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President and Congress.

From Abraham Lincoln's address at Pittsburgh, February 15, 1861.

By the Constitution the Executive may recommend measures which he may think proper and he may veto those he thinks improper and it is supposed that he may veto to these certain indirect influences to affect the action of Congress.

My political education strongly inclines me against a very free use of any of these means by the Executive to control the legislation of the country.

As a rule I think it better that Congress should originate as well as perfect its measures without external bias.

From Stephen A. Douglas's opening speech at Alton, October 15, 1858.

And now this warfare is made on me [by Mr. Buchanan] because I would not surrender my convictions of duty, because I would not abandon my constituency and receive the orders of the Executive authorities how I should vote in the Senate of the United States.

I hold that an attempt to control the Senate on the part of the Executive is subversive of the Constitution. The Executive department is independent of the Senate and the Senate is independent of the Executive.

Whenever you recognize the right of the Executive to say to a Senator, "Do this or I will take off the heads of your friends," you convert this Government from a republic into a despotism.

Whenever you recognize the right of a President to say to a member of Congress, "Vote as I tell you or I will bring a power to bear against you that will crush you," you destroy the independence of the Representative and convert him into a tool of Executive power.

The Unbulldozed Senate.

Those Senators who have fought and beaten Mr. Wilson's attempt to pass the ship purchase bill deserve well of all these United States. They have stuck to the Constitution. They have defended against Executive encroachment and Senatorial sycophancy the clear constitutional rights of the Senate. They have saved the country from a grave danger and an unpardonable socialist folly.

If Mr. Wilson were able to learn anything from any source less august, oracular and wisdom exuding than himself he would have dropped altogether and in any form this unhappy business instead of reviving it in the House, more doleful to the fertile. He is much more likely to ruin the Democratic party than to save his face.

A Bill From Gompers.

After a long litigation the union hatters of the Connecticut Danbury, defeated in their benevolent purpose of ruining certain hat manufacturers by the boycott, were sentenced to pay what now amounts to \$250,000 in damages and interest for violation of the Sherman law.

This fine, so surprising to that privileged, sacred class, "labor," specially protected and exempted from prosecution, or supposed to be, by the Clayton act, is now proposed by Nutmeg Representatives in Congress, each clothed in good-will with the fear of the American Federation of Labor, that Congress shall reimburse to the virtuous and downtrodden hatters. Great is labor and above the law, and the Hon. SAMUEL GOMPERS is its prophet.

This ingenious plan from Gompers brings to mind the saying of that glory of the First ward of Chicago the Hon. HENRY DINK to another radiant Cook county philosopher and Banquier, the Hon. JOHN POWERS: "Join, if I had your 'check' I would break into a national bank."

A British Blockade of the German Coast.

If the British Government has determined upon a blockade of the German coast, as reported from London, the question arises whether a blockade could be made effective. Tactically there can hardly be a doubt of it, not only because, including torpedo boats of all classes and submarines, the British navy has the ships to prevent neutrals from entering the mouths of the Ems, the Weser and the Elbe, but because there is all told a comparatively small number of neutral merchant ships to make the attempt. The British Government would stop many sailings. It would hardly pay to take the risk of getting a cargo through.

We must bear in mind that there is not a single German private ship available for blockade running. Great Britain would have to deal only with American and Scandinavian vessels. The Skagerrak, north of Denmark, would still be open, and it might be possible to land cargoes on the western Danish coast, although it has practically no harbors. The blockades could be only of the German coastline.

But the German navy would have to be reckoned with. It could not submit to a close blockade of German ports. There would be no alternative but to strike at the British investing fleet for the purpose of rendering the blockade ineffective. It would be a military necessity, apart from the consideration of obtaining supplies for the German people. The North Sea would become a war zone in grim reality. The blockade would be a challenge which the German navy could not decline. Sea power would have a test before many days passed, and the result would have an important bearing upon the issue and duration of the war.

Style in the Blessed Fields.

"I have just been reading the Gettysburg speech and the second inaugural address," said Mr. LOWELL to Mr. LINCOLN in an arbor of Elysium.

"And, of course, I've just been reading your 'Communion Ode.' Honey and flies, eh? But let bygones be bygones. Dr. HOLMES, whose 'Last Leaf' I used to be fond of, is very much amused with the New Style. He gave me a list yesterday of his collections of it from the psychophone. May I read you a few?"

"Oh, for heaven's sake, forget that, Mr. LINCOLN. But, pray, go on."

Mr. LINCOLN reads:

"In a new spirit; the spirit of soiled; the spirit of PENN; their spirits talk to the world; spiritual messages of liberty to all the world, of a finer spirit of hope and achievement; a reuniting like this of spirits."

"A very spiritual style, as they would say in Cambridge and Peoria. But Dr. HOLMES tells me, Mr. LOWELL, that the New Gettysburg speech is his favorite:

"Who stands ready to act again and always in the spirit of this day of reunion and hope and patriotic fervor? The day of our country's life has but broken into morning. Do not put uniforms by. Put the harness of the present on. Lift your eyes to the great tracts of life yet to be conquered in the interest of righteous peace, of that prosperity which lies in a people's hearts and pursues all ways and errors of men. Come, let us be comrades and soldiers yet to serve our fellow men in quiet counsel, where the bare of trumpets is neither heard nor heeded, and where the things are done which make blessed the nations of the world in peace and righteousness and love."

"Where are BEN WADE, JOSH GRODINS and ZACH CHANDLER? It would do them good to hear that. Still, the queerest thing to me in the New Style (and New Statesmanship) is 'strand of service,' 'service to mankind,' 'we have gone down to Mexico to serve mankind,' and so on. Evidently the World Republic must have been declared. But in the New Style can anything be better, where all is good, than this:

"I want you [the midshipmen] to take these great engines of power [ships of war] out on the seas like adventurers unled for the elevation of the spirit of the human race."

"I must tell that to old GIBBS WELLES. A New Navy, a New Spirit, New America, New Freedom, and the New Style and New Taxes. And don't you love this New Style, Professor?—I mean Mr. LOWELL?"

"Just as much as you do, probably. 'Hold on with a bulldog grip, and chew and choke as much as possible'; that telegram of yours to General GRANT has style, the good style that never can grow old."

"Well, tell the psychophone office to disconnect me to-day of all days. Think of the innumerable spoutings that poor old ABE will be made the peg of to-night."

Further Relief for the Rai' Oads.

Public opinion is clearly obtaining for the hitherto hard pressed railroads an increasing measure of relief from the exacting and crippling restrictions of an excessive downward regulation of transportation charges. The Interstate Commerce Commission ruling handed down yesterday in the so-called Intermountain cases and establishing new freight rates is a second big step forward into a real freedom for the common carriers from the oppressions which were threatening to bring about financial and business disaster.

Political heathen will rage and try to make the people imagine a vain thing. Relentless radicals have not ceased to howl about the ruling rendered in the Eastern rate case last December, which has given so much public satisfaction. It is becoming more manifest, however, that the railroads are dealing with an altered Interstate Commerce Commission, one which has a conception of responsibility commensurate with its appreciation of power. The determination of the Intermountain cases comes to the same conclusion as the outcome of the Eastern rate case. Both allow the right of the railroads to an adjustment of rates which enables them to meet business conditions.

There is much in the Intermountain cases which is altogether too technical for discussion here. It suffices to say that the 1910 amendment to the Interstate Commerce Commission authority to fix railroad rates, whereas they had before had only the power to review rates fixed by the roads, is exercising the new regulating au-

thority thus declared, the Interstate Commerce Commission in 1911 proceeded to upset a vast structure of rates involving what are known as long and short haul charges. In practice the railroads fixed for a haul from New York to Reno, Nev., for example, a higher rate than from New York to San Francisco. The basis for this practice, which made generally higher rates to intermediate than to through points, was actual or potential ocean competition.

In seeking to destroy the practice the Interstate Commerce Commission as constituted in 1911 did not altogether destroy the disparities between intermediate and through rates. What it did do was to order changes which amounted to sweeping reductions in the whole structure, and it prescribed for the railroads a rearrangement of charges in accordance with a fantastic division of the country into arbitrary longitudinal zones, so that rates in one zone were fixed in terms of percentages of rates in another zone.

On an appeal from the railroads the Commerce Court, now defunct, denied the power of the Interstate Commerce Commission to fix blanket rates, but the Supreme Court in June last year reversed the Commerce Court. It was held then that the Interstate Commerce Commission had full control over rates, even to the extent of inflicting changes in them and without limitation as to all embracing inclusiveness of changes.

While the Supreme Court decision affirmed the rate reductions which the Interstate Commerce Commission had ordered in the Intermountain cases, a good deal of water had gone over the dam. The important feature of the Supreme Court opinion was its affirmation of the commission's complete control over rates. The significance of this has been shown in the way in which the commission is using its authority to control railroad enterprise through rates.

In 1911 the old commission admitted that Panama Canal competition would before long have to be met by the railroads. Having said as much it set out to put the railroads in a hopeless position to meet this competition by decreeing reductions which must mean a large loss on short haul business, while long haul revenues were being cut to keep freight from moving by water. The 1911 rate reductions were suspended, but a bookkeeping test of them demonstrated loss for the railroads, and after the Supreme Court decision of last June the Interstate Commerce Commission instituted a new inquiry.

Technicalities aside, what the commission has now done is to enable the railroads to lower their through rates to the coast in order to meet water competition without a detrimental reduction of rates to intermediate points, which would mean a serious shrinkage of revenues. Speaking more generally, the significance of this decision is its further evidence of the changed attitude of the Interstate Commerce Commission.

The ruling in the Eastern rate case was a practical expression of a new and constructive public policy of railroad regulation. The practical effect of the new Intermountain case ruling is that it is identical with the Eastern rate case decision. Both allow or recognize an element of flexibility in the rate structure.

Railroad charges, the commission seems to say again in almost so many words, are not to be made rigid in accordance with some arbitrary theory of railroading. They are to be elastic enough to accommodate the changing requirements of traffic and to fit the needs of a transportation system which has not been created out of hand on a scientific plan, but is the product of time and circumstance and the fortunes of human endeavor.

Another reason is therefore added to the number which have been offered lately for the recovery of business and financial confidence indispensable to a restoration of prosperous activity in the United States.

This Is a Cruel World, Mr. McAdoo.

The Hon. WILLIAM GIBBS McADOO, chief whip and lobby leader of the Congress of the United States, made this noble renunciation before an audience of awestruck New Yorkers:

"I impute no motive to any one, gentlemen."

"I don't want to put this discussion upon any such plane."

"I would not attempt to gather by innuendo a single vote in favor of this bill nor by misrepresentation to gain an iota of support for it."

Certainly no height of moral grandeur greater than this has ever been achieved. The eye moistens, the voice trembles as WILLIAM GIBBS McADOO reveals himself in this inspiring frame of virtue.

But how cruel, how unjust, how unappreciative is the attitude of the world toward its greatest benefactors. There are crass and gross minds, not attuned to the perfect harmony of the Wilsonian ship purchase bill, which do not for an instant hesitate to impute motives to some of its most conspicuous advocates.

True Then; True To-day.

Fifty-three years ago to-day ABRAHAM LINCOLN was considering the proclamation of amnesty to political or State prisoners which on February 14, 1862, was issued by his order over the signature of Secretary STANTON. This document contains the subjoined sentence, which is not without interest to-day:

"Foreign intervention, openly invited and industriously instigated by the abettors of the insurrection, became imminent, and has only been prevented by the practice of strict and impartial justice, with the most perfect moderation, in our intercourse with nations."

Dr. Sunday.

The Reverend (but not reverent) William Ashby Sunday is not only an ordained preacher of the Presbyterian Church, but a doctor in divinity. He has this in a dissent from the Pennsylvania College for Women, February 11.

O. GOSS.

At the present time, when the

United States again finds itself in a situation involving transactions of the greatest delicacy with other Powers, these words with a few alterations may be read to fit exactly the needs of our country. How easily their good sense and fair import may be adapted to the needs of 1915 this paraphrase suggests:

"Intervention in foreign affairs, openly invited and industriously instigated by the abettors of the warring peoples, becomes imminent, and has only been prevented by the practice of strict and impartial justice, with the most perfect moderation, in our intercourse with nations."

Other readings applying to the conditions of February 1915 the principles enunciated by LINCOLN in February 1862 will doubtless occur to readers of THE SUN, and the exact form in which they are cast is of minor consequence. The capital, the all important fact, is that in the dark years of the civil war "the practice of strict and impartial justice, with the most perfect moderation, in our intercourse with nations" preserved for us an international peace that many times seemed impossible of maintenance; and that today, amid all the perplexities and doubts of a deeply troubled world, adherence to the same course will bring to the United States the same reward.

It will be observed that ABRAHAM LINCOLN wore no hyphen.

An Unnecessary Menace.

The Ninth avenue elevated railroad accident of Saturday afternoon was a rear end collision, explainable but not excusable. The day was foggy; no visual or detaching signal warned the motorman of the following train to stop; the wreck so damaged the cars that no evidence can be found as to the condition of the equipment. But CLIFFORD W. WILDER, chief electrical engineer of the Public Service Commission, says without qualification in his report on the smashup:

"This accident demonstrates, perhaps better than any other accident, the necessity for some form of protective signals on both local and express tracks on all elevated structures."

A rear end collision means one of two things: improper equipment or ineffective discipline. Neither is beyond the control of the operating company; and neither is tolerable on any railroad.

Progress of Economy.

The Legislative, Executive and Judicial appropriation bill just reported in the Senate is \$39,537,303, nearly forty millions for salaries and expenses of the Government departments, "economically administered," of course. Nearly \$2,000,000 more than last year's bill, \$39,000,000 more than this 1915 bill carried as passed by the House.

Three millions in getting from home to Senate! Economy, they name is Democracy.

The crack of doom has sounded.—Des Moines Leader and Register.

What, again? By this time Doom must be nearly as cracked as contemporary statesmanship at Washington.

When the result of the inquiry into the Public Service Commission was foreordained, the investigators might at least have been polite about it.

Careful inspection of the eagle which alighted in front of the public school building at Hastings-on-Hudson, which had only one head, in spite of the hyphenated name of that settlement.

Prime Minister Asquith's promise that two reports from Sir JOHN FRENCH of British operations in France would be published every week is an admission that the official press bureau has been a good deal of a failure, but until the winter passes there will not be much news to publish. The effect on the censorship ought to be salutary, however.

It must be a matter of wonder to the bread line in Europe and in the city of Mexico why bread should also be a problem in peaceful America, the land of abundant harvests.

THOMAS A. EDISON says that at 65 he feels "as young as a fellow at 25." He is not alone. A man of his towering brain and prodigious industry must wish that he could take off the difference of forty-three years and begin all over again.

Kaiser depressed over losses of men.—Headline.

So have been some less highly placed persons.

The latest project of the German-hyphen-Americans to get revenge on the United States is to increase the popularity of WILLIAM J. BRYAN by having the Secretary of State when he appears in public.

We have made up our mind to give the people a new public service law.—Chairman THOMPSON of the legislative investigating committee.

Without the intervention of CHARLES EVANS HUGHES?

The Premier of Bulgaria announced yesterday that his country had decided to maintain a strict neutrality, which indicates that the Bulgarians do not care how much they are despised.

Some of the students of New York University made a demonstration yesterday in favor of limitation of the nation's military and naval equipment, thus revealing their entire satisfaction with things as they are.

IF OSWALD GARRISON VILLARD persists, we expect to hear that the Sheriff of Westchester county has appointed a special deputy to protect the property of the owner of the Evening Post.

Dr. Sunday.

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HELPING THE RAILROADS.

Some Suggestions by an Observer of Archale Methods of Operation.

TO THE EDITOR OF THE SUN—Sir: It seems unfortunate that all the people who are interested in the railroads are busy with other work. Consequently left-handed ineptness is the rule in railroad operation, and the Government is not to be blamed, there were expensive lawyers quoting the Constitution and other out of date devices and formulas down at the State Department. For example, there were expensive lawyers quoting the Constitution and other out of date devices and formulas down at the State Department. For example, there were expensive lawyers quoting the Constitution and other out of date devices and formulas down at the State Department.

Presumably lawyers will get up expensive flims against that proposed Pennsylvania law compelling the use of automatic brakes on locomotives. When such attachment ought to be welcomed as a means of stopping the great drift of engineers to the farm, the electric motor attached to every trolley supply of trainmen. Other devices ought to be superadded, numbers of them. For example, there should be electrically operated doors on every passenger train so that the tired brakeman could be relieved of standing up and rolling out of the train. There could also be electric motor attached to every trolley supply of trainmen. Other devices ought to be superadded, numbers of them.

If it be selfish and almost criminal for Generalis Joffre and French to come to the aid of the United States, shall be said of the two famous German Generals, Von Hindenburg and Von Kluck, two youngsters of 65 and 67.

We have yet to hear of victories won by any of the younger Germans, but we have heard of a certain Prince who is now in a check, requiring the assistance of the entire German forces to extricate his own army from the meshes of the French army.

CLOTHING FOR WAR VICTIMS

Great Need. According to the American Clearing House in Paris.

TO THE EDITOR OF THE SUN—Sir: You readers who have contributed to the American Clearing House in Paris, please to know of the progress that is being made and of the needs of our committee in the work of collecting clothing for the refugees in France.

We have now received 27 cases of clothing. This represents, counting six articles for each individual, outfits for between 20,000 and 25,000 persons. Among the articles we have already sent to France we might mention the following: Sweaters, suits, hosiery, gloves and mittens, shoes, etc.

POUND AND PACKAGE.

Soda Crackers "Lovers" Clip the Wings of Living Cost.

TO THE EDITOR OF THE SUN—Sir: In a recent issue of THE SUN, one of the articles was about the cost of living in bulk, instead of cartons, and also buying in quantity. The idea of buying in bulk is a good one, but the cost of the package without doubt is the most economical, the cost of cartons, printing and usually advertising a brand which is being eliminated, a package of soda crackers without doubt is the most economical, the cost of cartons, printing and usually advertising a brand which is being eliminated.

"RYE AND INJUN."

Likewise Corn Pone and Johnny Cake; a Boom for Corn Meal.

TO THE EDITOR OF THE SUN—Sir: Will you permit a suggestion from one who has read THE SUN for nearly half a century and who to-day thinks somewhat of a young fellow? It is my opinion that it is wrong if he does not receive it on time.

Apologies the high cost of living and the increased price of bread, I have read the editorial in your issue of the 11th inst. and have been surprised that no one has as yet made the suggestion, so far as I have observed at all events, that the expense for bread might be reduced very materially by the use of corn meal in some of the many forms in which it can be cooked. I have fond recollections of the good old satisfying "rye and injun" of childhood days, while corn pone and Johnny cake—well, any of these are as good as the kind of white bread that we eat to-day. The most nutritious portions of the wheat kernel eliminated. According to the market reports corn is half the price of wheat, and it is not so difficult to make out the actual nutriment in a bushel of corn as much in excess of that in the same amount of wheat.

Why not start a corn bread crusade, as Murphy did in Europe some years since? A CORN BREAD LOVER.

GALVESTON, TEX., February 9.

They Who Played With Booth.

TO THE EDITOR OF THE SUN—Sir: What a wonderful story is told of the sea and actresses who supported Edwin Booth in 1881 and 1882?

A few of them may be living. I am writing a woman's story about the bright smile of a young girl! I am a middle aged "grouch" myself, and I go to my work of mornings with a dour countenance. I fear that my smile has been reflected on my face, and at a certain street I meet every day a charming, bright eyed girl with a beaming smile, always just ready to break out.

She cheers me up wonderfully only to see her coming along, rosy and eager and smiling happily at her thoughts. After she has passed I try to remember myself at her age, and sometimes I find I am smiling too.

I bless her and hope that smile of hers will last through her life and brighten up the careworn folk she passes in the sordid streets. M. W.

New York, February 11.

Shipping Bill.

TO THE EDITOR OF THE SUN—Sir: The President seems to be surprised and indignant at the opposition to his shipping bill. I venture to say that if it were a question of his shipping bill I believe it would meet with almost unanimous approval.

GEORGE H. DANA, PORTSMOUTH, N. H., February 10.

It Did Not.

TO THE EDITOR OF THE SUN—Sir: Did the Orb climb on the editorial page Tuesday or can you justify "Try and stop a war and—Try and disguise her nationality?"

JERRY CITT, JERRY CITT, N. J., February 11.

His War Zone.

Kaiser's Dada Jokes suffer from a psychological blockade?

Bocker—Yes, he is constantly afraid that he will blow him up.

I. OSBORN, CHANFORD, N. J., February 11.

THE GERMAN CHECK.

Criticism of Certain Opinions of Mr. Frank Harris.

TO THE EDITOR OF THE SUN—Sir: In reading the always interesting Sunday SUN I came across the article by Frank Harris and I take the liberty of asking Frank Harris why he was not more specific in his explanation of the German check on the tariff. He then interrupted me to say that if the German censor is as appreciative of the war correspondent as Mr. Harris says, why then he would have had his confidence and tell him the real reason why? Mr. Harris says frankly, however, that this check hasn't yet been explained, except that it was really turned to the praise of Generalis Joffre, French and Company.

Reports from Germany so far as I have seen were to the effect that the German retreat was made for "strategic reasons." That the reasons were good and sufficient, however, no one doubts, but that the retreat to the German army with Paris behind it, and its enforced retreat ever since in the caves and quarries of the Aisne should be passed over and dismissed so lightly does not become a writer of distinction such as Mr. Harris is quoted to be.

If it be selfish and almost criminal for Generalis Joffre and French to come to the aid of the United States, shall be said of the two famous German Generals, Von Hindenburg and Von Kluck, two youngsters of 65 and 67.

Rules of the Game.

TO THE EDITOR OF THE SUN—Sir: Your splendid leading editorial article of the 11th inst. "The Price of Kultur" is worthy of all praise, and it is a privilege to compliment its author upon the fine spirit and the unique skill of expression that it displays.

Germany has violated from the start until the present every rule of fair play with respect to Belgium.

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