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Unjust Criticism of the President.

From readers of THE SUN who are ardent friends of prohibition we continue to receive letters relating to a recent social event in Paris and in point of view substantially like the subjoined epistle:

"To THE EDITOR OF THE SUN:—Sir: Shame! shame! that Woodrow Wilson, President of the United States, and an elder in the Presbyterian Church, should stand for prohibition for America and for booze in France. What an infamous spectacle he presents to the people of America in lifting his glass containing champagne at the banquet tendered him by the French Government.

"Not two weeks ago the members of the W. C. T. U. and their glorious brethren of the Anti-Saloon League sang songs of thanksgiving when the President signed the agricultural bill with its rider for war time prohibition. What must we think of Brother Wilson, who, casting all prohibition propriety to the four winds, boldly stands before the French people and drinks champagne? Shame! Shame!

"If the Synod of the General Assembly of the Presbyterian Church does not summon President Wilson to trial and punishment, then I and thousands of others for whom I speak may lose faith in the blessings of Presbyterianism.

"It has been said and well said by one of America's keenest students of political philosophy that the one great danger that will eventually undermine the foundations of our great republic is hypocrisy. 'No man can serve two masters,' so saith the CHRIST.

"ELEANOR SCOTT TINDALE. 'New York, December 26.'

We print in full this example of original and intemperate judgment in order to condemn it along with similar letters on the same subject which have reached us.

In the first place, there is no evidence that the glass containing champagne which President Wilson raised in response to the toast of welcome pronounced by the representative of his amiable hosts even reached his lips. There is no responsible authority for the assumption that any of the champagne entered the eloquent lips toward which the purely conventional gesture was directed.

In the second place, the President would have been guilty of an intolerable breach of good manners and ordinary courtesy if, instead of raising the glass in response to the toast, he had dashed the liquid contents to the floor, or emptied them into his plate before responding, or even reached for a carafe containing pure water and raised that in the air ostentatiously.

It scarcely seems necessary to say these things to a correspondent of undoubted good breeding. It is not a case for a synod or the General Assembly of the Presbyterian Church, but for the General Synod of Common Sense.

The Navy.

Nature was not kind to the returning men-of-war's men. Gales delayed them on their homeward bound trip across the Atlantic. Leaden skies and a raw, chilling atmosphere were their portion during most of yesterday. For those whose home has been the North Sea, the weather must have seemed reminiscent of the gray days of their long vigil over there; to New York and the visitors from afar who crowded her streets it was a keen and resented disappointment.

But nothing so inconsequential as inclement weather could repress the greetings that crowded every heart. It has been the fate of the navy to do its work without publicity. The character of its task made secrecy essential to success. On a day in 1817 the ships, great and small, disappeared from the public. Occasionally the curtains that concealed them were parted a little and a glimpse could be had of them. But these curtains were always quickly drawn together, and we were obliged to accept on faith the version to man, dared to tell us they were performing.

something of the steadfastness and high professional skill of their personnel. We have the testimony of Admiral Beatty, the testimony of the Admiralty, to the adaptability of officers and men, to the excellence of vessels, to the general fitness of the navy. The confidence we repose in it has been proved by its acts. As it went forth to its duty bearing with it our hopes, so it has come back to us in honor.

Fair weather or foul, in storm or calm, the navy pursues its appointed way and does its duty. Too infrequent are our opportunities to make evident our affection and esteem for its men. Yesterday we saw the ending of a tremendous chapter in the annals of an honorable service, and whatever may befall in the future, we know we may put full confidence in the navy.

Where the Bigger Railway Receipts Go.

Under Government operation it has never been fair to compare the terrific increase of cost of operation with the increased revenue for any period, three months, six months, or nine months, from the first of the year. When the colossal wage increase was added to the payrolls of the railroads the advances were dated back to January 1. The traffic rate increases, of course, were not. Some of them did not begin till the middle of the year. Others were not in effect until as late as August. Until then, therefore, no true comparison could be made.

Details of September revenues and expenses, which do make a fair comparison, are significant. The public this year paid, in round numbers, \$130,000,000 more for railway service than in the corresponding month of the previous year. This was for freight, passenger, express and other transportation. Only the Post Office Department got off with lower bills, the mail revenue of the roads falling from \$4,771,814 to \$4,343,521.

Huge as was the increased cost—the public's burden—of operating the roads, the carriers got virtually no benefit out of the \$130,000,000 more of revenues in a single month. Maintenance of way and structures increased nearly \$20,000,000; maintenance of equipment nearly \$60,000,000; transportation some \$46,000,000. The total railway operating expenses ran up from \$244,246,681 in September, 1917, to \$370,694,839 in September, 1918. The operating expenses, in other words, ate up practically all the \$130,000,000 of increased September receipts from increased charges against the public, so that the net revenue from railway operation in round numbers was only \$3,000,000 more than in September, 1917.

There are some other details also important as they are significant. The average increase of receipts from passengers carried one mile and from freight, the ton, carried one mile, was slightly more than 28 per cent. in each case. There was, however, a decrease in passenger travel in the New England district of 9.4 per cent. for September; in the central district of 4.5 per cent.; in the Ohio-Indiana district of 5.9 per cent.; in the central Western region 8.8 per cent.; in the Northwestern region of 15 per cent. in the Allegheny region there was an increase of 13.3 per cent.; in the Potomac region of 4.9 per cent.; in the Southern region of 25 per cent.; in the Southwestern region of 1.3 per cent. In all regions taken together the decrease virtually blotted out the increase.

The railroads, then, had such remarkable results as a loss of passenger traffic in the Eastern region of 6.2 per cent., but a gain in passenger revenues of 50 per cent.; in the three Southern regions a gain in passenger traffic of about 19 per cent., with an increase of passenger revenues of more than 57 per cent., and in the Western region a loss of about 10 per cent. in traffic, but a gain of 15 per cent. in revenues.

Of course, the gain in revenues, despite loss in traffic, is accounted for by the heavy increase in passenger rates. But it is to be remembered that in September, as in all months of the year, there was a huge transportation of troops and of other Government servants traveling on war business. The same thing is true of freight traffic. Millions and millions of tons not only of munitions, but of all manner of supplies, were moving on the railroads day and night, every hour and every minute.

The Government could stand, had to stand, any traffic rates, whether the increased receipts went to the railroads themselves or were swallowed up by others. The interesting, the very important question is, Will general business, can general business, in spite of the enormously increased rates, keep the railway traffic up to top notch as the Government, with its prodigious war business, kept it up?

The Silver Chevron. A gold chevron for overseas service, a silver chevron for home service, would seem the simplest, most satisfactory plan for the conferring of war service insignia. Nothing could have been easier of interpretation; nothing could have been free from the complexities that have puzzled civilians who have attempted to study the meanings of the honor badges and ribbons worn in the army and navy. But one of the chief causes of complaint against these chevrons is that they are too clearly marked intended to make a distinction.

The silver chevron was the answer of the Government to the dissatisfaction over the order granting to soldiers and sailors who had seen overseas service the privilege of wearing the gold chevrons. Immediately it came to the mind of those entitled to wear them that gold was not the

ranking color in service, that the silver leaf of the Lieutenant-Colonel was higher than the Major's gold leaf, and that the General's stars were of silver. But that was only a small matter compared to the objection of those designated to wear the silver chevrons. They declare that the silver chevron is an unjust discrimination. They say that the sailor whose cruises took him only beyond the three mile limit of our own coast would be entitled under the order to wear a gold chevron and that the same would be true of men who managed to get into noncombatant branches of the service in Europe, of the officers and men who had "swivel chair jobs" in Paris, or who never were nearer the battle front than a training camp in England.

If the silver chevron were to be worn only by those who did not wish for foreign service, the objectors say, it might be a proper discrimination. But to the men, however, who went into the service with the hope and expectation of going abroad, who were held back because of some special fitness for home duties, such as the preparation of war munitions or war supplies or their ability as training or disciplinary officers at home camps, it was a different matter. Some of these have said they will face a court-martial rather than adopt the silver chevron. They declare that it is merely a badge of their own deep chagrin and bitter disappointment.

The dissatisfaction that the order has caused, it is said, may result in its revocation by the War Department. But it is a question if the objectors are not taking the matter too seriously. The nation recognized the fact that many men were retained in America through no fault of their own, that the offer of their service was an earnest of their intention to serve wherever they were called, and that many men did more valuable service toward winning the war by their work at home than they would have done had they been fortunate enough to have had overseas service.

Merchant Marine Puzzles.

In Paris, the present centre of an optimistic world, Chairman HULLY of the United States Shipping Board has given out an interview on that always interesting subject, the American merchant marine. Summarizing his predictions, the American flag is to fly in every port of the world; we shall soon be able to build ships as cheaply as England; we shall carry the cargoes of other nations as well as our own, although we shall not have a monopoly.

How is this to be brought about? Mr. HULLY does not say, although he repeated his assurance, given in America a few weeks ago, that the American merchant ships, as built by the Government under the present programme of 20,000,000 tons, are to be made singularly attractive to Jack Tar, with shower baths, messrooms and the like. Perhaps he considered it unnecessary to add that the man who is attracted by comfortable surroundings is usually the one who has a lively idea of the value of his services. We have been told for years that the American merchant marine was kept back by the excessive cost of building and operating ships; that the Californian who was shipping prunes to Patagonia did not care one whit in what bottom or under what flag his prunes sailed so long as the rate was low.

Are the prune orchardist and his brethren in other businesses to bring about the renaissance of the American merchant marine by refusing to ship in any but American built ships, manned by Americans and flying the Stars and Stripes? Probably not, unless a Fifteenth Point eliminates commercial competition from the world. Are ships to be built on American ways at prices that will let them slip into the water costing no more than British built ships? Mr. HULLY seems to think so, but he does not explain the process which will bring about this industrial miracle. It is experience, in peace as well as in war, that ships are built on the Clyde for about half the money that it costs to build them in this country.

But the Government is building the ships now, say the optimists. Well, what will the Government do with them when they are finished and ready for cargoes? To this inquiry several suggestions are made. One is that the Government own and operate; another, that the ships be sold at auction. The latest suggestion comes from Mr. HOWARD COOLEY, vice-president of the Emergency Fleet Corporation. He believes that the Government should do with the ships what the city of New York does with its subways—own them and lease them to private operators. It is Mr. COOLEY's theory that the only way for America to obtain access to new markets is to establish new shipping lines, and as this adventure would not be profitable at first, the Government should stand the loss, or part of it. This plan is less paternal than the scheme of Government ownership and operation recently suggested by Secretary DANIELS, but nevertheless in operation it would break the backs of the taxpayers.

How it runs counter to the teaching of experience is expressed by the veteran shipowner Mr. ROMBER DOLLAR. It is the owners of ships who develop trade, the San Francisco declares; "ship charterers having no money invested will operate the ships only as long as they can make a profit." Mr. DOLLAR wants the Government to sell the ships to private ownership on the instalment plan. He does not say what price should be paid, but on that point we have a blunt opinion from Mr. JOSEPH J.

Rankin, the traffic manager of a great American export house: "No prospective purchaser will pay the United States Government \$250 a ton for a used vessel if he can place an order with a British or Swedish builder at \$200 a ton for a new vessel."

Not the least of the unsolved problems is that of the wages of the crew. If it be assumed that the creature comforts promised by Mr. HULLY will not attract plenty of sailors, whatever the pay. The mere materialist suggests the repeal of the clause of the seamen's act which prevents the hiring of cheap Oriental labor. The idealist suggests the elevation of the Oriental to the point where he will not work for \$15 a month; a negative sort of remedy. Mr. DOLLAR would have the Government pay the difference between the American standard wage, say \$60 a month, and the Oriental standard wage, say \$15 a month.

So there are the problems, or at least the most important ones, and there are the suggested solutions; but nobody in the Administration, not even Mr. HULLY, has assembled a programme by which we shall build and man and operate ships so economically that we may compete with the other maritime nations.

Overboard With Direct Nominations. The Legislature abolished State conventions and made candidates for State office subject to nomination at party primaries by a law which was adopted in 1913.

In the five years that have passed since this statute was enacted, the system of direct nominations has been thoroughly tested in practice. The fixed opinion of those who have impartially observed its operation is that it has not produced results justifying its retention, while in losing the State convention the people of the State have been deprived of an institution naturally adapted to their instinctive political methods and peculiarly suited to their needs.

CHRISTMAS IN THE ALLIANCE CLUB.

Ludlow Street Takes Commemoration of a Way of Universal Cheer. To THE EDITOR OF THE SUN:—An attractive Christmas dinner was pulled off at the Ludlow street winter resort for victims of matrimonial infelicities.

The preliminaries began at about 11 A. M., when the second and third tier men first betrayed evidences of uneasiness. Learning over the railings to inspect Luna Park and the boardwalk, where the less patient members of the Alliance Club had already foregathered, they saw a picture of anticipatory unrest that was fairly appalling.

Delightful fumes already pervaded the dining hall and made their way to the furthest corners of the hall and the broad, and the appearance of the snowy table linen abloom with the choicest products of the metropolitan markets indicated that the joll was about to beat its own record.

At 12:07 the clatter of dishes had driven from the heads of the diners the thought of the work of the day, and the diners, dismissed and astounded. At 12:10 there was the same "hurrying to and fro" that marked in gay Brussels that eventful night before Waterloo. And at 12:13 the clangor of the bell brought the mob of sixteen tumbled down stairs and through doorways like the famous "overhead" amid the darkened, star lighted heavens, we beheld the planet Jupiter in his golden splendor and the sun Capella in her golden fire. Lower down within the darkened firmament the incomparable sun jewel Sirius sparkled and scintillated, and the gorgeous colors of Orion's constellation gleamed and glittered. The month of January and the year of 1919 are close at hand—we are indeed very near the time when, as Anne Dudley Bradstreet wrote, about the middle of the seventeenth century: "Cold, frozen January next comes in, Chiding the blood and shrinking up the skin. In Aquarius now keeps the long wished sun, And onward his unwearyed course doth run. The day much longer than it was before, The cold not lessened, but augmented more."

CHARLES NEVER HOLMES. NEWTON, MASS., December 26.

AL SMITH'S DOG.

Information Concerning Imperial Czar's Predecessor Wanted. To THE EDITOR OF THE SUN:—Sir: May I not, as one from the provinces, a visitor here, expecting to remain until after the Christmas holidays, seek some historical information? I have noticed your editorial note headed "Al Smith's Dog." At some time in the dim distant past was not there an appendage to the Executive Mansion called "Patsy," or something like that, and didn't he, or some one connected with him, come to grief? If so, may I have read something to that effect?

I see the subject of your note is named "Cesar," which has a fine imperial sound, notwithstanding imperial things now are not exactly in favor, and so seems well fitted for an Empire State. My recollection is that the former name was, as the present one, but in high esteem by the ancient barons of the Wigwam. Proverbial philosophy is not necessarily true, so that in this case we need not be disturbed by Pularch's dictum: History repeats itself.

STRANGER. NEWARK, N. J., December 25.

FOR DISCHARGED MEN.

Ex-Soldiers and Sailors Should Have Emblems for Civilian Wear. To THE EDITOR OF THE SUN:—Sir: It seems to me that men who have been discharged from the army and navy should be given something in the way of an emblem to wear on civilian clothes, showing they have done their duty.

It is rather hard for those of us who have given our lives and health and have been released and returned to civilian life and duties to have nothing to show the difference between us and those who have not had the privilege of serving.

GEORGE GARDNER FRY, JR. Boatman's Mate, E. S. N. R. F. NEW YORK, December 25.

Into the Ditch With Kitchin.

From The New York World of yesterday. There is nothing improbable in the report that Chairman Kitchin angrily threatens to hold up the new tax bill indefinitely unless the Senate agrees to the restoration of the zone system for newspaper and magazine postage. This vexatious and burdensome device was imposed upon press and people in the first place by the tariff commission for revenue as for revenue, and the further exhibition of intolerance now promised is natural and logical.

Postal rates upon intelligence increasing rapidly with the distance from offices of publication, thus discouraging it by the complaint. Mr. Hughes will make the oral argument, Edward J. McClenen, special assistant to the Attorney-General, and Harold Harper, Assistant United States Attorney, will represent the Postmaster-General and Newcomb Carlton, joint defendants. Mr. Carlton, president of the Western Union Company, is the owner of the merged cable systems under Government control.

Let Him Come In Out of the Rain.

To THE EDITOR OF THE SUN:—Sir: Now that the Post Board has removed the lid, it seems to me high time to nominate Mr. L. Sugarbroad of this town to be pastry cook to the inmates of your Hall of Fame. Lots of people are getting new jobs nowadays.

J. H. MERRICK. PHILADELPHIA, December 26.

IN THE VAULT ABOVE.

Jupiter and Capella Watch the Birth of Another Year. To THE EDITOR OF THE SUN:—Sir: The Christmas season of 1918 has come again and another year of the twentieth century has almost passed away. A year of ferocious war and sudden peace, of deep depression and intense rejoicing, of initial readjustment toward normal conditions, has almost been recorded upon the pages of history—another epoch will soon commence.

A former epoch, encumbered with the threatening shadow of militarism, enlivened with the awakening spirit of invention and science, will presently be replaced by a better epoch of economic and social reconstruction. Problems that have been forgotten during the terrible days of warfare will now arise once more to be solved; possibilities never before imagined will amaze the minds of those of us who have survived international conflict, national epidemics and individual worries.

The Christmas season has come again, the sun has reached its lowest point in midday's sky, and the first snow storm has fallen—its frozen crystals have wholly disappeared. A sort of interim is here, between fall and winter, between mild days and cold days, between nature's life and its death.

Overhead, amid the darkened, star lighted heavens, we behold the planet Jupiter in his golden splendor and the sun Capella in her golden fire. Lower down within the darkened firmament the incomparable sun jewel Sirius sparkled and scintillated, and the gorgeous colors of Orion's constellation gleamed and glittered. The month of January and the year of 1919 are close at hand—we are indeed very near the time when, as Anne Dudley Bradstreet wrote, about the middle of the seventeenth century: "Cold, frozen January next comes in, Chiding the blood and shrinking up the skin. In Aquarius now keeps the long wished sun, And onward his unwearyed course doth run. The day much longer than it was before, The cold not lessened, but augmented more."

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BURLESON INITIATES FULL WIRE CONTROL.

Orders Postal Telegraph Company to Submit to Operating Board. The Postal Telegraph Company received yesterday an order of Postmaster-General Burleson, which it looks upon as the beginning of direction of its affairs by the Government. The order, dated December 23, follows: "The operating board appointed under Order No. 2479, dated December 12, consisting of Union N. Bethell, F. A. Stevenson, G. M. Yorke and A. E. Adams, of which Union N. Bethell is chairman, is hereby directed to assume the operation of the telephone and telegraph systems under Government control."

"Postal company officials see in this order the intent to put Government control, which for five months has been wholly technical, on a practical basis. They fear the merging of their plant with that of the Western Union so thoroughly that disentanglement will become impossible and permanent Government ownership inevitable.

Deegan Says Public Service Commission's Help May Be Asked in Fight. The order was one of two served on the Postal company. The other instructed Mr. Bethell's operating board as follows: "Make a complete survey of all land line telegraph and telephone systems and parts thereof, the supervision, possession, control and operation of which were taken over and assumed by the President in his proclamation of July 22; and, in connection with the operation of said systems, report from time to time to the Postmaster-General as to what changes in the method of operation and in the personnel will result in increased efficiency and economy."

The proposed survey, it was pointed out by William J. Deegan, secretary of the Mackay Companies, is a necessary preliminary to charges on a large scale. The second order served to confirm the impression made by the first that the Postmaster-General is ready to attempt to unify all of the land and air line telegraph and telephone systems under Government ownership.

Mr. Deegan said that if these orders mean what his company fears the Postmaster-General will be opposed at every step. He said that Public Service Commissions of every State would be asked to prevent the closing of offices of the Postal Company and any other interference with its business that will mean inconvenience to the public.

Postal Company to Fight.

"Whether they mean that the Postal telegraph lines have been turned over to the Bell Telephone Company we do not know," said Mr. Deegan. "There appears to be no length to which the Postmaster-General is not willing to go and apparently the Bell Telephone and Western Union companies are quite willing to join with him in putting the Postal company down and out. We have no representative on the operating board and we were not requested to select one.

"Mr. Deegan would explain how whether these orders mean that he intends to interfere with the present separate operation of the Postal company's land line system. We believe that if he goes too far Congress itself will act. Only a few weeks ago Congress passed a criminal statute against interference with telegraph lines.

If the Postmaster-General attempts to close any of our offices or run our wires into Western Union offices we shall appeal to the Public Service Commission and the various States. These bodies have a long record in declining to protect their prerogatives, and we are informed that the Government is now in controversy with the commissions of Nebraska and Indiana because of acts done theoretically in exercise of war powers.

"Public opinion caused the Postmaster-General to drop for the present at least, his plan for the unification of the cable systems under Government control, and we are confident the public will not tolerate an attempt to wreck the Postal Telegraph system, if that is the intent of the Government."

Mr. Bethell said last night that he had no authority to speak for the Postmaster-General. He added that the orders had been transmitted to Clarence H. Mackay, president of the Bell Telephone Company, with a request for a correspondence.

Mr. Bethell said that no telegraph office had been merged and that so far as he knew no merger plans were in contemplation.

Agreement on the motion of the Government to dismiss the bill of complaint of the Commercial Cable Company in a suit to prevent the Postmaster-General from interfering in its affairs will be heard today by Judge Learned Hand in the Federal District Court. Charles E. Hughes and William W. Cook will represent the complainant. Mr. Hughes will make the oral argument, Edward J. McClenen, special assistant to the Attorney-General, and Harold Harper, Assistant United States Attorney, will represent the Postmaster-General and Newcomb Carlton, joint defendants. Mr. Carlton, president of the Western Union Company, is the owner of the merged cable systems under Government control.

RELIGIOUS REFORM IN MEXICO.

Chamber of Deputies is Discussing Changes in Constitution. MEXICO CITY, Dec. 26.—The Mexican Chamber of Deputies is considering several measures relating to proposed changes in the constitution. One measure refers to sections concerning the power of State Legislatures to fix the maximum number of clergy participating in the religious rites and requiring that all clergymen be native born Mexicans. Another amendment concerns classes affecting the nationalization of real property. These measures were taken up by the chamber after the passage of a bill giving President Carranza extraordinary powers in financial matters.

N. Y. BANKER IN LIST OF WOUNDED IN WAR.

Major Francis M. Weld Writes From Base Hospital He is Rapidly Recovering. Among the severely wounded mentioned in yesterday's casualty list was the name of Major Francis M. Weld, who in civil life is senior partner of the firm of White, Weld & Co., a member of the Chamber of Commerce and banker. He was struck in the foot by a machine gun bullet November 8, in the fighting at Hill 24 north of Buzancy, and is now in Blake's Hospital in Paris.

In a letter to his wife, written a few days after his arrival at the hospital, Major Weld said he was improving rapidly. In the fighting at Hill 24 he said his battalion was in supporting the contingent leading the charge. Three days after he was wounded his regiment was sent to the rear and remained there until the signing of the armistice.

Major Weld is a graduate of Harvard, '92. He entered the officers' training school at Fort Oglethorpe, Ga., last year and was commissioned a Captain. He went to France in April with the 104th Division and was transferred to the 103rd Infantry, and a short time later being wounded was promoted to Major of the Second Battalion of that regiment.

Newark Man Killed in Action. Lieut. Albert Gurte, 816 Hudson street, Newark, killed in action October 25, during the battle of the Marston, with one of the first companies of American troops as a private in the 357th Infantry. He was commissioned for bravery last August. He was in the engagements at Champagne, St. Mihiel and Verdun. He was 25 years old, enlisted eight years ago and saw service in the Philippines.

Corporal Frank N. Sullivan of the Marines, killed in action October 25, was active in politics in Brooklyn. He was twice a candidate for the Assembly in the Twenty-third district and was an officer of the Twenty-third Assembly District Democratic Club and one of United States Marshal Power's chief lieutenants. Shortly after the war was declared he enlisted in the Marines with his friend Corporal Nat Solomon, 1475 72nd street, who died of wounds October 11. A World War veteran, Corporal Sullivan received yesterday a Purple Heart, 2966 Triggs avenue, The Bronx. He announced the death of his son, Lieut. Arthur F. C. Tompkins, October 11, from pneumonia in a hospital in France. Lieut. Tompkins was a member of the 104th Division and received a B. S. degree from Cornell University in 1917. He was commissioned a lieutenant in August, 1917. He was sent overseas last January as an inspector of small arms and machine guns.

Brooklyn Boy Among Wounded. In the fighting in the Argonne Forest, October 5, Lieut. William S. Galt of Battery D, 105th Field Artillery, was wounded by shrapnel. He had in his experience in a letter written from a base hospital in France, received a B. S. degree from Cornell University in 1917. He was commissioned a lieutenant in August, 1917. He was sent overseas last January as an inspector of small arms and machine guns.

"Sunt" Man Wounded in Action. Capt. Louis E. Bartholomew, 291 58th street, Newark, who was wounded in action, degree understood, was an employee of The Sun for nearly eighteen years. He is married and has two sons. For many years he has been a member of the First Regiment, N. Y. G., and served with that unit throughout the Mexican border campaign. He was discharged from the service in 1914, and was re-enlisted in the 104th Division in August, 1917. He was sent overseas last January as an inspector of small arms and machine guns.

REAR ADMIRAL KNIGHT BACK. Rear Admiral Knight, who was wounded in action, degree understood, was an employee of The Sun for nearly eighteen years. He is married and has two sons. For many years he has been a member of the First Regiment, N. Y. G., and served with that unit throughout the Mexican border campaign. He was discharged from the service in 1914, and was re-enlisted in the 104th Division in August, 1917. He was sent overseas last January as an inspector of small arms and machine guns.

Major Francis M. Weld Writes From Base Hospital He is Rapidly Recovering.

Among the severely wounded mentioned in yesterday's casualty list was the name of Major Francis M. Weld, who in civil life is senior partner of the firm of White, Weld & Co., a member of the Chamber of Commerce and banker. He was struck in the foot by a machine gun bullet November 8, in the fighting at Hill 24 north of Buzancy, and is now in Blake's Hospital in Paris.

In a letter to his wife, written a few days after his arrival at the hospital, Major Weld said he was improving rapidly. In the fighting at Hill 24 he said his battalion was in supporting the contingent leading the charge. Three days after he was wounded his regiment was sent to the rear and remained there until the signing of the armistice.

Major Weld is a graduate of Harvard, '92. He entered the officers' training school at Fort Oglethorpe, Ga., last year and was commissioned a Captain. He went to France in April with the 104th Division and was transferred to the 103rd Infantry, and a short time later being wounded was promoted to Major of the Second Battalion of that regiment.

Newark Man Killed in Action. Lieut. Albert Gurte, 816 Hudson street, Newark, killed in action October 25, during the battle of the Marston, with one of the first companies of American troops as a private in the 357th Infantry. He was commissioned for bravery last August. He was in the engagements at Champagne, St. Mihiel and Verdun. He was 25 years old, enlisted eight years ago and saw service in the Philippines.

Corporal Frank N. Sullivan of the Marines, killed in action October 25, was active in politics in Brooklyn. He was twice a candidate for the Assembly in the Twenty-third district and was an officer of the Twenty-third Assembly District Democratic Club and one of United States Marshal Power's chief lieutenants. Shortly after the war was declared he enlisted in the Marines with his friend Corporal Nat Solomon, 1475 7