

The Sun

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THE RECKONING.

What do they reckon who sit aloof on thrones. Or in the chambered chancelleries apart. Playing the game of state with subtle art. If so be they may win, what wretched groups Rise from red fields, what unrecorded bones Bleach within shallow graves, what bitter smart Pieces the widowed or the orphaned heart— The unshed horror for which naught atones!

A word, a pen stroke, and this might not be. But vengeance, power lust, feasting jealousy, Triumph, and grim carnage stalks abroad. Hark! Hear that ominous bugle on the wind! And they who might have stayed it, shall they find No reckoning within the courts of God? CLINTON SCOLLARD.

Meeting the Emergency.

With the close of a fearful week the country has reason to face the trials of the future with increased confidence in the ability of the United States to weather whatever further storm of financial and business disturbance may blow from Europe.

A situation of tremendous strain has been endured wonderfully well, thanks to the country's splendid economic soundness and the wealth of its resources. Emergencies have been met with courage and energy by leaders in the banking and commercial community and necessary steps have been taken promptly to minimize the effects of the shock precipitated by the developments abroad as well as to cope with the recognized changes wrought in trade, industrial and financial conditions by Europe's plunge toward the abyss of war.

In addition to all the other reasons for encouragement which Americans must feel regarding the future, it is especially encouraging that Washington understands the dimensions of the world crisis precipitated by Europe. The President and the Secretary of the Treasury are cooperating heartily and vigorously with banking and business interests to deal with the altered circumstances under which business and banking must be done if the worst happens abroad. Congress is showing itself patriotically appreciative of the needs of the moment and is no less responsive than the Administration to the requirements of this fateful occasion.

Next to the essential closing of the Stock Exchange and the temporary suspension of customary activities in some other markets, notably in the cotton market, there could be no more desirable measure for facilitating business adjustments than the amendment of the emergency currency law. The rapidity with which the Government undertook to liberalize the provisions of the Aldrich-Vreeland act to render \$500,000,000 of sound currency readily available is a most gratifying token of the Government's comprehension of the requirements of the times.

The heartening character of the Government's course is emphasized in other action which is contemplated at Washington, including legislation designed to permit the country to acquire, by transfer of registry, a fleet of merchant vessels to carry to all the nations of the world the commodities and goods which will be demanded of the United States in increased quantity because of the embargo which war will lay on Europe's commerce.

The objective of all present expedients, governmental and otherwise, is manifest. In the event of a great war in Europe this country must, because it is the only nation which can, be the rallying ground of finance and commerce for nations at peace now and after Europe's peace is restored.

There has been created by the world crisis a supreme necessity which com-

pels and justifies the modification of ordinary laws and usages for so long a time as the necessity lasts. Under its compulsion it is the duty and task of banking and business interests and the Government to organize finance, trade and industry so as to keep the country's domestic commerce going in the largest possible volume, and no less to facilitate trade with those foreign countries which must turn to the United States today for satisfaction of their economic demands.

Not the least of the cheering tokens of Washington's attitude is the determination evinced to hasten the completion of the Federal Reserve Board and the early inauguration of the new banking system, which with its reduced reserve requirements and its rediscounting provisions will augment the country's equipment for accommodating the extra stresses to which it is being subjected.

The Food Supply in War Time.

The imminence of a great war in Europe has already brought to the front the question whether noncombatants can be fed while the armies, which fight upon their bellies, are contending for victory in the field. Already a sudden demand for rations on an enormous scale has caused a sharp advance in food prices. It has become necessary to forbid exportations of wheat and other grains and of farinaceous foods of all kinds.

In the best of times the Continental peoples consume little meat, and now flour threatens to be scarce and high. Harvests have not been gleaned yet, and for the present subsistence must be upon such stores of grain as are available. It must be remembered that living from hand to mouth is the rule upon the Continent, and as war would stop many industries and cripple others the problem for the poorer people would be to eke out a bare livelihood, to keep the breath of life in their bodies. For them a long struggle would mean famine, and disease and death for multitudes.

Conditions are little better in England than on the Continent; in the matter of the food fund now available there are worse, for England never has more than a month's supply of meat and cereals. It would be impossible for England to carry on a war for a much longer time unless her limited stock was regularly replenished. It has been frequently pointed out that this is her great military problem. The destruction of England's sea power would end any war in which she was engaged.

Fortunately England is so strong in battleships and cruisers of the second class that in the event of a general war in Europe she should be able to protect her grain and food carriers and to save her ally France from famine. Russia, the other member of the Triple Entente, is self-supporting. Of the members of the Triple Alliance, Germany, having promoted her manufacturing and neglected her agricultural interests, would suffer more from war than Austria, and perhaps more than Italy, which is not rich in natural resources. The necessity of Europe would give the United States an opportunity to serve humanity in a practical way if ships could be found for cargoes, but it must be considered that foodstuffs may be treated as contraband of war.

The Kaiser and the Declaration of War.

For more than a quarter of a century the German Emperor, the master of the most tremendous and most effective military organization that ever existed, has worked persistently and successfully for the peace of Europe.

This plain fact, it would seem, entitles the Kaiser to the benefit of the presumption of sincerity when he spoke, almost as from the midst of the flames of the coming strife, of his "continued efforts" to maintain peace.

What philosopher-historian, in reviewing events that are blinding in their contemporary aspect, will ever be able to apportion justly the responsibility between the personal and dynastic war impulse in high places of power and the underlying and immeasurable forces of race hatred and national greed?

The Railroad Rate Decision.

After its prolonged delay in reaching a conclusion the Interstate Commerce Commission's decision in the Eastern railroad rate case is likely to fall rather flat. On account of the vast questions which have been suddenly thrust upon the financial and business communities in the last few days the rate case has been reduced from a matter of much immediate consequence to values and to the influences which make for business activity or depression. The decision, nevertheless, has an importance for the future which is bound to be recognized in time, and the fact that the ordinary methods of reflecting it hastily are precluded by the suspension of the stock market means that its bearing will be better analyzed and appreciated.

To the extent also that the judgment of the commission contains disappointments for railroad investors and for all thoughtful citizens who realize how much prosperous activity depends on the encouragement of capital, it may be pointed out that disappointment has been more than discounted lately in the tremendous shock caused by Europe's war panic. In comparison with the vast disturbance which Europe has promoted all the other affairs which seemed so troublesome recently are now of trivial significance.

It is a question, however, if the decision would have been found even relatively disappointing under circumstances which would have made it more of a present factor in financial affairs than it is likely to be. Indeed, the Interstate Commerce Commission seems to have reached one conclusion which makes an auspicious addition to such

reasons as offer at this moment for the preservation of business and financial confidence. Without regard to its details the decision as a whole lends itself to the conviction that a day of fair play has dawned for the railroads after a long night of darkness.

While the commission denies anything like the so-called horizontal increase of 5 per cent. in the freight rates which the fifty-two petitioning railroads sought permission to make, many advances are allowed. When these concessions are compared with the absolute refusal of the commission in the practically identical case decided against the same railroads three years ago to sanction any elevation of freight rates, it would appear that the railroads have gained something.

What is of even more significance is the concession of principle which the commission seems to have made. It is very doubtful if the railroads regarded the nominal advance in freight rates which they asked the commission to authorize as meaning much to them. Competent students of railroad economics have said that the railroads asked for too little when they asked for 5 per cent. The facts of the case are that the really big thing for which the petitioners applied has apparently been granted.

The whole case of the railroads rested on the contention that the net earnings of the carriers in official classification territory, covering the northeastern part of the United States from the Mississippi, Ohio and Potomac rivers, were inadequate to make such a return to their owners as was required to assure a further provision of capital for the necessary development of railroad facilities in the future. The commission finds in substance that the railroads have proved this contention and that their net operating income is less than it should be.

This would seem to be a very far reaching concession, one which can come to govern in all rate making subject to public control. It involves recognition of a principle of expansion in rate making to meet business conditions as well as the principle of contraction which politics has always recognized. If that is what the decision means the railroads have gained much more than is denoted by the conceded advances in freight charges.

Jean Leon Jaures.

One of the notable men of Europe and one of the big men in France was JEAN LEON JAURES, the Socialist leader who was murdered as he sat at table among his friends in a favorite restaurant in Paris on Friday night. Apparently he was a victim of his courageous propaganda for peace in the present crisis in France. The only war Jaures believed in was industrial war for the benefit of the working classes, and his radicalism in this respect was intense and violent—in the opinion of many of his countrymen it was sometimes un-patriotic and even seditious. He always maintained, however, that he was a better friend of France than his detractors.

There was nothing provincial in the policies of the virile Deputy for Tarn, whatever his enemies might say about him. The eloquent speeches he made for the miners of Carmaux were intended for the common cause in all countries. He fought for Dreyfus with splendid courage because he believed a cruel injustice had been done to a fellow man. If the Socialist leader drove DELCASSÉ from office in the Morocco affair it was to save France from a war with Germany. JAURES was the only Socialist in France whom Ministers recognized as a factor in foreign politics.

To call JAURES the Rebel of France hardly did him justice. JAURES was more accomplished and versatile than the great German, infinitely more human and likable, and an abler politician; his eloquence too was of a more magnetic and popular type. Intellectually JAURES was more liberal and progressive than BENEZ. The French Socialist had an open mind and was not dour in controversy. There was nothing of the raging lion about him—he could not be as magnificent as BENEZ in his best passages. JAURES ceased to cooperate with the Radical-Socialists as long ago as 1905, and at the time of his death as leader of the United Socialists he was at the climax of his influence.

Reaching New Jersey by Bridge.

The perimeter of New Jersey flat upon the map measures roughly 425 miles. Of this distance fifty miles in the north is a dry line; the remaining 375 miles is wet, and of this nearly two-thirds is marked by navigable waters, the Hudson River, the Atlantic Ocean, Delaware Bay and the Delaware River to Trenton.

Twenty-five miles of the lower course of the Hudson River separates north Jersey from New York city. Immediately west of the river lie Hudson, Bergen and Essex counties, with the cities of Jersey, Hoboken, Newark, Paterson. On Newark Bay are Bayonne and Elizabethport, and on Raritan Bay the busy Amboys and New Brunswick. This district has a tremendous, compact industrial population, with a rich truck farming hinterland. Between it and New York the traffic is simply tremendous. The facilities for water carriage are ample; with the drying of the Hackensack and Passaic rivers and deepening of channels in Newark Bay and the lower outlet through Raritan Bay from New Brunswick and the Amboys they will be still better. But transshipment is expensive. From the northern part of the district a Hudson bridge would be a boon to a huge volume of vehicular traffic. Ferries that a few years ago carried tens of thousands of passengers daily have been practically retired from that service by the tubes and are now given over to the carriage of trucks. In spite of obstacles political and financial it is on the books that not many years shall pass before the wide

THE YELLOWSTONE PARK.

Hudson is spanned by the first arch of steel to dominate its flood south of Poughkeepsie. Perhaps equally inevitable is the hitching up of south Jersey to its Pennsylvania markets. Here is rich farm land that sells to Philadelphia; also bigger industrial enterprise than is generally recognized. Camden is not only a busy town, but a fast growing one, and Trenton keeps the wheels going round. And the only passage of the Delaware is by ferry, utterly inadequate. This week the Burlington county Board of Agriculture held its annual meeting and a thousand farmers heard discussion of the need of a Delaware bridge.

As reported in a Philadelphia paper a promoter of the bridge project said:

"It is only necessary to stand at the Camden ferries any evening from now until October to witness the condition that confronts you farmers in seeking to get your goods to early markets. There is a difference of opinion as to whether a bridge or tubes should connect the two cities. There is no reason why such a centre of traffic should not possess both kinds of gateways. We commuters shall be glad to see a tube, but we insist that the greatest and first need is a bridge.

"A tube won't help you farmers to get your teams and auto trucks in and out of Philadelphia; a tube won't help the thousands of autoists now held up by an inadequate ferry service. Only a bridge can solve this growing problem. Every farmer this side of the Delaware and every dealer and consumer on the other side should lend every ounce of their influence to hasten the building of the William Penn bridge."

Middlemen gobble profits and ride heavy on the shoulders of the consumer. Middlemen must be done away with, as far as may be. It's hard on the middlemen, but —. Legislators work in response to "pressure from constituents." The people of south Jersey are going to "press" for a bridge. What does Pennsylvania think of it? Will she "put up" her share?

These things are local. But for many years Jersey was nothing but a buffer between the Empire and the Keystone States, and she still does much business with Father PENN and Father KNICKERBOCKER. The Hudson and Delaware bridge projects are bound to materialize. Apart from the business side of it, there is something romantic in the near possibility of new triumph for the engineers who train the mighty streams of traffic over the mighty streams of water that under the cities of men.

It is to be hoped that the spectacle of Europe's disastrous madness will inspire the railroad managers and employees in the West, who are on the verge of another sort of war, with a strong sense of the blessings of peace. In its own kind and degree, the struggle that is up in every railway is as mad as any other losing of destructive forces.

The spend with which the world moves these days is brought strongly home by a glance at the latest editions of the European newspapers brought into New York by the mails. In the home dailies, the point is missed in the constant shifting of the panorama of the news. But picking up the journals of London or Paris just a week old it is almost a shock to realize how the interest has faded out of their burning topics. The Ulster controversy, the Cambrai trial, Lloyd George's budget—how far away they seem. It is not worth while even to glance over the articles, so hopelessly are they pushed into the background by the more thrilling events and hopes and fears of the few intervening days.

That the war prospects leave American tourists in Europe in an unpleasant predicament is too plain to deny, but there is no occasion for any real alarm among their friends. Their greatest hardship, most likely, will be that their plans are spoiled, their time lost, and their passage money more or less wasted. There is at least no danger to life or property. Temporary embarrassment may be caused in some instances by the difficulty of cashing travellers' checks and letters of credit, but most likely some plan will be arranged to provide all with money. To get home and to enjoy a fair amount of comfort during the period of waiting for transportation. To adventurous spirits there will be a certain compensation for what they lose in catching some spice of the war atmosphere that now thrills the Continent.

Just what Mr. BRYAN was doing in Virginia he would not explain today, but he indignantly rebuked several newspaper men who had written stories that he had been on a lecture trip—Washington despatch.

There could be nothing more comical than Mr. BRYAN's resentment at being suspected of delivering a lecture outside Washington. Is the explanation a shrinkage in the box office receipts lately?

The Australian tennis players, BROOKES and WILDING, defeated the German entries for the Davis Cup tournament at Wimbledon, and the trophy seems to wobble ominously on its base. However, the Australians, if they beat the Britishers, will meet abler opponents in such youngsters as McLOUGHLIN, WILLIAMS and BUNDY, and in the veteran HEIR. No reflection upon the prowess of PROGRAM is intended—he is a player of no mean skill.

Europe may shiver with dread. Wall Street may stand still in dismay, but the ordinary course of life ripples along as ravenly as ever. Columns of THE SUN are filled with sports ashore and afloat, auto runs, dinners, dances and fetes, engagements, marriages—all the bright and pleasant things.

The Drum. This earth is as a mighty drum Upon which beat the strokes of Fate, Whose counter-marching go and come The forces which decide our state.

Advance! and Science, Letters, Art, Press forward gaining every field; Their banners conquer every heart. And unknown foes before them yield, Retreat! and dark barbaric hordes Consider learning in a pill, And Heroes sing beneath their swords As Greece and Rome were fain to fall.

This victory with each is cast. The onsets battle never cease, Until upon the Drum at last Shall beat the Dirge and all be done. MCLANDBURGH WILSON.

THE YELLOWSTONE PARK.

The Somewhat Acerb Observations of a Traveller. To THE EDITOR OF THE SUN—Sir: You are absolutely correct when you say, "The plundering of so many tourists in a line of stage coaches strung out on a well travelled road in the [Yellowstone] park reflects upon the efficiency of the United States troops on post there."

Nothing to it. And as our party went through the park frequent remark: Where is the supervision by the regular army? Twenty miles would be travelled and not a soldier in view! We did see one soldier between Old Faithful and Thumb station. And when the soldiers were seen, what were they doing? Sitting on piazzas or walking along with a mess of fish.

The should be called upon to get busy in cleaning up and patrolling the park, as I intimated in my communication printed by THE SUN on July 2 last. Yellowstone Park will go up in smoke one of these days if the thousands of dead trees are not cleaned up. And it will be desirable exercise for the soldiers to do this work if they cannot satisfactorily police the park.

AN INACTIVE SUFFRAGETTE. She Can't See How Voting is Going to Turn the Women. To THE EDITOR OF THE SUN—Sir: I'm not a violent suffragette, but if we women do not get the vote we'll vote, and I'll vote to the best of my ability and feel a privilege to do so. I am already in the battle of life with men and am competing with them for my own livelihood as well as that of my sister. Now if I'm one of the immortal elements—but these are certainly inferior, ignorant and common, and if society permits me to become a hunter, why it could not very well be the poll and casting a vote, could it? I'm not too well informed in regard to the laws, etc., of this country, or political ethics, but I know that I know about as much as the majority of men I meet.

Neither could my vote hurt the laws of this country. True, there are a great many low class women, who would be this to my mind is to be expected. What about the immoral men who vote? Had I my way I'd eliminate ignorant and immoral voters of either sex and I'd give limited voting powers to women. Unmarried women who are working for their living and who are paying taxes on property which they own and who have interests. Had I a husband, for instance, my interests would in all probability be safe in his hands and he would make a good representative. But I have no husband, I have no property, I have no income, I have no vote to represent me now. I just work, purchase and pay taxes. True, I have never as yet felt any injustice in so far as I'm concerned, but I can see how I might.

But to come to my point—why the vote? If they don't want to vote they don't have to when women get the ballot. If they don't want to vote they don't want to get hurt, are they? The age of chivalry has gone by, except in the immediate family. Men are selfish, so far as I can see. We've done away with the sweet courtesies that prevailed in past decades ourselves and to-day in the business world woman is a machine—she is no longer a woman; she is a cold, calculating creature who will do any public conveyance first, well and good; if a man gets there first he takes it. So that by foregoing the ballot we're not doing any sweet courtesies. We haven't got them.

I have heard it said that the anti cry "We are for home." Of course, so is every thinking woman, but where are they? Men don't want responsibility nowadays—they don't want to marry. Newspaper writers say women don't; that they're too independent. I know any one of the anti cry who would be a manly man without a woman's hesitation if a nice clean man when they could respect asked them to; and they'd lend in a nice home of their own, and I, personally, am no exception. While not an unattractive girl, and still no beauty, I'm simply not asked. I have been asked by divorced men and some so-called spunky men, but I have never been asked why should I throw myself away like this?

I am not an active suffragette and I have marched in just one of my parades, and I'm willing to be confined. The life of me can't see where it will hurt women to vote. I don't think they're going to "clean up" politics by a good deal, but the fact that some women want a good deal of money, and that they should, that they should. These women who want to vote are not imbeciles, they're a very important asset to the country, and they should be given the possible and future mothers of the race to know something about the institutions of the country, for it will certainly be an aid in the upbringing of the children. NEW YORK, AUGUST 1. A. S.

The First Statue of a Woman.

To THE EDITOR OF THE SUN—Sir: In an article in THE SUN of last Sunday the statement was made that the proposed statue of Miss Norton would be the first statue of a woman erected in this country. I should like to correct that statement. In New Orleans at the intersection of Canal and Bienville streets, in Margaret place, is the Margaret Monument, a tribute to a noble and charitable woman, who devoted the fortune she made in business to philanthropy.

That was the first statue erected of a woman in this country. NEW YORK, AUGUST 1. A. SOUTHERN WOMAN.

The Canadian Porcupine and Others.

To THE EDITOR OF THE SUN—Sir: I note that the Canadian porcupine at the Bronx Zoo referred to in my letter in THE SUN of this morning was not in evidence at all this afternoon, though other porcupines remained. Thank you!

I wish that THE SUN could do as much for the woodcock and quail (and others, doubtless), who also gnaw at their wares upon the grass. M. E. BOHLER. NEW YORK, July 31.

Criminal Women.

To THE EDITOR OF THE SUN—Sir: As a friend and well wisher of France I regretted to see the accusation of Mrs. Callahan's criminality is all very well, but when it degenerates into sentimental condemnation of crime it is a positive menace to the State.

By the way, a striking contrast to the event referred to is the recent fate of three women in Germany, who having committed murder were promptly tried and had their heads cut off. COMMENTATOR. NEW YORK, AUGUST 1.

Superstition.

To THE EDITOR OF THE SUN—Sir: The editorial article in this morning's SUN on superstition was all right but entirely too mild. I consider it a pity that the very lowest kind of ignorance, in fact it is a kind of lunacy.

By the way, a striking contrast to the event referred to is the recent fate of three women in Germany, who having committed murder were promptly tried and had their heads cut off. COMMENTATOR. NEW YORK, AUGUST 1.

The Red Moving Picture.

Kutcher—Heard to look at a map of Europe.

BELGRADE.

The Oft Besieged White Castle on the Frontier Hill. To the people of any other nation in Europe the fall of their capital would mean more than the capture of Belgrade means to the Servians. Situated on the border, and crowning a lofty limestone hill, which might have been impregnable in ancient days, it lay an easy mark for long range Austrian guns on the opposite Hungarian plains.

The Servians have long recognized its vulnerability to attacks from the north, and with each alarm of war they have advocated the removal of their capital to the interior of their country; but a high regard for Belgrade's historical associations and a pride in the work of lifting a squalid little Turkish town into a beautiful modern city have deferred the plans of transfer.

Neither war nor siege is a novelty to Belgrade, for the walls of the white fortress that gave the town its name were many times drenched in blood. For centuries with each fresh invasion of the Danube or Save valley it changed masters. Huns, Goths, Romans, Bulgars, Greeks and Serbs threw their forces against its great rock foundation. To the Turk it was the key to the home of wars, the faith. There are no more thrilling stories than the defence of the city against Mohammed, the conqueror of Constantinople, when John Hunyadi descended the Danube with his motley collection of boats loaded with Hungarian and Serb peasants, accompanied by an ill armed crowd of the burning words of the wild, feeble old monk John Capistrano, and fiercely fought the battle that wrought victory to the cross.

Since the Turks finally retired, in 1821, Belgrade has had no enemy at its gate until now. In these years of peace the Belgradians have built their town. They feel help to no building, for the Turk left here, unlike many other places from which he was driven, no imposing konak, great barracks, arsenals or storehouses. They replaced the hovels and dirty narrow alleys by wide, well paved streets lined with buildings that more than ever made Belgrade deserve the name of the white city.

Because of the feeling of insecurity, perhaps, Belgrade has no notably fine public buildings. The royal palace compared with the homes of royalty in any other of the Balkan States is most modest, the little two story parliament building is half hidden in a cluster of trees on a side street, the post office is inadequate to its business and none of the Ministries are well housed. Even M. Pashitch received representatives of foreign countries in a little room bare of decoration in what appeared the poorest of the office buildings of that part of the city. Life, too, in Belgrade was without pretence. Automobiles were as few as the tin snuffers; liveried butlers, footmen and men servants were almost unknown, for the "girl" was supreme as the domestic servant. Belgrade went to work early, took its noonday rest, and in the evening moved to the park, the post office in the park of the old fortress. That was Belgrade's gay hour when it listened to gypsy orchestras at the street corner cafes, drank its Turkish coffee in tiny cups and its water in large glasses. Then the town went home to supper and an hour after dark the streets were empty.

The Serbs in America.

To THE EDITOR OF THE SUN—Sir: There must have been some mistake in the figures about the applications for service in the Serbian army. According to current reports there are only 100,000 Servians in the United States. According to the article on "Slavs in America," by Andrew J. Shipman in "The Catholic Encyclopedia" there were "about 150,000 in 1911. On the basis of the census of Servians to this country divided so much? NEW YORK, AUGUST 1. C. C.

Regulation and Its Effect on the Public.

To THE EDITOR OF THE SUN—Sir: The newspaper announcement that the account of the Public Utilities Commission of California regarding the rate of a million and a half dollars in casting up the accounts of the San Francisco street railways, which are this much better off than the commission had determined the rate of a million and a half of dollars as compared with the great and small? JOHN ANDERSON. HAVERFORD, Pa., July 31.

The Red Headed Girl and the White Horse.

To THE EDITOR OF THE SUN—Sir: I think the answer regarding the red head girl and the white horse is very easy. While writing these lines six white or gray horses happened to pass my window and no "brick topped" girl.

The question of white work horses to dark ones is much larger than most non-observing people have an idea, but one hundred white horses to one red haired girl seems to be a fair guess. I don't know where to get a list of white horses, but I can get a list of red haired girls. NEW YORK, AUGUST 1. DR. WISCONSIN.

Sympathetic Magic in Sayville.

To THE EDITOR OF THE SUN—Sir: Sayville's expression, Walter Mankiewicz, lodged an action in the Federal court, which he called "fish out." Then some one "preached": "Sleep with balled carpet on your pillow one night." DR. WISCONSIN. SAYVILLE, L. I., July 31.

Battlefields of the Sky.

French troops are patrolling airplane factories. Orders have also been issued prohibiting manufacturers from supplying aeroplanes to individuals who are unable to claim the entire output—Cable news.

How will history tell the story of the battlefields of the sky?

That are fought a mile toward heaven where the silent armies die? How will battlefields, bespotted, in the trackless sky, be marked by the hand of fate? Who will keep the fearful death roll of the soldiers of the sky? There will be no files and drumming; in their place the savage hum of the motor of a thousand motors spitting clouds of International hate. There will be no shield or cover where the fearless manly hover. Hurling bombs through misty spaces with the accuracy of fate. Who can face the ghastly wonder of an air-fall? Falling limply through abysses of five thousand feet or more? Yet the war gods never falter. Superheroes! On the altar of their skies, they offer as a sacrifice to war. H. S. HARRISON.

WILSON CAN'T BEND LINCOLN HIGHWAY

President's Wish That It Go Through Washington Is Not Heeded.

MANY REASONS SET FORTH

The West Greatly Interested in Transcontinental Motor Road.

It was the hope of President Wilson that the Lincoln Highway, the promoters of which will be ready to inaugurate their drive to the Panama-Pacific Exposition next year, should take the national capital in its course. The President believed that the nation's tribute to Lincoln should include a deviation from the most direct route from New York to San Francisco and that this road should have the added significance of leading past the Lincoln Memorial now under construction in Washington.

This the President suggested to Henry R. Joy, president of the Lincoln Highway Association. The latter replied that as much as he and every one concerned respected the President's reason for the change in route, he regretted that it had been the purpose of the association to make the thoroughfare a direct one, and that, besides, much of the actual work on that part of the road which would be eliminated by the change had actually been completed.

Had President Wilson's wish been carried out the highway would have gone from Philadelphia to Washington, to Frederick, Md., and to Gettysburg, where it would have branched off to Philadelphia through York, Lancaster, Gettysburg and so on. President Wilson wrote to Mr. Joy under date of June 10:

The President's Letter.

"MY DEAR SIR: I am sure that the whole country is interested to see to it that there should no longer exist a North and South in this absolutely united country which we all love and that the imaginary Mason and Dixon line should be made once and for all a thing of the past. My earnest suggestion is that you earnestly suggest to the Lincoln Highway Association should grant permission to place the official Lincoln Highway markers on the macadam roadway route from Philadelphia to Washington through the properly selected streets of the latter city to the Lincoln Memorial now under construction, and thence along the route traversed, and also in the cities of York, Lancaster, Gettysburg, Md., and from Frederick to Gettysburg, Pa. I am reliably informed that this route is now or will in the very near future be a modern macadam roadway from Philadelphia to Gettysburg, and from Washington. The entire expense of the road, I am informed, including officially marking the highway, will be defrayed by the Lincoln Highway Association.

In his reply Mr. Joy said: "I am under the necessity of stating to you that the work of the Lincoln Highway Association, no doubt greatly aided by the Lincoln Highway Association, is working in its early stages, has progressed so favorably that there scarcely remains along the entire Lincoln Highway any sections of the route which has not been marked and to a very great extent named.

"Especially is such the case between Philadelphia and Gettysburg, where the route is traversed, and also in the cities of York, Lancaster, Gettysburg, Columbia, Downingtown, &c., the official adoption by the local authorities of the Lincoln Highway and the marking thereof and the beautification in process make the changing of the route in accordance with your suggestion, if for no other reason, undesirable and beyond the control of this association.

"The Lincoln Highway Association has committed and entrusted to the Lincoln Highway Association, and especially to the States, counties, cities and villages through which its route extends, a not possible to undo the wonderful work of the communities whose loyal, patriotic citizens, through their own initiative, have made the Lincoln Highway a reality. The work of our country and whose plans for its improvement are being effectively carried forward according to the financial means and energies of those communities traversed and the aid our association is able to extend.

"The Lincoln Highway is the shortest, most direct and practicable route connecting the Atlantic seaboard with San Francisco on the Pacific, and to change the route at basic principle and extend its length by the route through any city or town or point of interest to point of interest would insure its failure as a permanent, useful memorial way.

"The work of the Lincoln Highway Association is to build a road which is better than the existing roads, and the raising of funds both nationally and locally for the cost of the work. When the highway is complete, \$25,000,000 will have been spent. Of this the association has undertaken to raise \$10,000,000, and has already raised \$5,000,000 by general subscription. The balance will be contributed by the localities which the road is to pass through.