

THREE STRIKING PERSONALITIES PROMINENT AT PRESENT

THOMAS A. EDISON will celebrate his seventy-first birthday on February 11 by working as usual. The inventor will not be at home for the anniversary, as he is busy on Government work somewhere in America, but a group of his old time associates who recently organized the Association of Edison Pioneers at the Engineering Society rooms, 23 West Thirty-ninth street, will observe the birthday of the "old man," as he is affectionately styled by his friends, by meeting for luncheon.

Mr. Edison will not be one of the party, as his duties will forbid the journey to Manhattan. Mr. Edison's health is excellent and he is busy from morning until midnight attending to his tasks for Uncle Sam.

The only formal observance of Mr. Edison's seventy-first anniversary will be the luncheon in New York, which is now being arranged. Mr. and Mrs. Edison wherever they chance to be on the inventor's birthday will have a family dinner.

The Association of Edison Pioneers numbers about three score men. Some of them were with Mr. Edison at Menlo Park and others were with the first New York contingent of electric light experts. No one is admitted to the small, select group unless he

was associated with Mr. Edison in 1885 or at an earlier period.

This group of men, now established all over the country, retain a deep sentimental interest in Mr. Edison and his affairs. They presided the present group of Mr. Edison's associates in commercial enterprises.

Francis R. Upton of Newark, N. J., the oldest aide of Mr. Edison, is president. Vice-presidents of the Pioneers include S. Z. Mitchell and T. Commerford Martin of New York. Robert T. Lozier of New York is secretary. Fred A. Scheffler of New York treasurer and William H. Meadowcroft of Orange, N. J., historian.

Other members are Sydney B. Paine of Boston, F. B. Potter of New York, George F. Morrison of Harrison, N. J., C. R. Benton, Fremont Wilson, W. J. Hammer, E. J. Hammer, F. S. Smithers and L. E. Latimer of New York; Schuyler S. Wheeler of Amherst, N. J.; S. D. Mott of Plainfield, N. J.; M. F. Moore of Roselle, N. J., and H. M. Bylesby of Chicago, now a Major in the Aviation Corps, U. S. A.

MAJOR-GEN. LEONARD WOOD, who was injured the other day in France in an explosion, is one of the most popular officers abroad. Because of his position as a leading advocate of preparedness for years, his insistence on

military training, his vigorous development of the Plattsburg idea, which has given so many good junior officers to the army, and above all his out-front-the-shoulder personality, Gen. Wood is much liked by the British and French.

Isaac Marosson, in a book on Gen. Wood, told of going down the British front with a cracking good English Colonel, and when the talk turned to America the Colonel said:

"You've got one great soldier over there."

"Whom do you mean?"

"Leonard Wood, of course," was the reply. "He is what you Americans call some soldier."

The Englishman probably hadn't heard so much of the other able Generals in the American army, but the story is typical as showing the liking foreign army officers have for the dashing, blunt and able man who in a comparatively few years made his way from the modest position of surgeon to that of chief of staff of the United States Army.

He has been a constant critic of the attitude of those people who failed to see the need of preparedness before the war, and was continually thundering against it, backed by the fiery utterances of Col. Roosevelt, until he came to be known, along with the Colonel, as a farsighted man by some

of the East, stationed at Governors Island, but when the cantonments were started he was shifted to the Department of the South, where a large number of these camps were being built. That was just two years after the incident at Plattsburg, and the shift immediately gave rise to opinions that Gen. Wood had been transferred because of his many conflicts with the pacifist policy that had previously been in force in Washington.

These reports were denied, however, and it was pointed out that an expert on training camps it was believed that Gen. Wood would be more valuable there, whipping the raw levies into shape, than anywhere else in the country, and also that no one could do the work as well as he could.

It was in the course of events which leads every cantonment and department commander to France to learn battle conditions by actual observation that Gen. Wood was sent abroad. He was the first officer of General rank to be wounded.

It may not happen, but there is no doubt that if Mrs. Ellen O'Grady, the first woman Deputy Police Commissioner New York ever had, does all the things she wants to do

for the women and girls of New York she will deserve the title of "The Little Mother of Centre Street."

Mrs. O'Grady says she is just a plain, ordinary, hard working woman and that her rule of office will be the rule of common sense, but it is a well known fact that common sense is one of the best rules mothers have. Perhaps the fact that Mrs. O'Grady has three children of her own has helped her somewhat in arriving at the basic value of common sense, and perhaps it was largely her ten years of work in the courts as probation officer which has given her a wealth of experience that qualifies her to deal with the particular cases Commissioner Enright intends she shall handle.

For it is with the express purpose of building and maintaining a navy to protect and drive off the streets corner jokers who annoy women and suppressing the white slave traffic that Mrs. O'Grady takes office, and although that is rather a large contract Mrs. O'Grady is not afraid of work.

Mayor Hylan got to know her when he sat as a Magistrate in the New Jersey avenue police court in Brooklyn several years ago and liked her way of handling the women entrusted to her care. She has a kindly face and a manner that inspires confidence in the heavy broken, distrustful or defiant girls who reach the courts, and

she was generally able to help them. "I have come in contact with the problems of a great number of women and girls during my time in the courts," she said when she was asked what she hoped to accomplish. "I expect that my work at the Headquarters will bring me in contact with many more. It is in the direction that my sympathies lie, of course my new work will be on a much larger scale, but I expect that it will be along similar lines."

"I am naturally interested in welfare work for girls and young women. Eighteen years ago I was left a widow with three children to take care of and I did it. I think there is plenty of work for a woman deputy in this city."

She isn't ready to make public plans yet, for she has not fully formulated them. The things she thinks should be done for the women and girls of New York are firmly in her mind, developed by long years of thought given to these particular problems, but just how she can best put them into effect in the Police Department is a matter that Mrs. O'Grady is now working out. She wants to make Ruth Cruger cases possible if she can do it, and that is a large order even for an energetic woman with a lot of men at her command.



FROM SUN CORRESPONDENTS IN LEADING EUROPEAN CAPITALS

BRITISH ROADS FACE PROBLEM

High Cost of Railway Operation Cause of Concern for Future.

Special Correspondence to THE SUN.

LONDON, Jan. 21.—The greatly increased cost of running the British railroads is causing considerable discussion as to the future of these essential enterprises. In the early days of the war increases in wages or war bonuses in part were transferred to the public by allowing the rates for goods traffic to be increased.

Working costs have risen in respect to all departments, but the present rates already constitute a severe handicap to the British manufacturer. They are 50 per cent. higher than merchandise rates on the Continent. To maintain these rates or to increase them will have a grave effect on the future trade of the country.

Traffic experts are working out plans for the simpler working of the freight systems, with a view of reducing costs of working, while a Board of Trade committee is discussing the complicated future of the British railways.

Suggestions for new high speed railways for construction after the war have been dealt with at a special meeting of the Society of Engineers in London lately. Marshall Stevens, who was the first manager of the Manchester Ship Canal, suggests that the railroad companies reorganize their terminals. He calculates that if the railroad companies made similar provision to that made at the terminals of his company and obtained their present net receipts from conveyance, English rates for freight could be reduced by a third. Or if it were necessary for greater revenue to be obtained to meet increased working costs the desired end could be secured by leaving the rates as they are at present and saving money on these rates by improving the terminals and introducing other necessary reforms.

It is pointed out that it costs traffic more to maintain a central freight yard in any large town, without providing a single service there, than it costs for the whole of the railway service and accommodation in Trafford Park, including changing, marshalling, invoicing and conveyance.

More than forty miles of track has been laid on this estate, constituting a railway communication with all main lines serving the district and connecting freely with every works upon the estate, thus forming the largest complete railroad traffic system of this description in the world.

It is held that if railroad facilities like these were substituted for the conventional goods station on any British main line the main line company would obtain more in the aggregate for conveyance when changing rates are prevailing on the Continent than when charging the present rates for the same traffic conveyed a like distance between two large towns.

FRIENDLY NEUTRALS LOST BY U-BOATS

Submarine Proving Weakness Instead of Strength to the Nation.

LONDON, Jan. 21.—Every week that the war continues makes plainer that the submarine is the fatal weakness of Germany's position. Not only has Germany staked too much on the merely military value of the under sea campaign. Even more serious for her in the long run, she has leagued the world against her. This unification of the maritime and commercial world may produce presently the most important military result.

For the tendency of submarine atrocities is to array all the minor seafaring countries on the side of the Entente. It is an important fact that a big share of the merchant shipping of the world is owned by countries which have no adequate navies to protect it. These are coming to realize that their security in present and future lies in the hands of the Entente. The merchant shipping of the world is being proscribed by the naval forces of countries that have proscribed the German brand of maritime terrorism.

Time was when seafaring peoples bitterly assailed those under methods of the blockade in war time which were pursued by Britain and developed by the United States during the American civil war. But today the lesser maritime countries realize that it would be vastly better for them to trust to the British and American methods of ruling the sea in war time than to revert to the barbarism which Germany has re-stated on the seas.

This is having a direct and most important effect on public opinion in all the neutral countries. No one can have followed the course of comment by public men and the press and noted the tone of governmental utterances in Sweden, Norway, Denmark, Holland and Spain without appreciating this. Great Britain is not even the greatest maritime country in the world in proportion to population. That distinction belongs to Norway. The merchant shipping of Norway at the beginning of the war amounted to almost exactly one ton to every inhabitant of the country. Great Britain possessed only one ton to every 2.2 of its population.

Take another computation. Here are the populations and the merchant shipping tonnage of five minor countries and Great Britain at the war's beginning.

Country	Population	Shipping Tonnage
Denmark	2,800,000	700,000
Norway	3,000,000	970,000
Holland	4,000,000	1,530,000
Norway	2,600,000	1,474,192
Sweden	5,000,000	1,167,717
Britain	45,400,000	29,874,369

The total population of Denmark, Greece, Holland, Norway and Sweden is 19,800,000 and their aggregate merchant tonnage 7,002,881; that is, one ton of shipping to every 2.8 of the population. Great Britain at the same time had a ton of shipping to every 2.2 of the population.

If the submarine is to be hereafter a legitimate or even a possible instrument of war these minor countries might as well go out of the shipping business. They have not the wealth to build and maintain navies to protect their shipping. They must rely, and they know it, first on the naval power of the great naval countries to protect their shipping during the present war and second on the hope that for the future they will be made safe by the outlawing of the submarine.

This is what inspires among the minor maritime countries the universal hope that after the war some sort of league of nations may be formed that will proscribe the undersea campaign. They see that their only chance for real freedom of the seas lies in the world's adoption of this policy. If they may not build and sail ships in reasonable security their national life will become very high impossible.

The advantage of the league of nations in this particular matter is that all its adherents were bound in an agreement making the mere construction of submarines a casus belli the small nations could contribute their proportion to maintain the league's maritime police, even though it would be futile for each of them to attempt maintenance of adequate independent naval establishments.

Prof. Collin of the University of Christiania publishes an article declaring for the league of nations as the only means to make the sea safe in future. In part he says:

"Freedom of the sea is the peace very, which again and again rings loudly in our ears. In itself no watchword can be finer. No peace condition sounds more like music to Norse ears—what all too often a music that is falsely played by a thousand voiced choir and orchestra.

"Freedom on the sea, practically and positively speaking, means free way on the sea. But the thing most diametrically opposite to such a free way would be the pirate freedom of the U-boats on the sea, which would be the result if the police of the sea threw down their arms.

"Free way on the sea is the superior sea power of the British, which has guarded our country and all peaceful nations for the last hundred years before the outbreak of the world war. Without the British sea and colonial empire, which in the course of the nineteenth century changed from a mere photograph sighted to a more far seeing trade policy, the Norwegian (and for that matter also the magnificent German) prosperity in seaborne trade would have been almost impossible.

"But the time is past when any single nation can maintain in its own or others' interests a sufficiently strong ocean police. The U-boat has shown itself fit to be both in peace time and in war an equally ideal pirate ship. The use which has been made by this type of warship according to Von Tirpitz's art of war, has more than anything else driven the North American republic into the war. This has been made clear to all who wish to see: only a mighty union of States and only a wide and deep sighted cooperation between white and colored civilized nations can hereafter make the sea into a free and safe highway for all the peoples of the earth.

"The U-boat has shown itself to be an ideal pirate craft, both for war and peace. Any country whatever, even one with a little flock of land bounding on

PARIS ISSUES FIRST WAR PHONE BOOK

Old Directory of 1914 Was Slightly Out of Date.

Special Correspondence to THE SUN.

PARIS, Jan. 20.—Paris has had a much desired New Year's gift in the form of the first telephone book issued since the commencement of the war. Every telephone subscriber was still working with the 1914 volume, which in many cases was in tatters and, of course, did not contain hundreds of the most important numbers that have been installed since the beginning of the war.

To refer to only two groups—the various branches of the Government established all over Paris since 1914, and the different offices of the American Army and Navy, the Red Cross and the Y. M. C. A. employ hundreds of telephones whose numbers do not appear in the book now in use.

There are many innovations in the new book which, by the elimination of advertising and non-essentials, closer printing and rearrangement, contains only half as many pages as the old one, a great saving in white paper. As the announcement says: "This book is a war annual, practical, exact and easily handled."

Secretary Daniels had words of praise for the United States Naval Reserve when he addressed the special graduation class of 800 reserve officers at the Naval Academy on Friday. Indeed, the growth of this branch of the service has been one of the marvels of America's war preparations. It includes 49,000 men and 7,400 officers, and it has already demonstrated its efficiency in the diversified work the navy is called upon to do. It is an especially fine body of men, as anybody can see for himself by looking at the bright eyes, clear complexions and erect, active figures of the young fellows one meets in the street wearing blue uniforms and caps whose ribbons tell the branch of service of the wearers. The group of bluejackets shown in the photograph is typical of the kind of young men who have enlisted in the Naval Reserve. These special bluejackets are recruits who have just completed a course of training. Though all are enlisted men now there are commissions in store for some of them.

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Workers Gain \$70,000,000. LONDON, Jan. 21 (By Mail)—The House of Commons has passed a bill to increase the wages of workers in munitions factories and shipyards involved in the war effort to \$70,000,000.