The Sun
AND NEW YORK PRESS.

MONDAY, AUGUST 21, 1916.

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

Subscriptions by Mail, Postpaid.

DAILY, Per Month	60
DAILY, Per Year	6 00
SUNDAY, Per Month	25
SUNDAY (to Canada), Per Month	50
SUNDAY, Per Year	2 50
DAILY AND SUNDAY, Per Year	8 50
DAILY AND SUNDAY, Per Month	75

FOREIGN RATES.

DAILY, Per Month	1 25
SUNDAY, Per Month	65
DAILY AND SUNDAY, Per Month	1 90
THE EVENING SUN, Per Month	25
THE EVENING SUN, Per Year	2 50
THE EVENING SUN (Foreign), Per Mo.	1 00

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

Readers of THE SUN leaving town for the summer months can have the daily and Sunday and evening editions delivered to them in any part of this country or Europe on the terms stated above. Addresses changed as often as desired. Order through newsdealer or directly of Publication Office. Telephone 2200 Beekman

Published daily, including Sunday, by the Sun Printing and Publishing Association at 150 Nassau street, in the Borough of Manhattan, New York. President, Frank A. Munsey, 150 Nassau street; Vice-President, Ervin Wardman, 150 Nassau street; Secretary, R. H. Titherington, 150 Nassau street; Treasurer, Wm. T. Dewart, 150 Nassau street.

London office, 40-43 Fleet street.
Paris office, 6 Rue de la Michodiere, off Rue du Quatre Septembre.
Washington office, Hibbs Building.
Brooklyn office, Room 202, Eagle Building, 308 Washington street.

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

Bonds to Pay for a Border Patrol.

It is now reported that the Democratic members of Congress contemplate a bond issue to pay for the cost of the present troop mobilization at the Mexican border.

That such a scheme should be entertained for a moment is significant of Democratic folly in matters of national finance. We have a Democratic administration which has resorted to revenue devices never known before in this country in time of peace. It has levied a penny here and a penny there; it has established an income tax that discriminates heavily against a small class of the population; it has just decided upon new and burdensome imposts to fill a Treasury depleted by wasteful appropriations; but it cannot contrive to pay for a current item of military administration without saddling the debt on the next generation.

It is an axiom of sound financing that a debt should not exist longer than the life of the object for which it is incurred. Nowadays no one dreams of issuing fifty year bonds to pay for a road that will last but twenty years. A sane man does not borrow $500 on a promissory note to pay watchmen to guard his house for a week.

If we have to issue bonds to pay for a few months muster of troops what shall we do when the time comes to foot the bill for substantial military preparedness?

Will There Be a Long Peace?

In his graphic way Mr. DAVID LLOYD GEORGE remarks that "the nippers are gripping and before long we shall hear the crack," and he adds: "I say that we shall see that there will not be another war in our day." When Mr. LLOYD GEORGE describes the great sacrifices the British people have made, "four millions of young manhood" set in the front of battle or waiting for the call, the neutral world cries "Magnificent!" But whether there will be another war in our day after peace is made at London or Berlin depends a good deal upon the attitude of the victors not only toward their late enemies in the field but toward questions of trade and economics as they affect the world generally in the East as well as in the West.

To-day Great Britain on the one side and Germany on the other are preparing to capture the lion's share of the trade of the world. With prevision Mr. HUGHES has forewarned his audiences in the West. America must be efficient or suffer in the competition. But that may not be the worst. When one considers that the victors as well as the vanquished will have lost treasure which it took them a generation to accumulate, competition in trade may well become aggression vested rights being brushed aside.

The great nations of Europe have seen war mad for two years, and so it will be to the end of the conflict. With the return of peace the conquering allies will become money mad, and in such a frenzy there may be quarrels about tariffs, about treaties and even about coveted territory. Will they readily submit to arbitration? Commanding great armies and fleets, they will certainly not be inclined to do so. There is no fiercer competition than the struggle to live. Economically all Europe will be fighting hard for its bread and butter. Anything that looks like interference, even if it be the assertion of a right that in halcyon days would not have been contested, will be resented.

Now the application of all this is that if the victors of Armageddon, who will straightway enter upon an industrial war to recoup their losses, the defeated being too poor to pay an indemnity, are not content to play fair and recognize the rights and interests of their commercial rivals peace will not endure long. A nation ruthless in war may be ruthless in the strife of trade when it needs the money and finds itself in a position of advantage. A nation that has crippled a rival in trade may assume that a victory on the battle field entitles it to the lion's share of the world's business. In either case competitors will have to be wary and resolute, or danger will loom ahead.

The titanic struggle that now convulses Europe should make war odious as long as man is a thinking creature who has a soul, but we very much fear that after the blood letting is over it will be just as necessary as ever for the United States, or any other nation, to be ready to defend its interests by force if arbitration is refused.

Railway Men Who Want to Keep at Work.

The 400,000 railway men in train service who threaten to strike do not look so imposing when we read that more than 35,000 workers in the employ of the Pennsylvania Railroad alone have signed a petition protesting against a strike and asking Congress to enact laws compelling arbitration in an industrial crisis such as the present.

As a matter of fact the great mass of railway employees want only to be allowed to keep at work. There are 1,800,000 of them who are not asking for an eight hour day as a basis of wages. Shopmen, clerks, switchmen, telegraphers and the rest outnumber the trainmen nine to two. These employees cannot see why they should be jobless and unpaid while a small minority is using force to gain its wholly pecuniary ends. A strike means severe hardship for the 1,800,000 with neither gain nor compensation at the close.

The trainmen are only 18 per cent. of railway workers. The plea of the other 82 per cent. for the arbitration of the trainmen's demands, so that they can continue to work in peace and security, ought to be loud enough to be heard not only in Congress but in the Blue Room of the White House.

Republican and Moose in California.

In California the political cauldron is always boiling over, and it has been the hope of the Democratic politicians that Mr. HUGHES would get his fingers scalded when he went there. Things are very much mixed up in the State where Colonel ROOSEVELT as the Progressive candidate for President received a plurality of 174 four years ago. In 1914 HIRAM JOHNSON, Progressive, was elected Governor by a plurality of 188,505, but the straight Republican candidate polled 271,900 votes, the Democrat running a poor third. The women had begun to vote.

In the same year the Democratic candidate for United States Senator, JAMES DUVAL PHELAN, pulled through with a plurality over FRANCIS J. HENEY, Progressive, of 24,664, the Republican candidate getting only 1,073 less votes than HENEY, who is now supporting President WILSON. Here was a case of Progressive and Republican running neck and neck, the Progressive afterward going over bag and baggage to the Democratic camp. The situation defies the analyst. How can Progressive noses be counted with precision in California to-day? All that can be said with confidence is that HIRAM JOHNSON is Eclipse and the rest are nowhere. He resents the name of political boss, but indisputably his is the most powerful personality in the Golden State. Judged by his influence the Progressives might expect to run Mr. HUGHES's campaign themselves; but JOHNSON is not the Progressive party, and if the vote for Senator be taken as a test there were two years ago about as many organization Republicans as Progressives in California. Since Mr. HUGHES's nomination, which both Colonel ROOSEVELT and Governor JOHNSON have indorsed, a new count would undoubtedly show that the Republicans are considerably in the lead.

That the Progressives should be well represented in the management of the Republican candidate's campaign Mr. HUGHES himself has probably intimated, but he is wise not to take sides in any local quarrel. The national issue of defeating President WILSON and restoring the Government to the Republican party should not be complicated with the feud between the Republicans and the Progressives in the State. Mr. HUGHES went to California to discuss national questions and let the people take his measure. He has found himself confronted with absurd matters of precedence, and attempts have been made to entangle him in puerile union labor disagreements. With his usual dignity and common sense Mr. HUGHES has held himself aloof. He is really not concerned, and that must be the feeling among sensible Republicans and Progressives. Any attempt to involve him in the local political rows will react upon the schemers. We fancy that most of them are Democrats.

The Fortunate Filipinos.

When the conference agreement upon the Philippine bill was reported to the Senate Mr. PHELAN of California took up a strategic position in the main aisle and made the announcement that the delegate from the Philippines had just told him that "this action is of greater importance to the Philippine people than anything that has happened in 350 years of the existence of that nation."

The bill to be sent to President WILSON will give the Filipinos self-government qualified only by solicitous consideration for their welfare. There will be an end to the commission. The people will elect both branches of their legislature, the Senate as well as the House of Representatives. No less than 600,000 voters are to be added to the electorate—there are but 200,000 now. Subject to oversight by the American President and Congress of legislation dealing with the currency, immigration and the tariff, the Filipinos will make their own laws. The United States will see that they have the gold standard, and that they shall not be swamped by unsympathetic and designing alien races. The Filipinos may regard the American Governor-General, who will remain, as an incumbrance, but his power to interfere with them will be restricted. They need give no concern to a foreign enemy, for it will be incumbent upon the United States to protect them with its military forces.

As to the preamble to the bill, which solemnly sets forth that it has always been the intention of the United States to grant the islands independence when a stable government has been established, why should a practical Filipino who knows the history of the islands, and something about international relations in the Far East, bother his head about the matter? Under the new act he will enjoy all the advantages of independent government without incurring the responsibility of maintaining an army and navy to preserve them. The sovereign United States will look after his currency, the exclusion of objectionable aliens, and the general welfare of the islands, while if famine or epidemic threaten the people Uncle SAM will come to their aid with a well filled pocketbook.

Now, no further back than 1897 the Filipinos lived under a rule that existed to oppress them and to enrich the Spanish colonial administration. Their part in the government was a travesty. The tariff was made for Spain and not for them, so that in their markets the Spaniards had a monopoly and fixed the prices of products, including imports. The corvée required forty days of forced labor for the government from each individual. Taxes were numerous and onerous to a degree that made the accumulation of savings impossible. Resistance was put down with a bloody hand. The Filipinos had no rights that any Spanish official was bound to respect. They were bond slaves and pawns, and the light of education was denied the great body of the people.

What a wondrous change from servitude and cruelty to liberty and humanity there has been under American rule. And now comes a generous and beneficent plan of self-government that makes them practically free and sovereign. The delegate from the Philippines was right in what he told Senator PHELAN. But why should any Filipino, except a political boss, want the independence the Democratic party has disingenuously promised the people?

Sharks have gone and porpoises are here. After the season is past for sea serpents shall we see the Bremen?

The man who has just walked from San Francisco to Philadelphia in seventy days five hours and thirty minutes, almost ten days better than the previous record, is 56 years old. He need never fear failing in one of those Plattsburg hikes.

English army officers are making doubtful persons say "squirrel" to prove that they are not Germans. They assert that Teutons cannot enunciate the word properly. But the Germans can utter many equally difficult sounds, such as "schwartzkopf." If the test should be changed so that suspects were required to give the English pronunciation of "Cholmondeley," for instance, would not that be more effective?

Mr. FREDERICK W. WHITRIDGE, the Third Avenue pamphleteer, is coming home. He is reported as saying that he does not want to, and that he prefers the much quieter life of England. It must be that he has seen his duty and wishes he had done it.

The inspection of Hell Gate made last week by the committees of Congress on Rivers and Harbors is a fresh reminder that at present a fleet of superdreadnoughts could enter and leave New York only by way of the Ambrose Channel. Several years ago the battleship Massachusetts was taken through Hell Gate into the waters of Long Island Sound, but to-day the risk of the passage is considered prohibitive in the case of larger battleships. The importance to the defence of New York of clearing Hell Gate is equal to the commercial need of the improvement.

Danish politics is incomprehensible to the American mind. To find the Radicals, Conservatives, Socialists and the Left all up in the air about the sale of St. Thomas and its sister isles to the United States for the handsome sum of $25,000,000 is a poser. Of course the talk that the United States may wrest St. Thomas from Denmark if she will not sell is mere pretence, a politician's ruse. But that, strange as it may appear, there is substantial opposition to any transfer at this time is clear enough.

In a sentence of King CHRISTIAN's address to the party leaders may be found the explanation. "The world war," he said, "still rages vehemently and nations stand sharply against each other." In other words, the King and many other Danes are uncertain about the issue of the war. Would not the sale of the Danish West Indies to the United States be unpopular in Germany if the god of battles rendered a verdict for her?

The Japanese are formidable on the baseball field, and on the wrestling mat they hold their own against all comers. The sensation of this season is their prowess on the tennis court. Is there any white man's sport they can't excel in?

According to Senator CHARLES W. WICKS, the farmers of New York are headed for the poorhouse. "I should say," he observes, "that 25 per cent. of the farmers are living on the last end of their capital." So are 25 per cent. of most men in business, or more. Nevertheless, the farmers are great buyers of automobiles. Perhaps in some cases it has been an unnecessary expense.

"Portugal is to-day a vast field of manœuvres," says Major MATTOS, the Portuguese Minister of War, who adds that his country is in a state of war with Germany and Austria. Except in German East Africa it is difficult to see where Portugal can get into the fight. Her troops would hardly be a bulwark on the Western front. Intelligent Portuguese must be praying hard for the triumph of the Entente Allies.

ESPERANTO AS A MEDIUM.

English Declared to Be Often Inferior by an Enthusiast.

TO THE EDITOR OF THE SUN—*Sir:* There are many cases where each party to a controversy may have right on his side, and this condition may exist between myself and "D. S.," whose letter about Esperanto was published in THE SUN of August 19. But "D. S." seems to imply that I made claims for Esperanto which I really did not make. No good Esperantist either expects or wishes that international language to displace any national language or literature. What I specifically claimed was that in the translation of that special work I could not express the thought as well in English as in the Esperanto version.

I have recently had occasion to make an expert report on a technical matter of some international importance, which report was written in both English and Esperanto. In making the report in English I found myself constantly hampered by the difficulty of clearly expressing concrete facts, as there was a constant temptation to use idiom which would be difficult to translate into the language of the country to which said report was to be sent. But in the Esperanto version there was no difficulty of that kind.

Also in writing my letter to THE SUN I may have had subconsciously in mind a recent reading of the Esperanto version of the story in Grimm's Tales, "The Fisherman and His Wife," which was far superior in style to any of the English versions I had ever read.

There have been some very good translations of Dickens into Esperanto and they will doubtless give to non-English readers a better idea of the original than if translated into German, French or Russian, but this is hardly a fair example to cite for us English speaking people. I was simply noting a case where through Esperanto we who know that language have an opportunity more thoroughly to appreciate and enjoy the works of the great Slavic writers than through the ordinary translations into our English tongue.

In the case of Henry James I will confess that it seems to me that it would be an international crime to try to use Esperanto for the purpose of inflicting the turgidity of his style in his later works upon any other people. P.

NEW YORK, August 19.

RED HOUSE PIGEONS.

Where Early New Yorkers Went for a Little Sport at the Traps.

TO THE EDITOR OF THE SUN—*Sir:* The reminiscences you have heretofore published about Cato's and the Red House are not only interesting to the general reader but invaluable to students of local history. On account of this it is instructive to recall some additional data concerning the latter resort, which was opened much later than Cato's.

Originally the residence of William McGown, of the McGown's Pass family, the Red House was rented by an association of gentlemen and occupied solely for pigeon shooting; it was named after the well known house and grounds used for the same sport near London. The death of three of the principal stockholders and patrons induced the others to dispose of the lease. The place was then employed as a public roadhouse, for which it was admirably adapted. One of your correspondents stated that it was so opened in 1836, but R. W. Newman, who wrote of "The City in 1832," tells of a drive from town to Cato's and then a stop at the Red House, "where we found a great many teams and people on the same errand as ourselves. Game, oysters and their accessories were the order of the day there, with horse talk and sporting." In 1834, S. Demarest, its first boniface, stated in the *Courier and Enquirer* of July 7 that "this retired and delightful summer resort is but a few rods beyond the six mile stone, on the bank of the Harlem River," and was open for visitors. He still catered to pigeon shooters, having "the best birds for the trap constantly in readiness."

Cato's was on the old Post Road at Fifty-fourth street and the Red House was at 105th street. Two older resorts, one the Dove Tavern of Revolutionary renown, and Dyde's, dating from 1808, were also on that famous road. Dyde occupied the country seat of Colonel Smith at Sixty-first street, near the river, who married Abigail, only daughter of President Adams.

HOPPER STRIKER MOTT.

NEWBURYPORT, MASS., August 19.

SAFETY FIRST.

Mr. Wilson's Decision to Stay Off the Stump Accounted For.

TO THE EDITOR OF THE SUN—*Sir:* Now the President will speak by invitation only. A clever idea! Having invited himself to be the only nominee of the Democratic party, he can easily invite himself to any "party" of Democrats anywhere. His special aptitude in note writing will stand him in good stead. A joyful acceptance of an invitation from himself to be "somewhere" or an equally sorrowful regret to be "nowhere" can be handled very frankly in a series of notes.

As Mr. Wilson's forte is in correspondence and his bravest words have been in that line rather than in his public utterances, he can more easily conform to his personal motto "Safety first!" than he could on a stumping tour. His foot or his mouth might slip on the rostrum, but on paper his hand is firmness itself. FREDERICK A. KING.

BOSTON, August 19.

Dress-Up Spirit in the Trenches.

From Men's Wear.

A week ago I was asked to dinner by a Colonel whose regiment was resting about 6,000 yards behind our line. Covers were laid for thirty, and every guest was correctly dressed.

Somewhere in France.

"Somewhere in France!" Once only pleasant dreams
These words could bring—dreams of fair, cloudless skies,
Of stately hills where ancient turrets rise,
Of terraced vineyards, rich with purple gleams.
And there rose grand cathedrals, which the years
Have linked with names age old, but honored still;
Thither went pilgrims, with their hearts a-thrill,
Moved by great memories to prayers and tears.

But now, whenever these few words are said,
Swift comes a vision of embattled men,
Of crashing cannon, of fair fields dyed red,
Of ruined homes, where none may live again,
Of gas and flame in deadly, fiendish dance—
O God, protect those now "Somewhere in France."

SIDNEYS M. LOWARS.

THE RAILROAD DISPUTE.

Mr. Wilson Again Found Wanting in a Grave Emergency.

TO THE EDITOR OF THE SUN—*Sir:* As matters stood before the railroad dispute came to President Wilson, the managers had advertised their willingness to arbitrate. The men had refused this wholly just offer and had voted to strike. It was the men, and not the railroads, that were trying to carry their point by bludgeon. Further, it was and is indisputable that the men who registered the strike vote did not originate the dispute. They are well off and contented, and except for the aggression of their professional leaders they would have no thought of raising a labor disturbance at this time.

Again the trainmen's ostensible bit for an eight hour day is not sincere as an attempt to win increased leisure. Its real animus is a drive for higher wages. If fewer hours of railroad employment are actually put in vogue there must in the existing state of things be a lower per capita wage unless the railroads are to be impoverished. The national labor shortage will be such, too, that our industries cannot without hardship spare hands to the railroads.

It is a self-evident proposition of common sense that, as against the overwhelming preeminence of public interest, neither employers nor employed, in the case of our railroads, have a right to interrupt railroad traffic one day for the sake of bludgeoning their arbitrary way in a labor dispute.

The situation came to President Wilson for the bare reason that public opinion would tolerate the trainmen's bluff thus far. He could treat it as a patriot and a statesman, without especial glory to himself in the performance of an entirely mechanical, if somewhat troublesome, function; or he could use it to play politics with. His manifest duty was to tell the men the truth though he risked their animosity on next election day. He had no necessity or right to champion one side or the other; much less to make a pretence of championship. He had only to champion the public, and in the nation's name to insist that the issue should go to fair decision by an impartial expert tribunal, in accordance with precedent and in indubitable expression of American judgment and vital welfare. He had only to insist and the thing would have been done. He would not have gained anything or lost anything politically, but he would have done what was properly and universally expected of him.

What President Wilson did do was to add the weight of his own hand to the bludgeon already lifted by the railroad employees. He is ordering, though he has not yet lugged out Haman's gibbet, the railroad managements, under threat of public condemnation, to surrender their only just and self-respecting position and to stand the certain monetary loss contingent upon that abandonment, while by their spectacle of humiliation he seeks to bribe the men to postpone further use of the bludgeon until another year.

Apparently President Wilson will not meet the issues squarely. Just as in all other great emergencies, with exception of his frantic fight to win England's contention with reference to Panama canal tolls, he has displayed a like eel-like propensity to pry or wriggle out of a pinch in oily hope that a fresh pinch may by some new contortion be avoided and dodged in the same unmanly fashion. Whether he is simply weak or sheerly coward no opinion is here vouchsafed. The fault is unpardonable in either case. Whether in the present instance he is deliberately catering to the labor vote or is innocently stupid need not be inquired. The cold, harsh fact is that our President in this test of stamina, well within the endurance of any honest man of ordinary brain, is shown to be both incompetent and wrong. Where the country needed wisdom and manliness it has pitiful lack of either.

Let the railroad ownership stand firmly for justice, though for a time prosperity and comfort should be put in jeopardy. It must be decided at one time or another whether democracy in this country can maintain justice in industrial relations. The sooner the battle is fought out the better it will be for us all. We gain nothing by temporizing or weak recession from the face of trial. FREDERICK PALMER LATIMER.

NEW LONDON, Conn., August 19.

TRADE FACTS SUPPLIED.

The Chamber of Commerce Always Active in This Work.

TO THE EDITOR OF THE SUN—*Sir:* In THE SUN of August 14 appeared an editorial article headed "New York as a Manufacturing Centre." Due credit was given to the Merchants Association for efficient service in answering commercial inquiries. That is only one of the many excellent services rendered by that association.

It is only fair, however, to state that the work of supplying commercial information has for years also been done by the New York Chamber of Commerce. Frequently as many as ten or fifteen letters are received daily at its office from all points in this country and from abroad, and in every case the information asked for is cheerfully given when possible, or the writers are told where it might be obtained.

It has been the practice of the office to give not only the names of members of the Chamber of Commerce who may be ready and equipped to handle the business sought, but also the names of other firms when it is thought advisable.

CHARLES T. GWYNNE,
Secretary.

NEW YORK, August 19.

Platonic Love, Yes, of Course.

TO THE EDITOR OF THE SUN—*Sir:* Will you please assure "Robert" that there is such a thing as platonic love. It exists between people who have been married about ten or fifteen years.

NEW YORK, August 19. A BELIEVER.

TO THE EDITOR OF THE SUN—*Sir:* Say yes to "Robert," but the sufferer either has yet to cut his eye teeth, or else he is dod blasted old. F.

WESTPORT, Conn., August 19.

TO THE EDITOR OF THE SUN—*Sir:* Answering "Robert's" inquiry about platonic love, allow me to quote a near authority, who said it was "like playing poker for Confederate money." L. C.

GLEN RIDGE, N. J., August 19.

The Career of the Thetis.

TO THE EDITOR OF THE SUN—*Sir:* The editorial note on the steamship Thetis in THE SUN of August 14 brought up memories of the day when Dundee was a great whaling port and the docks exuded whale oil. The history of the Thetis would make interesting reading from the time she was used to hunt whales in the Arctic seas until her purchase by the United States Government for service in the Greely relief expedition. Is not Thetis the second or third name of the ship?

THOMAS J. KEENAN.

NEW YORK, August 19.

MUSICAL MENUS.

"I have suffered great discomfort," complained the patient to his Mus. D. "The sensations were those of indigestion, but after my M. D. had looked me over he declared it was not that. He said that no known kind of eating would be likely to produce an earache, and as it was an earache instead of a stomach ache that pained me principally, he thought I had better see some specialist. My ear specialist is out of town listening to the defective sounds uttered by his automobile. Why are there not automobile tuners as well as piano tuners? However, as a Doctor of Music I thought you might have an ear for my troubles."

"What have you been hearing lately?" inquired the Mus. D., just as one might say: "What have you been eating lately?"

"No futurist music and no canned melodies. It isn't any form of auditory ptomaine poisoning," replied the patient. "Last night I went to a restaurant and had a simple repast consisting principally of half a cold lobster and a little white wine. The orchestra, made up of a violin, a saxophone, an oboe and a piano, played the overture to the 'Flying Dutchman' and a new composition by Irving Berlin."

"Atrocious!" exclaimed the Doctor of Music. "No wonder your ears are in bad shape. Haven't you heard that a man in Chicago has just discovered that music produces the same sensations as food? He has assigned food equivalents to various musical compositions and gustatory values to the different musical instruments. A violin is like claret, a saxophone like buttermilk. Yet you had them together at one sitting, with a dash of lemon in the shape of some notes from the oboe! Moreover, after absorbing an excess of Wagnerian proteids you imbibed subacid ragtime not twenty-four hours old and probably imperfectly fermented. You have got yourself into awful shape. I shall have to put you upon a strict musical diet."

"But I am already on a food diet," protested the patient unhappily.

"Well, then, alternate the two," replied the Doctor of Music. "Meals at 7, 1 and 7, music at 10, 4 and 10 daily. For the morning you had better have a little Bach oatmeal with cream and sugar and a short cello piece. The cello is as stimulating as a cup of coffee. In the afternoon, something on the saxophone; buttermilk prolongs life and preserves bodily vigor. If you wish you may have a little fresh fruit in the shape of Chopin—not one of the nocturnes, as they are apt to be too ripe. At night a thick, juicy steak of a Beethoven sonata. Nothing else. Be sure the sonata is not too rare. I would recommend the 'Moonlight Sonata,' it's so much done."

The patient arose slowly and took his hat, but paused to ask:

"What'll this be?"

"Five dollars allegro," said the Mus. D. with expression.

WILSON "PROSPERITY."

Some Facts That the Democratic Campaign Committee Overlooked.

TO THE EDITOR OF THE SUN—*Sir:* The Democratic campaign committee makes much of the fact that the census of manufactures of 1914 shows an increase of annual earnings for the average worker from $520 a year to $580 a year, for some seven millions of workers, claiming the credit of the improvement for President Wilson. The comparison is with 1909.

Mr. Wilson was inaugurated in March, 1913. One year and ten months of the census period was under his administration. Three years and two months were under President Taft. Why does Taft get none of the credit and Wilson all of it?

The whole of the year 1915 fell in Wilson's administration, and it shows the smallest total of railroad building in fifty years and a record of business failures never before attained in all our history. The panic years of 1893 and 1907 show no such mercantile mortality. Let us at least get in the major items in casting up the account.

BOSTON, August 19. W. C. T.

THE THREE COLONELS.

Two Are Gone, But the Third Remains—Will He Stay After Cock Crow?

TO THE EDITOR OF THE SUN—*Sir:* It is a part of contemporary history that it took three Colonels to elevate Woodrow Wilson to the Presidency.

Colonel Harvey discovered him; Colonel Bryan promoted him; Colonel House assisted him in performing the functions of his high office.

In true Wilsonian style the professor proceeded to throw overboard Colonel Harvey. After handsomely rewarding Colonel Bryan for his services at the Baltimore convention, Mr. Wilson dispensed with his "delightful" society at the earliest practicable moment. Colonel House seems to be still in the running, although at any time he may be asked to make way for some more deserving Democrat.

His second campaign for the Presidency in defiance of the much battered Baltimore platform will be conducted in person by Woodrow, assisted by Mr. McAdoodledoo. SENEX.

NEW YORK, August 19.

THE GREAT DISILLUSION.

Women Care Less for Men and Maybe Have Reason for Doing So.

TO THE EDITOR OF THE SUN—*Sir:* After giving matrimony serious consideration I find that the more a fellow is straight, honorable and upright, the less the girl of to-day cares for him. It's not what he is, it's what he can give her.

Marriage comes to fewer and fewer women nowadays, just because men have begun to use their heads instead of their hearts. Furthermore, a woman has at present more open doors than ever before into the industrial world and may be independent and self-supporting.

Dancing appears to be the final test of a young fellow's fitness to mingle with the fair sex. A. BALTOW.

NEW YORK, August 19.

Cabinet Material.

TO THE EDITOR OF THE SUN—*Sir:* In a recent editorial article you refer to the head of Mr. Redfield coming in contact with a buzz saw. Such a condition would not result in anything sanguinary, but would be productive merely of sawdust.

A. B. C.

NEW LONDON, Conn., August 19.

Kentucky Defies War and the Wheat Pit.

From the Louisville Courier-Journal.

With corn cakes for breakfast, corn dodgers for the midday meal and corn muffins for supper the staff of life on the Kentucky farm will be good enough to lean upon until the wheat speculators and the war dogs cease to put the price of flour bread beyond the reach of a modest income.

HOW THE RAILROADS EARN A DOLLAR AND HOW THEY SPEND IT.

An Analysis of the Trainmen's Demands in the Light of Last Year's Figures.

Of every dollar earned by the railroads of the United States in 1915 just 69.47 cents came from freight they carried. Passenger service, including the revenue from express and mails, furnished 26.54 cents, and 3.99 cents were received from other sources, such as securities they held.

The 69.47 cents received from freight operation were contributed in this proportion: Transportation of the products of mines brought in 23.86 cents, transportation of manufactures yielded 15.10 cents, carrying farm produce supplied 11.72 cents, products of forests, 7 cents; animal products, 4.15 cents; other merchandise, 4.32 cents; miscellaneous freight, 3.32 cents.

The 26.54 cents received from the passenger service consisted of 22.20 cents in passenger fares, 2.37 cents received for carrying express matter and 1.97 cents for carrying mail.

Of every dollar spent by the railroads of the United States in 1915 just 43.20 cents went to pay the wages of labor. Material for way and equipment, supplies and other expenses of upkeep cost 16.90 cents. Fuel and locomotive supplies took 8.12 cents. Loss and damages absorbed 2.22 cents and 4.72 cents went to pay taxes. All of these items constitute what are known as operating expenses. It will be seen that they took 75.16 cents of every dollar the railroads earned.

There remains of the dollar earned by the railroads in 1915 24.84 cents. Of this 14.79 cents went to pay interest on funded and unfunded debt, 3.97 cents were paid out in rent for tracks under lease, 5 cents were set aside for dividends and surplus. The tiniest item of all was the 1.08 cents left of the dollar and spent for betterments.

Experts say that when operating expenses take more than 70 cents of the railroads' dollar the outlook for the railroads is not bright. Last year the railroads spent 75.16 cents of every dollar earned on operating expenses.

These are the facts of railway earnings and spendings in 1915. The most significant fact to many will appear to be labor's big slice of the railroads' dollar. The fact that labor gets 43.20 cents of every dollar earned by the roads is of the utmost importance in considering the justice of the demands now made by railway employees in train service. They are asking that their present day's wages be paid them for eight hours work instead of ten hours. At the very least this means a 25 per cent. increase in the pay of these men; should they succeed in getting the punitive overtime they seek the increase in wages would be 37½ per cent. and higher.

The startling possibilities of increase if the men get a day's wage for eight hours work have been well shown in the following illustration:

Suppose an engineer who now makes his run in ten hours and is paid $5.60, or 56 cents an hour; under the proposed plan he would get $5.60 for eight hours or 70 cents an hour, and overtime at $1.05 an hour for two hours. His total compensation would, therefore, be $7.70 if he worked ten hours, an increase of 37½ per cent. Suppose his train was delayed and the run took twelve hours. On the existing basis of wages he would receive $5.60 for ten hours and overtime for the extra two hours at the same rate, making his overtime $1.12 and his total pay $6.72. Under the proposed arrangement he would receive $5.60 for eight hours, or 70 cents an hour, an increase of 25 per cent. an hour, and overtime on a time and a half basis, amounting to $1.05 an hour, an increase in the overtime rate an hour of 87½ per cent. As he would receive overtime for four hours instead of two, his total pay for overtime would be $4.20, an increase in it of almost 300 per cent., making his total day's wages $9.80, an increase of 45 per cent.

The freight engineer in question, then, stands to gain a wage increase of 25 to 45 per cent. if the unions achieve their full object. Is such an increase fair, in view of the analysis of railroad expenses given at the outset of this article? Is not a 25 to 45 per cent. raise a pretty big jump to make all at once in any wage scale?

The Government has fastened upon the railroads and compelled them to submit every question of rates, which alone determine their earnings, to the arbitrament of the Interstate Commerce Commission. But the Government does not compel the railroad workers to submit their demands to any such arbitrament. Arbitration of railroad claims by other tribunals is unsatisfactory because the Interstate Commerce Commission, and that body alone, is in possession of all the facts about railway affairs. And only on the basis of these facts can a proper decision as to the justice of labor's claims be arrived at.

If the railroads must submit to the rates imposed by the Interstate Commerce Commission should not the railroad workers be required to submit to the wage rates decided upon by the same body? If it is proper to tell the railroads just how much they shall earn is it not proper to tell the railway men just what share of these earnings they shall receive? The workers in the last resort have the remedy, that they can go into other occupations. But the railways have no such recourse. They cannot go into manufacturing, into agriculture or into any other business than the transportation of people and goods.

It will be seen that however much one may sympathize with the desire of the railway men for better pay or better hours, if train operation can be remoulded to give them better hours, their problem is only one part of the present difficulties of the railroads of this country. The solution of these difficulties will certainly do as much as anything to determine the fate of Government regulation of public utilities in the United States.

MR. BACON'S SUPPORT.

A Questioning Republican Examines an Indorsement.

TO THE EDITOR OF THE SUN—*Sir:* Lawrence Godkin, who in sorrow or satire pleads guilty of a hideous past of devoted support of President Wilson, implores Republicans of New York to nominate Robert Bacon for United States Senator. But though such Democrats as Mr. Godkin hasten to embrace Mr. Bacon, he should rebuff their favors promptly and rudely; for what Republicans want is a body of United States Senators acceptable to Republicans, not to Wilson Democrats, whether regenerate or unregenerate.

Republicans must suspect that though Democrats like Mr. Godkin have repented bitterly of Mr. Wilson, they still would be passionate worshippers at the old Democratic shrines, eternally hating the American tariff system, incessantly inveighing against a merchant marine to be restored only with protective and fostering measures by the nation, doggedly thwarting a powerful navy and an adequate army, abominating inexpressibly a firm foreign policy. Republican voters must suspect that a candidate acceptable to such Democrats might himself be lukewarm on those fundamental principles and imperative policies of the Republican party.

Wherefore let Mr. Bacon lose no time in alienating those Democratic supporters by affirming and reaffirming in a clear, strong voice the Republican principles and policies which are so abhorrent to Democratic highbrows, whatever the virtues of the individual who upholds them.

Failing to do this Mr. Bacon might convince the Republican voters that it must be their purpose and their duty to defeat him not only at the primaries but, should he be nominated, at the polls; for to ask them to take doctrine approved by Wilson adorers of the present or of the past is to ask them to take political poison.

STRAIGHT GOODS.

NEW YORK, August 19.

A BOON TO MANKIND.

So a Student of Throat Quenching Calls a Cocktail.

TO THE EDITOR OF THE SUN—*Sir:* In a letter to THE SUN "A. E." is unnecessarily concerned in defending Dr. Siegert from the charge of being responsible for the cocktail. "A. E." does not prove his case, but he does prove that the cocktail, like many other inventions of humanity, was the result of accident.

Had not Dr. Siegert or his amiable wife discovered the secret of compounding the bitters, cocktails would never have been invented. It was in the search to bring out the virtues of whiskey and correct its vices that the original cocktail was hit upon. It has been a blessing to mankind. Steevens puts it in his work "With Kitchener to Khartoum." It has been a true solvent in the pathology of thirst. ARUB.

NEW YORK, August 19.

What the Flawless Rail Means to the Roads.

TO THE EDITOR OF THE SUN—*Sir:* I have been very much interested in your editorial article entitled "Can the Flawless Rail Be Made?" Taking into consideration the Interstate Commerce Commission Report on Accidents for fourteen years, it seems that the discovery of Dr. Dudley of the New York Central is quite an important one for both the railroad and steel industry. A great number of wrecks have been caused by a broken rail, and this discovery of the unseen flaws in rails made in manufacture marks an era of rail making which will undoubtedly reduce the wrecks to practically a minimum, thereby insuring fast and safe passenger traffic. RICHARD E. HUMPHREY.

NEW YORK, August 19.

THE SAINT OF THE CIRCUS.

Tody Hamilton's Fame Secure Down Through All the Ages.

TO THE EDITOR OF THE SUN—*Sir:* Some time in the twenty-first century we shall probably have our extreme rationalists contending that Tody Hamilton is a myth. That is what the twentieth century philosophers have been doing in regard to Santa Claus. But as they have not succeeded in destroying the real personality of the saint of Christmas, neither will they be able to shake our faith in the saint of the circus. There will probably grow up around Tody's name a cluster of lovely legends. What of it? The more apocryphal they are the more beautiful they will be and the harder future generations ought to believe in them. Nothing is too good in the pantheons of the future for the man who sped the gospel of the circus in the darkest places of the land and made it an institution that will survive the fall of philosophies and systems of criticism galore.

It took his Raphaelite gifts to devise such splendors as made the Barnum poster a feast to the eye, a song to the soul, of countless children—and of many more adults than would, except among facedly, confess to the fact. Poor dear God, there still are men and women who have in them the instincts and spirit of childhood, that spirit that makes for potential inheritors of the kingdom of heaven. And as for the children, there is a youngster who would never be born within miles of the Metropolitan Museum of Art has seen and still can see the gorgeous trappings, the beauty of female grace, the visualized pomp and circumstance of knights, paladins and Saracens, the wonder of the great beasts gathered from all quarters of our rapidly contracting globe and the clowns and others that serve at the Christian sport of laughter, all of which Tody presents with a religious enthusiasm.

Tens of thousands of rural youngsters who had grown up callous and blind to the glories that God's artists spread in reckless lavishness on country lawn and in country sky, had the first sense of art stirred by the artistic appeal that the circus poster shows. Tens of thousands who could only see the circus itself once could gaze for several days on the blank wall pictures with a curiosity aroused as to natural history, human history, arts and sciences, in the incipiency of educational interest.

And as for the circus itself, there is not yet born who can give it its apotheosis. Who can do justice to its combined barbarism, sensual excitement, educational stimulus, democratic humanism, elemental enthusiasm and ritual exaltation? When the last circus decays mankind will be suffocating under the vapors of universal philosophical negation. We will be nearly ready to restore the circus where there was more joy among the most refined and spiritual of the spect