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Rich Railroad Earnings Ahead Because of High Traffic Rates.

After years of starvation of the American transportation system by the Interstate Commerce Commission, President WILSON took over the railroads when storms, congestion at terminals, fuel shortage and labor readjustment had paralyzed them.

The Director-General of Railroads raised the freight and passenger rates when the carriers were still trying to dig themselves out of the mountains of trouble under which they had been freshly buried.

All through the first four months of this year the public was condoling with the Government upon the huge sums which, under the system of Federal operation, would have to be drained out of the Treasury to meet the railway operating deficits, not to mention the payment of dividends. Nobody need waste much sympathy now on the Treasury. Nobody who follows the railway reports from week to week and month to month will fear that, through its control of the roads, the Government is going to lose anything. There is good reason to think that the Government will clear on its railway operation a pretty penny.

In May numerous Western roads were still floundering in their misery of the previous winter; but, important as they are to the national life, the Western carriers do not do the business done by the great systems here in the East. In fact the May operating income of the chief Eastern roads was greater than the operating incomes of the chief Western and Southern roads all put together. In the East a richly prosperous road like the Lackawanna had come back by May, and more than come back, to its old record of making high earnings. A vast and powerful system like the Pennsylvania had straightened itself out. In the South the few first class railroads were booming again. Good, bad and indifferent taken together, the May operating income of the chief Southern roads showed an actual gain, going up from $9,033,054 in 1917 to $10,524,746 in 1918. In the West the majority of the roads were still running behind, although great properties like the Union Pacific and the Atchison were once more bathed in sunshine.

The combined record of 123 of the largest railroads, therefore, showed net revenues from railway operation of $77,101,813, as against $87,989,410 in 1917. With general and local governments taking $1,300,000 more in taxes than in May, 1917, all the Eastern roads were only $2,750,000 behind the previous year, the Southern roads, as before mentioned, were $1,500,000 ahead, and all the roads, East, West and South, were $11,000,000 to the bad.

But in May, of course, the sensational 25 per cent. increase in traffic rates had not gone into effect. The new rates were not due to begin until the middle of June. In the month before the new rates were to become effective nearly all the big and good roads everywhere were generally doing pretty well already. Some of the lesser roads were emerging onto comfortable circumstances.

When we think of what the June freight and passenger increases mean, we can picture the railroads of the United States rolling in wealth. The gross earnings of 123 of the largest roads were mounting in May to some $314,000,000. This is at an annual rate of somewhere between $3,500,000,000 and $4,000,000,000. If the new rate increase is going to average anything like the 25 per cent. predicted for it by railway experts, it looks as if the Railroad Administrator had now before him, in the increased revenues, a little matter of some three-quarters of a billion dollars a year more.

Unless the Director-General is going to slather more wage increases on railway labor, there is a very good chance that, with all the increased revenue piling up during recent weeks and the seven or eight hundred millions a year still to come in under the new freight and passenger tariffs, the railroads of the United States could now begin to equal the earning records of steel trusts, coal industries, munition plants—just because as soon as the Director-General of Railroads sees that more revenues are needed all he needs to do, having himself the power of rate making, is to get those revenues with a snap of his fingers.

When we recall how for years the Interstate Commerce Commission let the American railways, for lack of sufficient revenues, wear out and rust and fall to pieces, let their credit sink to the depths, let nearly all stockholders have their dividends imperilled and many stockholders lose theirs—when we recall how for upward of a generation the Interstate Commerce Commission was passionately devoted to pulverizing the American railway system, we can be grateful that the Government control and operation of the railroads has put that celebrated agency of destruction out of business. We can be sure that whether the railroads ever go back or do not go back to their owners, the Interstate Commerce Commission will never again get the opportunity to make superlative wreckage out of the greatest industry in the United States, the greatest, in truth, in the whole world.

The Barons at Runnymede.

In his address at Mount Vernon on the Fourth of July President WILSON likened WASHINGTON and his associates to the Barons at Runnymede who "spoke and acted not for a class but for a people."

This reference to Magna Charta, the Great Charter granted by King JOHN to the Barons of England at Runnymede in 1215, accords with the prevailing idea among lawyers and general historians that this famous declaration of rights was designed to benefit the English people rather than the nobles who exacted it from the sovereign; and there is no doubt that it was subsequently treated as a charter of popular liberty. As a matter of fact, however, it was directly and immediately beneficial only to the higher classes in the English state as it then existed: the barons, the clergy and the freemen. It afforded little protection to the villeins, who constituted a majority of the population.

Magna Charta was drawn up by the Barons themselves, who compelled King JOHN to sign it, much against his will. According to JOHN RICHARD GREEN, the historian, the monarch then withdrew to his room and "rolled in a mad fury on the floor, screaming curses and gnawing sticks and straw in the impotence of his wrath."

Most modern English jurists agree that the Great Charter was the first embodiment of genuine written law in the juridical history of Great Britain. Commenting on this view, the late JAMES C. CARTER, a distinguished leader of the New York bar, says in his Harvard Law Lectures:

"And yet the Great Charter when rightly considered in the light of the occasion and motive which led to it, was not a reduction of customary to written law for the sake of the supposed advantages possessed by the latter as law. King JOHN had been for years playing the part of an absolute monarch and setting at defiance every limit upon the royal prerogative. His oppressions, while weighing heavily upon the body of the people, were felt more keenly by the Barons and had at length brought them into open war with their sovereign. He was obliged to yield, and the Great Charter was simply the treaty which he was compelled to sign in order to conclude the war."

It is undoubtedly true that in the course of time the Great Charter of King JOHN came to be regarded as the principal constitutional guaranty of the liberties of the people of England; but there is little reason to believe that the Barons had the common people very much in mind when they met their tyrannical King at Runnymede. The events of that June day showed that England was then one of the most centralized and absolute monarchies in the western world. Magna Charta was a mighty step toward its transformation into a constitutional state.

Submersible Cargo Carriers.

That SIMON LAKE, who is a high authority on submarine boats, should feel that full advantage has not been taken by the Government of the invention with which his name is honorably associated in the struggle against the U-boats is not unnatural. Mr. LAKE believes implicitly that the real solution of the problem lies in the construction of a fleet of underwater cargo carriers, sufficient in capacity to maintain the forces and the civilian populations in Europe that are dependent on us. His view has not prevailed at Washington, however, and we are depending on naval measures, surface ships and similar familiar agencies to foil the Germans on the sea.

Mr. LAKE asserts that we are not succeeding in mastering the U-boats as we might if we depended on submersible vessels for conveying our cargoes across the Atlantic. In declaring his belief, he seems to us to go much further than the facts warrant. A year ago the U-boats were an open and acknowledged danger. Nobody was sure that their attacks could be withstood. Since then their effects have been overcome in a remarkable degree. They are still to be reckoned with, and reckoned with seriously, and always will have to be. Certainly their development will continue, perhaps in ways now thought of only by experts; but the measures adopted in defence of shipping from their assaults have reduced their present potency, and the men who are fighting them are confident of meeting the situation their use has created.

What has already been done in mastering the U-boat is not concealed from the public, except, it may be, the public in Germany. We have a million men, a vast store of supplies, a great industrial establishment, that have been transported to France in defiance of the U-boats. These are evidence of the soundness of the methods pursued in protecting our transports and merchant ships. We have the word of the naval authorities of Great Britain, France and the United States that the U-boats are being foiled, and that the destruction or capture of U-boats fulfils the expectations of those professionally equipped to judge what our accomplishments should be in this matter. Moreover, we have the apologies and explanations uttered by German statesmen to still the criticism of a people vaguely disappointed over the performances of the U-boats. All these things unite to convince the most sceptical that the programme of defence against this form of frightfulness is not unsuccessful.

Submersible cargo carriers might be useful in the present situation. The question for the authorities to decide is whether the diversion of a part of our shipbuilding capacity to their construction would bring as good results as can be attained by persistence on the course we have laid out for ourselves. This question must be answered by impartial and fully informed men, and their judgment will be accepted by the public without misgivings.

Another Puppet Sultan.

By all the secular as well as religious laws of succession in Turkey, through which the crown is inherited according to seniority by the male descendants of OSMAN the Great, YUSSUF IZZEDIN, the son of ABDUL AZIZ, or WAHID-ED-DIN, brother of the late Sultan, should by this time have been girded with the sword of the Prophet at the ancient tomb of Eyoub and elevated to the Sultanate as a successor to the dead MOHAMMED V. There are many mischances hedging the Ottoman throne, such as might be caused by a keen Saracen dagger, a Damascus silk rope or a midnight drop into the green waters of the Bosporus from the walls of the palatial Dolma Baghtcheh. Paths of ambition in Turkey have led to all these exits.

There are in all perhaps twenty heirs to the Sultanate, and on account of the peculiar family relations in Turkey it is frequently difficult to tell whose claims are the best. Besides, in the Ottoman Empire the Sultan at present has not the supreme autocratic power. That rests in the hands of a nervous, ambitious, idolatrous worshipper of the Kaiser, ENVER Pasha, the son of a carpenter.

If we may trust all reports, the one person whom ENVER hated was YUSSUF. He hated him because YUSSUF was a friend of England and France, because he opposed the alliance with Germany, and because he denounced ENVER as a criminal "whose unnatural and blasphemous ambitions plunged us into this infamous conflict." ENVER gave him his choice of being killed by one of the approved Turkish methods or of committing suicide. Constantinople reported that he died by his sword. But it was perhaps mistaken in its announcement, perhaps premature.

ENVER'S control over MOHAMMED V. was complete from the time he ascended the throne as Sultan till his death. MOHAMMED was 60 when he succeeded ABDUL HAMID, and most of his life was spent as a prisoner in a Bosporus palace. He read much of the freedom of rule by the people, and was said to have admired at a respectful distance the British Government. He came to the throne a supporter of the Young Turks. ENVER, TALAAT Bey and DJAMEL Bey approved of him so highly that they relieved him of all responsibility of ruling, dictated his policies and then dragged the nation into the war as a Teutonic ally.

If YUSSUF gets to the throne he will be the first Sultan for years who has not spent most of his life as a palace prisoner. He was not an unfamiliar figure in the life of Stamboul and Pera. He sought the acquaintance of foreigners. He even gave an interview to an American newspaper man in which he took occasion to praise the American educational institutions in Turkey. In theory he is as liberal in his ideas of government as was MOHAMMED V., and his sympathies may be supposed to remain with the Allies. But whoever is boosted to the Sultanate will be a creature of the ruling triumvirate of Young Turks. He will be a mere puppet ruler.

Shall We Raise an Army of Oppressed Races?

The peoples of oppressed races belonging to the Austro-Hungarian Empire now in the United States but not naturalized are to be formed into a legion, possibly an army, to fight with American soldiers in Europe. The importance of the section providing for this in the latest army bill and the possibly very large development of the movement which may result were interestingly revealed in the discussion of amendments to that part of the bill sanctioning the enlistment, equipment and training in this country of men of oppressed races who may volunteer for service.

As first reported to the Senate the section named "Poles" among the races thus provided for. The Senate struck out the word, probably at the request of the French Ambassador made through Secretary LANSING. Inclusion of Poles in the proposed organization would, it was explained, probably result in some interference with recruiting work now being done here by French army officers to raise a Polish legion, or it may be a Polish army, for service in France.

This movement has already gone so far that France has taken from here two-thirds of the Polish force now fighting with the Allies on the western front. The size of that force has not been publicly revealed, but an indication is given by the fact that President POINCARÉ presented to the force recently a flag of the silver eagle of free and independent Poland, and the force is now officially designated as an army. As this was done with the approval of this Government the Senate excluded Poles from the provisions of the bill.

The section was otherwise amended after a frank statement that the Senate Military Affairs Committee had been benefited by a lecture on ethnology. "Slavs" was omitted because of the enumeration of that family; "Slovenes" was stricken out after "Czecho," and "Slovaks" substituted for the composition of the compound word. "Ruthenians" was inserted with an explanatory parenthesis, to make an inclusion of a race not included in the section as reported, so that the provision for enlistment, equipment and training will include "Ruthenians (Ukrainians)." These changes were, it was stated, made at the suggestion of "an eminent Czecho-Slovak."

As perfected the men of military age in this country, not naturalized, belonging to the oppressed races to be invited to form part of a new force which Uncle SAM will send over there will include Jugo-Slavs, Czecho-Slovaks and Ruthenians of Austria-Hungary.

The hope was plainly expressed by Senators who had heard from informed representatives of the oppressed races that their people will provide an army.

Let Germany Give Its Definition.

Before anybody accepts with unquestioning faith the rumor now current in Amsterdam, Holland, which represents the German Government as considering the expediency of proposing to all belligerents "that a mutual agreement be reached against bombarding towns outside of the war zone," let him find out what the German definition of the "war zone" is.

The long range bombardment of Paris churches has been recorded in German official reports as a "bombardment of the fortress of Paris."

The earlier air raids on London were called attacks on a fortified city, although the bombs dropped by aviators were obviously not designed to reach any of the forts that guard the British metropolis.

When Germany wants a mutual agreement for the protection of towns "outside the war zone" her statesmen should preface their suggestion with a definition of what the war zone is. Does it include, in the German definition, all the territory behind the enemy lines, and none of the territory across the Rhine? Does it, for example, include the sections of New York adjacent to Central Park, but no part of the city of Berlin?

Having obtained this guiding information, the enemies of Germany will have to consider the advisability of entertaining any proposal that comes from that discredited Power; and until it is obtained they will disregard Amsterdam rumors of repentance in Berlin for crimes committed under its direction.

A correspondent asks if we can tell him the nationality of Milwaukee's Socialist Mayor. The name of the Honorable DANIEL HOAN does not clearly reveal his nationality and we refuse to guess. There is less vagueness in this respect as to the four distinguished citizens who make and execute the ordinances and regulations of that interesting city. Sheriff McMANUS promptly and sternly carries out all court orders referred to him and sees to it that the laws governing his office are observed by citizens good and bad; Chief CLANCY of Milwaukee's excellent fire department is a smoke eater who would stand well in the very best of company—New York's, say; the President of the Common Council, CORCORAN, conducts legislative business with an impartial and firm hand, and Councilman GORGAN is popularly credited with a finesse in the control of that body which has won for him the endearing title of Boss.

Spunky Senator JOHN SHARP WILLIAMS, when a student in Heidelberg, surprised a German officer nearly to death when he responded to an order to get off a sidewalk by tripping the officer into a deep snowdrift. So, naturally, the Mississippian feels competent to deride claims that Germans are supermen. One day recently he made this interesting assertion in one of his many denials of German superiority: "Oh, you say they went out with a great big gun that shot seventy-odd miles. I will tell you right now we have one that will shoot further, shoot better and shoot almost as accurately as a pistol." We have trusted in the Hon. JOHN SHARP, but we await corroboration by the frank publication conducted by Mr. CREEL.

Pacific coast mills are now making calicoes in such "attractive patterns and colors that even the most punctilious dresser is prone to admit that the calico gown isn't half bad," says a despatch from Portland, where rolls the Columbia. This is good news. It means much not only to women, of whom Dr. HOLMES observed: "To be well dressed gives a serenity and inward contentment that true religion itself is powerless to bestow," but to men also, who, possibly more sensitive to the consolations of religion, are nevertheless not unsolaced by the effect of dressing as revealed to them across the breakfast table. We hope that not alone the ladies of the Pacific coast but also their sisters of a more adjacent littoral will be more prone to adopt calico. If perfection were comparable it would be proper to say that the loveliness of women is never more perfectly displayed than when it adorns a trim, fresh calico dress.

Fourth of July accidents few—Not a victim of fireworks at Bellevue Hospital.—*Newspaper headline.*

Casualties inflicted by American fireworks were transferred to the German line this year.

Critical Period.

Stella—Are her children of the awkward age?

Bella—Yes, you can guess how old she must be by them.

SUBMERSIBLES FOR CARGO CARRIERS.

An Authority on Submarines Advocates Their Immediate Construction.

TO THE EDITOR OF THE SUN—*Sir:* I am sending you herewith a few extracts from papers I have read before various scientific societies and from articles which have appeared in various magazines and newspapers concerning submarines, thinking these might interest you in forming an opinion as to the proper means to counteract the growing submarine menace of the Germans.

As a builder and a student of the possibilities of the submarine for over twenty-five years I feel that I know their possibilities better than men who have not specialized.

I have contended that submarines, properly designed and equipped, in sufficient numbers have the capacity to drive surface craft from the seas, and that there has been no means yet discovered for combating them on anything like equal terms.

I claim further that means are not likely to be found to meet them on equal terms, and that the only way we can hope to continue to supply our own boys and allies on the other side with foodstuffs and ammunition is to be able to evade the German military submarine by sending commerce in ships that have the capacity, as has the military submarine, to become invisible at will.

As near as I can figure it out the Germans are not losing over 1 per cent. in submarine tonnage and dollars in comparison with our losses, even giving full credit to the claims made by some of the newspapers, who seem to think they can win the war by discrediting the work of the submarine rather than by recognizing the danger and trying to assist in finding an antidote for it.

I hope I am wrong, but feel that I am not. It is my duty, therefore, to put these views before every one who might assist in bringing about the construction of types of ships which will enable us to continue our commerce and to prevent the possibility of cutting off the delivery of supplies and ammunition to our soldiers and allies, without which supplies we cannot win the war.

Instead of building ships that can be seen for long distances above the horizon, and, when seen, sunk by an invisible destroyer, let us build ships that cannot be seen and therefore cannot be sunk.

The Government is now rapidly getting into shape several large shipyards where ships of this kind could be turned out rapidly, and I would be glad to cooperate with any of the large Government financed shipyards, such as the Hog Island yards, the Merchant Shipbuilding Company's yards at Bristol, Pa., the Federal Shipbuilding Company or the Submarine Boat Company's yards at Newark, N. J., in the construction of my design of invisible cargo carrying ships.

I am also willing to give my services free, without profit to myself, as long as these vessels are engaged in doing Government work without profit to the builder and operators, as I feel it is every American citizen's duty to help win this war for democracy, and the cost of winning it can be at least materially reduced if we can succeed in evading the German submarine.

If we do not succeed we may lose, and as a nation we cannot afford to take that chance.

It is "up to" every citizen and official with influence to study this problem carefully. SIMON LAKE.

MILFORD, Conn., June 21.

A Dirty Trough in the Park.

TO THE EDITOR OF THE SUN—*Sir:* On my way through Central Park about two weeks ago I crossed what I believe is known as the meadow, about midway between East and West Sixty-eighth street and just south of the asphalt path leading from East to West Seventy-second street. I noticed an iron trough near some rocks full of stagnant water and filth, certainly a menace to the sheep, if any are sent there to feed, and a good breeding place for mosquitoes. I at once wrote to the Commissioner of Parks and received a reply stating the matter would have attention.

As I was in the park some days later I looked at the trough and found it in the same condition, and supposing my complaint had escaped the Commissioner's attention, I notified him a second time. Now it occurs to me that you might be able to bring some pressure to bear on the Park Department.

AN OLD RESIDENT.

NEW YORK, July 5.

The Telltale Bronze Lady.

TO THE EDITOR OF THE SUN—*Sir:* The other day part of an article in a New York newspaper read somewhat as follows:

"Yesterday a large transport arrived at a certain Atlantic port." (Wise concealment of the name of the port in these treacherous days of enemy spies seeking detailed information on every hand.) "As the boat proceeded up the harbor a war weary veteran leaning over the rail exclaimed, 'Gee! But the Statue of Liberty never looked so good to me!'"

How did this get past Mr. Creel?

NEW YORK, July 5. T. P.

The Bar Sinister.

Marvel no more the Teuton flag
For acts of frightfulness should stand,
For piracy upon the sea
And crimes unspeakable on land;
Or that it sends the mercy ships
Unwarned, alas! to ocean graves,
And leaves a wake of drowning men
To haunt the wild and stormy waves.

For blacker than the velvet gloom
That seals the eyelids of the dead,
And blacker than the sable veils
That fold poor France's widowed head,
Dread symbol of the nameless deeds
Of blood and darkness he has done,
Behold the black bar sinister
Across the banner of the Hun.

MINNA IRVING.

The *Yale Review* for July contains a lively essay by Meredith Nicholson on the value of breakfast as a social function; a survey of the geniuses who used drugs, by Jeannette Marks; "The True Story of the Flag," by Rear Admiral Chester; an article on the airplane in war, by Edwin Bidwell Wilson; "The New International Order," by the British labor leader, Arthur Henderson; "Personal Problems of the Soldier," by William Ernest Hocking; "Holland's War Policy," by Hendrik Willem van Loon; "The Channel Tunnel," by Major-General Francis Vinton Greene; and poems by John Finley, Louis Untermyer and Robert Munger.

THE ONE WAY OUT.

A Desperate Housewife Hires the Right Kind of Cook.

TO THE EDITOR OF THE SUN—*Sir:* I feel that my experience will be of use to "F. B." For two years I have run my house on the principle of an empty garbage can. Every eatable thing is eaten by us or by the chickens. We have bread and butter at breakfast only. We have cut the use of sugar and meat to the minimum. When pledges were asked us in January I went over my bills and found that we were using just twice the allowance of flour, sugar and meat. The three of us together had lost forty-five pounds, so I knew we were not overeating. Our food bills were less than half of those of our friends who gayly signed the pledge.

My husband and I talked it over. We knew we had done the right thing in the right way—we had cut out waste and cut down waists; we were stamped thrift and thrift stamped to a degree we had not thought possible in 1915.

Should we sign the pledge and take most of our meals in restaurants? Perish the thought! Should we buy the additional amount of sugar we needed in the form of candy, preserves, ice cream, &c., on which there was no restriction? Should we eat nuts and mushrooms to supply the meat deficiency? No!

We got a new cook with new triplets, and then our household had six members, and we signed with a clear conscience! HELPFUL.

NEW YORK, July 5.

AMATEURS IN WIRELESS.

Their Services Are Needed to Develop a Mysterious Service.

TO THE EDITOR OF THE SUN—*Sir:* Permanent Government control of wireless telegraphy and telephony is a bad thing not only because, as your correspondent points out, it affects some thousands of trained operators who under Government ownership might earn smaller wages than if commercial companies were permitted to operate, but because upon the "rank amateurs" depends the future development of these arts.

Is there any one so rash as to assert that wireless communication has reached its maximum development? No one who knows the history of its invention and perfection, from Marconi's crude device to the wonderfully sensitive and delicate yet sturdy instruments which to-day withstand the shocks of airplaning or subsea navigation, linking the airman and the submarine pilot with their bases, would dare to say that wireless can do no more than it is doing. Its possibilities are almost infinite. With it we may even in this war see huge torpedoes accurately guided through the air and through the sea while civilized man in safety snuffs out the barbarian. In time of peace the wireless transmission of intelligence, of energy, or the wireless control of machines, presents to men of vision broad vistas of accomplishments which will immeasurably benefit the human race.

No spinner of Red Tape, no governmental plodder working for pay can be expected either to visualize these possibilities or turn his brain and hand to making them actual. Wireless is the most fascinating hobby in the world. It is full of surprises, rich in opportunities of invention. It is a powerful and unfailing stimulant of the imagination, and by its character it is essentially a pursuit for the tinkering Yankee.

There are thousands of wireless telegraphy sets in America, dismantled at present, whose owners are eagerly looking forward to the time when the Government will permit them to resume operations, to "talk," as they call it, with their friends, to "listen in" for hours during the night, testing for new successes, searching indefatigably for improvements, and withal becoming most expert operators. To one who is able to "read" the signals, listening in, during one of the busy evenings before the Government's gag was applied, furnished an always new and never uninteresting audible panorama of a populous world of communication, to which less fortunate folks are totally oblivious, to their loss.

One could hear the slow, feeble chirp of the amateur newly mounted on his hobby and as yet unskilled in riding. Above his trembling monotone would cut the shrill shriek of some navy yard station, perhaps Philadelphia transmitting a storm warning to Pensacola, and by careful "tuning" the Florida operator's acknowledgment rang in through the head phones as clear as a bell. The more skilful amateurs always were a cliquy crowd, haughtily ignoring the humble neophyte with his halting key work and feeble "spark." These nabobs shot their stuff back and forth with express train speed. It was always amusing to contrast their swift, clean cut sending with the hoarse, stuttering work of the battleship "ham," clumsily repeating his messages a dozen times before the final O. K. was flashed.

Along toward 10 o'clock most amateurs used to "tune up" for Cape Cod, which infallibly started on the dot of that hour by sending a series of "ticks" to indicate the correct time. Many a night I've set my watch by it.

The Cape had a beautiful, musical note, sort of a ringing contralto tone, and the operator, whoever he was, had a balanced swing to his sending style that anybody could read. Perhaps on a clear, cold winter night, when the air was crisp and dry, and if one's aerial were large enough and his equipment almost perfect, he could "tune" up, away up, shut out the noisy clatter of nearby stations, and the signals of Nauen, Germany, would be faintly, very faintly audible. What a triumph that was! How one boasted of it to his friends! And how one worked to perfect his apparatus, building instruments with his own hand, for the most part, and taking a wonderful amount of pride in their accomplishments.

When it is remembered that to hundreds and thousands of Americans wireless was their only hobby, Government stoppage of it forever is realized as really an awful blow. One who has never ridden this dobbin cannot conceive what a void there is when the pleasure of owning and operating his own set is taken away. There are thousands of American young men who remained at home evenings only because they had this hobby. The same are today the best wireless operators in the world; their technique is far more perfect than that of the average commercial operator, because they trained themselves for love of the training, not for mere pay.

These boys are, many of them, to-day at army and navy keys, rendering an essential war service. What would the Government do without them, and how would it have obtained their skill if wireless hadn't been a great American pastime? J. B. M.

NEW YORK, July 5.

THE SENATE FILIBUSTER ON THE SUFFRAGE AMENDMENT.

Mrs. Ida Husted Harper Discusses the Strange Combination of Lodge and Williams, Brandegee and Reed.

Wounded in the house of its friends by a filibuster—such was the fate of the Federal suffrage amendment last week. The filibuster is not a new German weapon for slaying those who aspire to democracy; it is an old American weapon used on this occasion for the same purpose. Reed of Missouri handled it so effectively that, to drop the simile, when he began speaking the Republicans left the Senate chamber in a body, and long before he had finished only seven members of his own party remained to witness the performance. To them he turned despairingly after an hour and a quarter and said: "I can't keep this up much longer!" He did not allow his speech to be printed in the *Congressional Record*, for he can use it on some other occasion, as it had practically nothing to do with woman suffrage. The suffragists of his State telegraphed next day: "Missouri women's only consolation is that they are not responsible for Reed!"

It is a credit to any measure to be opposed by Senator Reed. He has worked against every worthy bill or resolution that has come before the Senate since he has been a member; he voted against the war and against conscription; he has fought all of President Wilson's war policies, and on this occasion he spoke for his constituency as represented by the liquor interests of St. Louis. He should not be made the goat, however, for Senator Lodge of Massachusetts was chief engineer, although he let others do the talking. Neither friends nor foes were confined to one party, and Mrs. Chapman Catt, president of the National Suffrage Association, says: "The loving camaraderie between the 'wilful few' Republicans and the 'wilful few' Democrats, who in normal relations do not waste time in each other's company, was an amazing sight to the galleries. . . . The *Congressional Record* prints what Senators say, but it cannot show the pictures of Democrats and Republicans with their arms around each other's necks and slapping one another on the back in common jubilation that they had scored a mighty victory in preventing the Senate from taking a vote on woman suffrage!"

The anti-suffrage women watched the Senators from the gallery, and representatives of various opposing "interests" watched them from the lobby, but nevertheless two-thirds of them would have shown, had they got a chance, that they could not be cajoled or coerced. On May 10 the opposition was determined to have a vote; on June 27 it was equally determined that there should not be one. This fact speaks for itself. The opponents cried from the housetops against taking the valuable time of the Senate from the army bills to discuss the suffrage resolution, yet when its friends offered to have the vote without any debate they would not allow it, but consumed hours in filibustering, useless motions, roll calls and other obstructive tactics. Republicans and Democrats were almost equally divided among those who spoke in favor, but only one Republican spoke against the resolution, Senator Brandegee of Connecticut. Senator Thompson of Kansas led the affirmative in a speech of a high order, and among his able supporters were Senators Poindexter of Washington, Walsh of Montana, Lewis of Illinois, Owen of Oklahoma, Vardaman of Mississippi, Shafroth of Colorado, Chamberlain of Oregon, Fall of New Mexico, Pittman of Nevada, Smoot of Utah and Gallinger of New Hampshire. Senator Jones of New Mexico, chairman of the Senate Suffrage Committee, had charge of the debate. It will be noticed that all but one are from Western States.

Those Senators who supported Senator Brandegee in opposition were Underwood of Alabama, Williams of Mississippi, Simmons of North Carolina, Smith of South Carolina and Reed of Missouri—certainly a queer combination. Senator Williams, a lawyer, offered an amendment to insert the word "white"—"the right of white citizens to vote shall not be denied," &c.—although the Federal Constitution says explicitly that the right to vote shall not be denied to any citizen on account of color. In speaking to it he made the astonishing statement: "In order that there may be liberty there must be equality; in order that there may be equality there must be fraternity, which is impossible except under at least the potentialities of blood relationship in lawful marriage. When you want to give suffrage to women whom you do not admit into that sacred circle you are doing something which from your own standpoint, nationally, internationally and socially, is stupid." In other words, unless intermarriage between whites and blacks is approved the suffrage should not be granted to women! The "antis" are properly represented by John Sharp Williams. Senator Vardaman from the same State—Mississippi, the only State where there is a preponderance of negroes—announced that he should vote for the amendment, and said: "I do not think that any possible damage could be done by investing women with the privilege of the suffrage."

Senator Brandegee, in order to maintain his position, declared that the suffrage was not a right; that the framers of the Constitution never intended that it should be amended by action of two-thirds of Congress and three-fourths of the State legislatures without submission to the voters; that members of Congress should vote their own convictions and not be influenced by public sentiment; that it should not be amended by every passing whim and used to regulate the daily habits and domestic concerns of the people. When asked what we are fighting for over in Europe Senator Brandegee answered: "To make the world safe for the Democratic party." He called the agitation for this amendment a "ghost dance" and said: "This question of moral rights is beyond me, all this lingo about the women of America being enslaved is pure trumpery, and all this talk about striking the manacles and shackles from their limbs is perfect tommyrot." (Nobody had said a word on that point.) He admitted that all the authority the amendment would give over the election law of Connecticut would be to prevent its confining the suffrage to the male sex, but said it took the vote away from himself and all bachelors he would not object. He declared that wherever you found the men bad you found the women bad, and the latter would do nothing to improve political conditions. He said he didn't know whether he favored the Fifteenth Amendment or not, but he had sworn to sustain it, and he further disclosed his attitude toward all reform measures by denouncing the child labor law and the prohibition amendment.

There have been many incongruous debates on the floor of the Senate, but none quite so ridiculous as this one in which the Republicans implored the Democrats not to abandon their time ribbed doctrine of State rights. The Republican Brandegee asked to have read the impassioned plea of Charles S. Fairchild, Cleveland's Secretary of State, not to destroy the right of the "people" of a State to self-government by this "Federal force bill," and the equally impassioned argument of Everett P. Wheeler that "such an amendment to the Constitution is subversive of the fundamental principle of our Union and is not democratic but German." Not one of the old time objections to woman suffrage itself was made. The "Quebec" members of the Senate spent half a day simply looking to prevent a vote and succeeded. They knew that it would be but a temporary victory, that the question would come up again as soon as Congress reassembled after the recess and another half day or more be consumed. They knew that the suffragists would not let the matter rest for a single day and that the amendment would ultimately be submitted. They knew that to delay it now would send thousands of women into the Congressional campaigns who with this question eliminated would give their full service to the demands of the war. They fully understood all these facts, and yet by mere political tactics they created this undesirable situation. The entire responsibility for it rests on the opponents of woman suffrage. For this be recognized by the country.

IDA HUSTED HARPER,
Editorial Chairman Leslie Suffrage Bureau.

THE GERMAN HOSPITAL.

Has the Time Come for It to Change Its Name?

TO THE EDITOR OF THE SUN—*Sir:* Opposite to my apartment in Park avenue is an institution of mercy for the alleviation of suffering and the cure of disease. It is incongruously named "The German Hospital." Vaguely I have heard that the board of directors has decided to change this designation, the irony of which brings one to a heart sickening revulsion at this exaltation of Germany after her innumerable crimes against hospital ships, sisters of mercy, Red Cross buildings and the wounded. It is high time that public sentiment ended the monstrosity of a German hospital in the heart of the American metropolis. The Philadelphians acted on this identical point many months ago. Must New York always be the laggard in the vital matters of eliminating German things?

Will you ask your readers to take up this subject of altering the name of this institution? If banks, streets and towns drop their Teutonic nomenclature, why not a hospital, which is linked in the human mind with gentleness, charity and honor? May I further suggest that the directors choose for a substitute "The Edith Cavell Hospital," not only as a tribute to our noble ally, but as a memorial to that brave woman executed in Belgium by the Germans, which tragedy our own Ministers sought to avert. To most minds Edith Cavell already symbolizes the summit of sacrificial womanhood. LUCIE JAY.

NEW YORK, July 5.

The name of the hospital will be changed on July 15, we are informed, to Lenox Hill Hospital.

Charmed Life of California's Chief Executive.

From the Colusa Sun.

We sometimes think our Governor has a charmed life. The effort to blow him and his wife up, under the best of chances, failed in the capital city. Later at San Bernardino the lightning struck within 100 feet of him while he was addressing a meeting called for the purpose of his being heard in that locality. No harm done.

WOMAN IN THE FORTIES.

Is There No Work for Those Who Have Passed Thirty-five?

TO THE EDITOR OF THE SUN—*Sir:* With interest I have read your article [illegible] round up of the labor situation. Of course I appreciate the necessity of giving the idlers to do their bit. Now [illegible] I call attention to those who [illegible] but not from choice?

They suffer because there is no work for them to do, either in their own line or any other.

A friend and I, both women of culture and refinement, and a college graduate, both artists, have sought employment in every direction for the [illegible] weeks. But we have both passed early forties. Everywhere a door is turned to the appeal for employment.

What would you suggest? We are both active, healthy women [illegible] only willing but anxious to work.

I am told 35 is the age limit [illegible] we resort to Dr. Osler's [illegible] chloroform all past forty?

We are both loyal Americans. My friend has two sons and a [illegible] in the service. I am single, but have a nephew on the other side.

Please give us a chance, instead [illegible] much for the slackers.

YAKANA [illegible]

NEW YORK, July 5.

Vexation Over a Popular Name.

TO THE EDITOR OF THE SUN—*Sir:* Is it not about time you and others stopped referring to a certain organization now in the service of the United States of America as "Sixty-ninth"? You never speak of the "old" Seventh, Twelfth or Twenty-second, so why the discrimination against the present 165th United States infantry, as American soldiers, by any attempt to pick them out and distinguish them as more than patriotic soldiers. I would like to assume that you are doing it [illegible] severely and properly rebuke others, appealing to those of ancestry or of any particular faction. You should be [illegible] that. A. R.

NEW YORK, July 5.