve.

Big Armies of a Little War.

No circumstance in the present Balkan situation is perhaps more interesting or more deserving of notice than the size of the armies the relatively insignificant States aligned against Turkey are preparing to put in the field. A more striking revelation of an extreme application of the principles of the nation in arms it would be difficult to discover.

Of all these Balkan States the example of Montenegro is the most impressive. It is hardly a week since this little principality opened its attack upon Turkey, yet to-day upward of 30,000 Montenegrins are fighting upon Turkish soil. Compare with this the 30,000 Northern States were able to put upon the field of Bull Run nearly two months after Fort Sumter was fired upon, or the 15,000 imperfectly equipped troops that started from Florida with SHAFER in 1868 two months after war was declared against Spain. The population of Montenegro to-day falls under 300,000, but the Northern States in 1861 numbered 20,000,000 and in 1898 the population of the United States exceeded 70,000,000.

Hardly less astonishing is the case of Greece. The population of the tiny Hellenic Kingdom, half as big as New York in area, does not exceed 2,500,000, yet it is agreed that in the first ten days not less than 125,000 Greek soldiers have been mobilized on the Turkish frontier. In 1815 NAPOLEON was able to collect for his Waterloo campaign after two months of effort and in a country filled with veterans and with a population exceeding 30,000,000 only 124,000 soldiers, of whom hardly half actually faced WELLINGTON.

It is the military resources of Bulgaria, however, which are really most amazing, judged by nineteenth century standards. At Austerlitz, where

NAPOLEON overthrew the combined Russian and Austrian hosts, the Grand Army numbered but 65,000, that of his enemies less than 85,000. At Leipzig, in the famous Battle of the Nations, in which most of the nations of Europe were represented, the force of NAPOLEON barely reached 150,000; that of his opponents was perhaps 280,000 strong. To-day on the Bulgarian frontier facing Adrianople 250,000 Bulgarians are mobilized, although Bulgaria counts less than 5,000,000 inhabitants.

Granted that the Turks place only an equal force in the field to meet the Bulgarians, the conflict between the two armies will dwarf the famous battles of the nineteenth century. At Gettysburg Federal and Confederate forces combined did not pass 150,000. At Solferino, where the Italians and French defeated the Austrians, the opposing armies each numbered but 151,000. At Koniggratz, where Prussia humbled Austria, 221,000 Prussians conquered 200,000 Austrians. At Gravelotte, the truly decisive contest of the Franco-Prussian war, 230,000 Prussians prevailed over 180,000 French. A glance shows that the numbers engaged in these battles were in every case inferior to the forces of Turks and Bulgarians aligned on the Maritza.

It is only in the Russo-Japanese war that figures can be found which bear comparison with those of Balkan and Turkish armies. At Mukden Russian and Japanese armies alike exceeded 300,000. But the population of Russia and Japan combined exceeded 150,000,000 in 1908; that of all the Balkan States to-day falls short of 10,000,000. It is possible to carry these comparisons still further, but the foregoing statistics are sufficient to demonstrate that in numbers at least the struggle in the Balkans should lose little by contrast with the great contests of the world Powers which have decided European events for a century.

The Silent Ones.

It is obvious that the man who is so little interested in public affairs as to neglect to register, or is convinced that he can best express his opinion of the candidates for office and the programmes they represent by refusing to take part in the election or defeat of any of them, obligates himself to silence when the political affairs of the community are under discussion. Here, therefore, is the comfort that optimists may extract from the obvious apathy of the citizen-ship of New York State this year: it will make for the diminution of talk about politics, a real, substantial and gratifying thing welcome in a world overwhelmed by chatter.

From those who refuse to register no assaults on the Administration will be tolerated. They will have made governmental successes and governmental failures none of their business. They will have no rights worth considering, and must entrust themselves to the generosity of the ruling class—those who, having the qualifications, are willing to help bear the burden of running the country.

To-day and to-morrow are the last days of registration. On Sunday morning we shall know how many men would rather rule than be ruled.

Is the Fatality of Modern Arms Overestimated?

There is a general impression in the minds of most well informed individuals that the improvements which have been made in the manufacture and management of firearms endow them with enormous superiority over the older types in the fatality of wounds inflicted in battle and consequently in private use. An address by no less an authority than Surgeon-General TORNEY of the United States Army throws considerable light upon the subject and will doubtless be interesting to those who aim to be well informed on all subjects.

Comparative statistics are cited by General TORNEY to contradict the generally accepted idea that men who bear the brunt of the firing line are more surely endangered in modern battles than they were in those of an earlier period. For instance, at the battle of Shiloh, fought on April 6 and 7 in 1862 between the Confederate and Union armies, the number of killed in the Union army was 2,677 per cent. and in the Confederate army it was 4.27 per cent. At the battle of Mukden, fought in the Russo-Japanese war with the latest weapons, the number of killed in the Russian army was 2.9 per cent., in the Japanese army 4.41 per cent.

The wounded at the battle of Shiloh were: Union army, 13.4 per cent., in the Confederate army 19.8 per cent. At Mukden the Russians had 16.3 per cent. wounded, the Japanese 17.61.

These figures demonstrate conclusively that the difference in execution of modern and old type weapons is not so great as is generally assumed. The efficiency of modern firearms has a potent influence on the medical service, however; the character of wounds in an engagement is determined by the missile used. The large calibre bullet of former days made a more extensive wound than the modern rifle bullet, and its benign effect in the case of flesh wounds enables the modern surgeon to return a larger proportion of the wounded to the ranks.

The principal difference between the new and old type weapons is found in their effects upon the battlefield surgeon. His position was never a sinecure, as the number of surgeons killed and wounded in the civil war demonstrated. General TORNEY records the startling fact that "the percentage of casualties among the medical personnel is exceeded only by that of the infantry," showing that the work of the surgeon on the battlefield is one of extreme danger. This danger is seriously enhanced by the enormously increased range of modern arms, which makes a convenient and safe retreat of the wounded impossible during battle. While the fate of the soldier wounded in the modern battle is improved, this increase of his chances for recovery is

not due so much to the change in weapons inflicting the wounds as to the better management of wounds on the field and in the hospital.

No stronger testimony to the beneficial value of antiseptics and asepsis can be offered than the following statistics: In our civil war the mortality of the wounded was 13.2 per cent. In the Franco-Prussian war the mortality of the wounded was 11 per cent. In the Russo-Japanese war it was 3.2 per cent. on the Russian side and 6.8 per cent. on the Japanese. These figures incidentally dispose of the boasted superiority of the Japanese over the Russians in one respect at least.

More Hunkum About State Finances.

There is no subject in the world so eagerly and so frequently seized upon by campaign speakers and the manufacturers of political "literature" to help their cause as that of State finance. A few days ago THE SUN called attention to certain statements made by the Hon. WILLIAM BARNES, Jr., strikingly at variance with the Saratoga platform and calculated to confuse rather than enlighten the electorate.

Mr. BARNES has now published in his newspaper, the Albany Evening Journal, further figures taken from the record of State appropriations, under the significant heading, "The figures that show how Democratic promises were not kept." The vice of this particular document lies in the fact that upon the presentation of a few carefully collected figures there is based the general allegation that they show "how Democratic State administration's promises of retrenchment were not kept." In other words, the record of Democratic financial management is made to appear a basis for a plea to return the Republican party to control.

The real comparison, of course, must be between the total budgets, not incidentally or accidentally grouped items. Here are the essential facts: Between 1908 and 1910, that is in the last Republican administration, the general fund budget of the State rose from \$29,300,000 to \$40,300,000, or \$11,000,000. Between 1910 and 1912, that is during the present Democratic administration, the increase was from \$40,300,000 to \$45,700,000. The annual rate of increase under Governor HUGHES, then, was \$5,500,000; under Governor DIX \$2,700,000.

With every proper regard for the logical powers and intellectual attainments of the Hon. WILLIAM BARNES, Jr., we still confess to a slight disbelief in his ability to persuade the voters, and particularly the taxpaying voters, to turn the Democrats out because they have been half as extravagant as the Republicans in expanding budgets.

A Crisis in Mexico.

A crisis has come for the Government of President MADERO. The revolutionary movements led by ZAPATA and OROZCO were of small moment compared with the demonstration of General FELIX DIAZ, who was hardly in the field before Vera Cruz fell into his hands with its custom house, stores of ammunition and supplies. Two regiments of Federal troops deserted to him. The surrender of this chief seaport of Mexico was evidently planned from the capital, which General DIAZ left early in the week, making no secret of his intention to lead a revolt against the Government.

Vera Cruz as the gateway by sea of Mexico and the terminus of four important railroads, one of them the main line to the capital, is next to the city of Mexico the most important place in the republic. General DIAZ has already been declared provisional President; he has issued the usual proclamation calling for a fair election; and he is making up a cabinet. The gunboats Morelos and Bravo, which constitute the Mexican navy, are at his disposal. President MADERO has despatched a strong force to deal with General DIAZ, but the loyalty of the Federal troops is under suspicion, and as all rolling stock on the railroad has been withdrawn to Jalapa, which is some sixty miles inland from Vera Cruz, a large area has practically been given up to the nephew of the late President.

The events of a few days will probably determine whether President MADERO can maintain his authority at the capital. ZAPATA and OROZCO, it is reported, have already acknowledged General DIAZ as the leader of the revolution. With a first success in the field it may be expected that he will ask the United States to accord him belligerent recognition. He is laying a substantial basis for it. He is laying a substantial basis for it. He is laying a substantial basis for it.

The Suffrage Split.

If there is anything in the old proverb about union and strength, the suffrage movement in England has received a setback. Despatches from London report still another cleavage in the ranks of the Women's Social and Political Union, and the defection of Mr. and Mrs. PETHICK LAWRENCE is of more serious consequence than any of the others that have preceded it. The LAWRENCES have been among the stalwarts of militancy ever since that policy was adopted and have gone to prison with more sang-froid than even Mrs. the celebrated PANKHURST herself.

No official explanation of the split has as yet been given, except the bare statement that it is due to divergent views as to the policy of the society. It is not, however, difficult to make a guess at the reasons which have induced the LAWRENCES to take their present step. The Women's Social and Political Union has long been governed by a close oligarchy, in which the PANKHURSTS and the LAWRENCES were the dominating spirits. The personal magnetism, however, which alone could inspire in the

rank and file the fanatical devotion to the cause that was required has emanated from Mrs. PANKHURST and her two remarkable daughters. The cause, in fact, has become identified with the PANKHURSTS and has to a large extent merged its significance in their personalities. Mrs. PANKHURST, with the defects of her qualities, is not one to brook the slightest opposition to her will. To state the matter baldly, she has lost her head over militancy, and sees in violence no longer a means to an end but an end in itself.

The LAWRENCES, on the other hand, despite their extravagances of speech and action, have retained their mental balance, and have been able to keep the end they are working for distinct from the means they have thought it desirable to adopt. They recognize now that militant methods have been carried too far, have indeed developed into what the opponents of woman's suffrage call them, a form of hysteria. They see the changed temper of the public, which has ceased to regard militancy as a joke and is coming to view it not only as a nuisance but as a menace, and they realize the likelihood of the Pankhurst methods precipitating some catastrophe that will do irreparable harm to the cause.

It is the old story of the person who starts a movement being the least competent to lead it after it reaches a certain stage of development. Incidentally, also, it illustrates the peril of substituting personality for principle.

As an item in the high cost of living, SNODGRASS'S \$30,000 muff shows how expensive furs are.

"I am going to Stamboul and ree—" FRANK LOTT. Bulgarians please take notice.

Also we note with approval the reappearance of two of our oldest and most honored friends, General APATHY and DANGEROUS OVERCONFIDENCE.

However insignificant by contrast may be the naval operations of the coming struggle, real interest attaches to the use of the Turks may make of Valona. Between Cattaro and the Greek frontier, Valona is the largest harbor which offers a shelter to large ships, and is wholly in Turkish territory. But Valona is interesting not so much because the Turks will unquestionably use it as a base in Albania as because both Italy and Austria have long looked upon it as the key of the Adriatic. Irrevocably to fortify it now would inevitably irritate Italy; any Italian effort to interfere in this direction would provoke Austria. Hence Valona assumes an importance second only to that of Salonica in the eyes of the interested and rival Great Powers.

This time the doors of the Temple of Janus seem to have been closed something less than twenty-four hours.

A band in green uniforms the color of wall paper when it is 5 cents a roll played a merry tune as they boarded the train. — DELAWARE DISPATCH.

Has even the wall paper paled before the high cost of living?

MR. ROOSEVELT'S INJURY.

Its Possible Effect on the Campaigning Methods of All Candidates.

TO THE EDITOR OF THE SUN:—Sir: Out of the lamentable occurrence in Milwaukee perhaps after all some good may be extracted.

Ex-President Roosevelt's campaigning is necessarily suspended and Governor Wilson in a highly honorable and commendable manner has announced that in consequence of the ex-President's condition he will likewise suspend campaigning.

The country will receive the new programme with satisfaction. Presidential stump speaking is always to be deplored, and it is to be hoped that there will be such attention to and discussion of the subject that future Presidential campaigning programmes will be frowned upon.

The office of President should not be sought in such a manner. There is a certain dignity and reserve about it that should be respected.

Candididates should have a record on which to base their aspirations and should rely upon that and not on perambulating stump speaking. As matter of fact it is a mistaken notion that the electorate is greatly affected by these tours.

Though the mills of God grind slowly, yet they grind exceeding small; Though with patience He stands waiting, With exactness He shall fulfill his word. — EDWIN G. LAWRENCE. NEW YORK, October 17.

A Leipzig Libretto.

TO THE EDITOR OF THE SUN:—Sir: When we go to the opera, and we're soon going again, thank goodness, translations of the different librettos are hawked about, not for the purpose of enlightening us on the meaning of the words, for we are all too good linguists for that, but just for our guidance in case the singer's enunciation is not quite distinct. In Leipzig, I read, they do better than this, for some genius has published what he calls an English version of the operatic plot library.

One quotation will be enough to show how easily and how readily we can do for ourselves. The excerpt is from what the sorry wretch terms "Romeo and Julia," and runs like this:

Fifth act. Romeo enters, he is seeing his wife Julia in the apparent death. In the meaning of his death he is thinking of a bottle poison wishing to be united with her as in the death. In the same mood Julia awakes. Willing to die by the death is coming; Romeo falling, Julia takes the sword and murders herself.

Reading such humbug as this between the acts would be much better than going out to see the best of men.

NEW YORK, October 17. LEVER DE RIDEAU. The Extra Charge. Charlotte went on cutting bread and butter. "I shall charge extra for it," she announced. "I'll see that she gets a full butter scones."

Reading such humbug as this between the acts would be much better than going out to see the best of men.

THE TOWN WITH THE PUNCH.

Discovery of an Unsophisticated Visitor to New York.

When Elias T. Warbuckel of Ruralville, Pa., visited his nephew Ezekiel he told Ezekiel that no extra effort should be made for his entertainment.

"I enjoy visiting Mary and you out here in your pleasant suburban home," said Mr. Warbuckel, "and I shall spend most of my time here. I know you are busy in town and I shan't bother you there. Go your way, and I'll run into New York some afternoon without bothering you. It is a long time since I've been there, but I have no ambition to get rich quick or succor young women in distress; I don't drink too much because I don't want to, and I'll carry only a little money, so that if my pocket is picked I can stand the loss. Old Bill Jenkins was out at Ruralville last summer, and if I got stranded I'll call on him or you for help."

Mr. Warbuckel's nephew had no fears as to that gentleman's ability to care for himself, and on a Saturday afternoon when he returned home he learned without newswomen that his uncle had departed for the city on a late morning train.

Soon after the matinee train stopped at the station Mr. Warbuckel walked safely into Ezekiel's house.

"Well, Uncle, did you have a good time?" said Mary.

"Why, yes," said Mr. Warbuckel. "Of course I was a stranger and not accustomed to all the ways of the town, but when I learned the system I did fairly well."

"What system?" inquired Ezekiel.

"The punch system," responded Mr. Warbuckel. "It is confusing at first, but I soon mastered it."

"What on earth do you mean by the punch system?" asked his kinsman. Mr. Warbuckel smiled.

"I mean the system in use throughout New York and its environs for directing pedestrians about," was his answer. "I first encountered it on the train going in. A number of persons, mostly women, were on board, and there was some confusion about seats. A trainman came along while several of us were still standing. Instead of asking us to step to one side he put his hand on the small of the back of each individual who happened to be in his way and pushed him aside. I didn't understand the signal, and so he pushed me twice, the second time with considerable force. I was inclined to resent this, but all my neighbors accepted it without showing any disposition to shut their temper, so I kept my mouth shut and eventually got a seat beside a man who was very busy looking through the window."

"This man got off at that town on the edge of the meadows. I didn't know he was not going through, of course, but that did not trouble him. When we reached his station he simply put his fist against my shoulder, pushed me back in the seat and climbed out."

"I was anxious to see the shipping, so I went over to the ferry. I stood out on the forward deck in a line of passengers well back from the gates. As we drew into the New York slip a deck hand whose duty it was to open the gates came from behind and putting one hand on my shoulder slewed me around. At the same time he gave the man next to me a smart rap in the back. Thus he cleared a passageway for himself and without wasting a word in request, explanation or apology."

"I walked up to the subway and had my nickel in hand when I got to the ticket seller's office. I was reasonably quiet, but a young chap behind me, evidently in a great hurry to catch a train—one that had left some time before, I fancy—was dissatisfied with the speed I made, and he punched me. By this time I was getting a glimmer and so I was not astonished when the guard waited until I was well in the car and then punched me right over the kidneys."

"He intended to do the same thing when I got off at Forty-second street, but I was ready for him and got my punch in first. He took it in perfect good nature and I went up the street. As I stepped off the stairway a woman darted in and struck me a smart blow on the chest. This was the first woman who did it. I suppose she was a bachelor girl."

"I had decided to go to a theatre, and as I was rather sore from the unusual buffeting I had undergone I kept as far away from under as I could. But there was a crowd in the theatre lobby, and as I joined the line of ticket purchasers a large person in uniform struck me between the shoulder blades, apparently to compress the line. An instant later another man punched me in the side, not ill temperedly, but with sufficient force to knock my breath out."

"Beside the ticket taker stood a man whose duty apparently was to thump the patrons of the theatre as they entered. I watched him carefully and decided to get ahead of his contribution. So when he raised his hand I struck his wrist. He looked disappointed at missing me, but rather than let any of those who followed me escape his laying on of hands he stuck to his post and did not remonstrate with me for failing in my duty as a punching bag."

"Inside the theatre the woman usher gave me a ladylike punch as she returned my seat check to me. A man who had to go out to eat a clove between the acts got in his good stiff handkerchief, but I was so awkward as to trip him up, and thus we were even."

"When I left the theatre I hurried out and walked downtown to the New Jersey tubes. Only a policeman thumped me on this trip, but he was an anatomist and knew how to hurt. In the tube station I escaped a jab from a porter by ducking, but a platform man and a guard got in a rib-roast each without difficulty."

"Fortunately for me I was early on the train and I saw that no trainman stood at the rear door of my car. So I was able to get home without any further mauling. I got home pretty well considering that I am unused to the punch treatment. I suppose you are calloused by this time, nephew?"

"Mary, will you put the arnica and the witch hazel in my room to-night?"

The Moose Made Mine. TO THE EDITOR OF THE SUN:—Sir: Sitting down to a democratic anti-high cost of living lunch to-day I was confronted with a fearsome placard:

This place handles strictly Union Made goods. Kindly ignore others.

Pondering this cryptic, yet vaguely mandatory message, I resolved to take no chances. I ignored all pies, and contented myself with a sandwich.

WANTS CITY TO BUY PIERS.

New Haven Wants to Rebuild at Cedar Street Under Long Lease.

Vice-President E. G. Buckland of the New Haven Railroad, followed by Commissioner Calvin Tomkins and two score other interested persons yesterday afternoon that his company would like to shoulder the expense of rebuilding and maintaining some piers on the North River if the city would undertake to have the property condemned and would then assure the company that the piers would not be taken away whenever and however some administration desired it.

The railroad man told of a plan approved by the city under which Piers 9, 10 and 11 at Carlisle, Albany and Cedar streets are to be ultimately replaced by two new piers to be known as 9 and 10. Piers 9, 10 and 11 are now leased to the New York, New Haven and Hartford Railroad Company. Pier 8 is leased to the Central Waterfront Dock Company. The four piers are in a dilapidated condition. West street is only sixty feet wide in front of them and the trucking contractors have a grievance against them on that account. The fire insurance men regard them with misgivings. They are owned by estates, the heirs to which are scattered all over the earth, and this circumstance has prevented any fruition of the offer of the railroad company to buy them outright.

An offer is therefore made that the city condemn Piers 9, 10 and 11 and permit the railroad company to erect in their places two modern steel piers, the city to be reimbursed through rentals for its expenditures in acquiring the property and the railroad to build and maintain the piers in accordance with the city's plan. The city then is to release the piers to the railroad for such a period and at such a rental as will extinguish the debt. Estimating the cost of the improvement somewhere near \$3,000,000 it would be possible through the provision of an amortization fund to extinguish the debt in about forty-one years.

C. H. Callaghan, chairman of the committee on piers of the Maritime Association, also has an idea. He has an idea in all. He pointed out that the railroad already has a lot of the city's waterfront for railroad commerce and he was in favor of calling a halt and having the city acquire the property and improve it for deep water shipping. Commissioner Tomkins will have another discussion of the proposition.

TITANIC SURVIVORS TO ACT.

New Committee Formed to Enforce Claims Against Ship's Owners.

A circular letter was sent out yesterday by William S. Lare, secretary of the Titanic Survivors Committee, stating that a new committee, known as the Titanic Survivors Protective Committee, had been formed to enforce by concerted effort and with all legal means the claims for loss of life, loss of baggage, etc., arising out of the sinking of the Titanic.

The statement reads in part: "The White Star Line has flatly refused to pay any such claims whatsoever. Recently it instituted in the United States District Court for the Southern District of New York a proceeding for a limitation of its liability, alleging that it is not liable for any of the claims brought out by the Titanic and claiming that if any negligence on its part is proved its liability in any event shall be limited to the amount of the prepaid passage money and freight and the value of the lifeboats saved."

Your committee is advised that it will be necessary for all claims that are prosecuted in this country to be filed in that proceeding and that the court will join the prosecution of any other suits on such claims wherever brought in this country. It is the purpose of this committee to counter vigorously the said procedure for a limitation of liability and to use every effort to force the White Star Line to pay all damages in full.

Mrs. Elizabeth H. Natch, whose husband, Charles Natch, was lost with the Titanic, has begun in the United States District Court on October 25 why she, or her attorney, A. Leonard Brougham, should not be punished for bringing suit for damages against the Oceanic Steam Navigation Company, Ltd., owners of the steamship.

Mrs. Natch's action to recover \$75,000 damages for the death of her husband was begun in the State Supreme Court recently in spite of the fact that the United States District Court had issued a motion temporarily enjoining claimants from bringing suit for damages or prosecuting claims against the owners of the Titanic. The Federal court's warning was issued October 14, in compliance with a ruling of the United States Circuit Court of Appeals for the Second Circuit, which held that the owners of the Titanic were not liable for the lives of the passengers.

PERUVIAN CABINET NAMED.

President Billinghurst Notifies State Department of Appointments. WASHINGTON, Oct. 17.—The State Department is informed that President Billinghurst of Peru has appointed the following Cabinet:

President of the Council of Ministers and Minister of Government and Police, Dr. Elias Malpartida. Minister of Foreign Affairs, Dr. Wenceslao Valera. Minister of Justice, Worship and Instruction, Dr. Francisco Moreyra y Riquelme. Minister of War and Marine, Gen. Enrique Varela. Minister of Finance and Commerce, Baldomero Maldonado. Minister of Public Works, Fermin Malaga Santolalla.

GIBSON RETURNS TO HAVANA.

Charge Reappointed to Show Washington's Satisfaction With Him.

WASHINGTON, Oct. 17.—Arthur M. Beaupre, United States Minister to Cuba, has arrived at Havana. Minister Beaupre stopped at Washington on his way to Havana last week and arranged that Hugh Gibson be reappointed secretary of the legation there, in order to demonstrate to the hostile Cubans that his transfer to the legation at Brussels, which was intended as a promotion, was not due to any dissatisfaction upon the part of the United States with his conduct of affairs at Havana.

ARCHBOLD WILL TESTIFY.

Agrees to Appear in Waters-Pierce Suit Against Standard Oil.

When the application to compel John D. Archbold to appear as a witness before Abraham L. Jacobs, commissioner in the Waters-Pierce Oil Company litigation, came before Supreme Court Justice Greenbaum yesterday counsel for the Henry Clay Pierce interests withdrew their motion, and agreed that Mr. Archbold will testify if Mr. Archbold is to appear voluntarily.

The application said that Mr. Archbold's testimony is material because it will show that through numerous and complicated transactions the control in the subsidiary companies of the former Standard Oil Company of New Jersey is still vested in the "Trust."

Mrs. John Jerome Rooney, who presided, announced that the league, which has been known since its foundation in 1908 as the most powerful of the local anti-suffrage societies, would no longer talk or work against votes for women.

"Our civic work and our study of municipal questions take us up much time," she said, "and we find it impossible to keep up our investigation of the effect of suffrage on women."

Miss Marion Vatter, a Roosevelt supporter for the Republicans and Miss Alice Carpenter for the Progressives.

BIG PUSH TO ENLIST FOLLOWS FLEET REVIEW

Navy Recruiting Station in West 23d Street Full Every Day.

SIGHT OF SHIPS DID IT

Fine Lot of Men Are Applying, and One of Three Is Accepted.

Up at the navy recruiting station at 133 West Twenty-third street the recruiting force has been followed by Commander G. C. Day is working overtime trying to handle the rush of applicants who want to enter the navy. There hasn't been a time when so many young men have had the inclination to ship on war vessels and never a time when the class of recruits was so good. This seems to be chiefly because the fleet has been here and left a favorable impression.

The Navy Department has recently made big efforts to find from its enlisted men just what there is about the navy that appeals to the American youth and makes him want to join the service. There are all sorts of incentives, it has been discovered, such as being out of a job, or the lure of the life at sea, that help a man make up his mind he wants to be a jackie, but when it comes right down to it there isn't anything that has such a pull as has the great Atlantic fleet itself when it assembles in the North River.

As a result get the big review is the best thing which the Department has found. Publicly Secretary of the Navy Meyer has said that the review was, to a large extent, so to popularize the navy that taxpayers won't kick at two battleships a year. But another good reason is that the Department will not have trouble in getting plenty of the right kind of men to enlist.

The rush to the recruiting office here has only just begun, according to the figures which are available. The surge which the men-o-war made last Monday when the President looked them over, and on the following day when they made their impressive departure, is just having its effect at the station.

On Monday 140 men, most of them just over the age limit, came to the office to find out how they could join the navy. That is the largest number of applicants in a