The Evening Herald.

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NOTHING FOR INVENTORS.

NOWHERE in the estimates of government appropriations, huge as they are, do we find any provision made for developing new inventions that may be offered to the war, navy or other departments of our government. This is in line with the good old custom that already has lost this country a good many advantages in the struggle for peace, and is what is to be expected, no more, no less.

Just why it is the American temperament to neglect or ignore any opportunity to better her war-making machinery—and that means her peace-preserving equipment—that may be offered is a mystery. Yet so it is.

It is only a few years since Langley gave his very life-blood to this country, offering it the supremacy of the air, as a matter of fact, and received the shabbiest treatment that was ever given an inventor, almost. Every aeronautical authority today agrees that Langley's aerodrome would have flown if launched properly; many of them say it will fly today.

Langley had an accident with the launching apparatus, and what was said of him? That he was a dreamer, possessed of a chimerical idea, a whimsy so silly as to be beyond laughter, even.

His machine was wrecked in trials. Congress refused him further aid, after it had taken the most strenuous effort for him to secure the beggarly appropriation with which he had built the apparatus and conducted experiments. His theories were condemned. He was scoffed at and his launching apparatus denounced as impractical. Yet today aeroplanes launch forth from the deck of a warship on a wire, just as Langley's machine would have launched had he been permitted to perfect his apparatus.

A few years later the Wrights reached practical flight by the same theories which Langley had applied. What happened to them? They were told their success was false, that aeroplanes would not fly, and a lot more things. The United States lost the mastery of the air again, for, rebuffed at home, the inventors sold their machines to other nations.

Not very long ago Secretary Daniels said that aeroplanes of the "America" type were futile and impractical for war purposes. Yet today a dozen of them are patrolling the English channel for Great Britain. Mr. Daniels' woman judgment was in error.

Even great "dirigibles" are being built by Germany now, carrying but one or two machine guns, armed and equipped to prey upon the smaller machines of other nations. This plane is but an extension of the America idea.

Coming from the air to the water, and even descending beneath its surface, so to speak, we come to Simon Lake's submarine. Lake's ideas were scoffed at and thrown aside, when by them America might have possessed all the submarines in the world, and ruled the sea for many years thereafter. This was even before Holland's day, for public opinion to the contrary notwithstanding, Lake's boat would travel under water and could have been used in warfare.

Then Holland offered his ideas, developed beyond those of Lake. What happened? Another chance to obtain the mastery of the oceans was lost. Holland sold his boats abroad. Now all the world has what the United States might have had and used to preserve peace.

The establishment of a board of advisory experts in the navy department hints at better days to come, when good inventions will be retained instead of being discarded and America, as a nation, will profit from the brains of her citizens. But without funds this board will be hampered beyond all conscience. Of what good to know of an invention that will make the safety of America a certainty for generations, when that invention may not be developed to perfection? What is the justice in expecting an inventor to spend his time, money and energy developing something for which he will not be paid?

What we should like to see is a fund sufficiently large placed in the hands of a proper board of experts to be used for the purchase and development of inventions looking to the establishment and maintenance of the military supremacy of the United States forever. We need have no fear that America will misuse the power so attained. With it the peace of the world could be assured. Brains, then, could replace armadas and companies supersede the regiments in our armies. And—what hits the American business man hardest—much cash would be saved in the long run.

REBUFFING MR. FORD.

THE word "rebuff" is the only one which can be applied to the attitude which has been assumed in England and Germany anent Mr. Ford and his peace mission. Nor can we find it within us to feel otherwise than that they are justified in their action.

Mr. Ford is a zealot, it appears, and while surely his zeal has in it much that deserves commendation, his attempt, as a private citizen, to interfere with the wheels of European destiny cannot do otherwise than put the United States in a bad light abroad.

In America, where the right to petition never has been denied, since it was won in the battles of the Revolution, Mr. Ford would have a perfect right to carry his ideas and his grievances to the highest authority he could reach. He would have that right as a private citizen, regardless of any fame attained through paternalism extended to his employes, or the manufacture of several millions of amazing little automobiles of amazing cheapness, or his $10,000 a day income, or his amassed millions of wealth, or even his production of billions of wooden wheels for toy cannon, if that were his line of production.

Abroad, Mr. Ford will rank no more important, in the eyes of the belligerents, than any of the millions of good men and true who have died in defense of their country. Indeed, not so high will he rank, for they, at least, were cannon fodder and he is but another incumbrance upon the officials of the countries he visits. They must look after him, see that he stays away from the war zones, keep mobs from interfering with his peace, comfort and safety, and maybe do other things to keep him out of trouble.

Mr. Ford's millions will not interest them; they cannot spend them. Nor will his income appear to them of importance, for that also is beyond their reach. Nor will his care interest them; they can and do say those as vast as they who them?

This country is one of free speech. Europe, particularly at present, is in a different stage. They have censorships over there, and laws of sedition and other things, and beside that, from all dispatches, they have a well awakened sentiment for war. Mr. Ford's utterances, if he utters any, and it would appear that he would, will be very likely to get him into trouble. That means more tar, feathers and diplomacy for the United States, at a time when this country is having all it can do to remain neutral and retain at least a semblance of good will from all parties.

If the belligerents take Mr. Ford seriously, there will be what the Dutchman called "complicashuns."

One ray of hope remains. For many years citizens of the United States have been accounted indistinguishable abroad. Maybe the Germans and the English and the rest of them will style Mr. Ford "another of those mad Americans" and let it go at that.

ELECTRIFICATION.

RAILROAD men all over the country soon will watch with interest the tests of the electrification installations on the St. Paul trans-line system.

The initial experiments with this, the greatest electrification work ever put into operation by a transcontinental railway company, will take place December 8, when officers and directors of the Chicago, Milwaukee & St. Paul railway, together with officials of the General Electric company, will tour completed sections of the road's 440-mile electrified district which traverses the Belt mountains, the Rocky mountains and the Bitter Root range.

The official test train, which will consist of three special cars, will start from Three Forks, Mont., and make a run over a section of the line which will afford a fair criterion of the whole enterprise in which the St. Paul road has been engaged for three years and upon which it has spent $20,000,000.

The special will be hauled by one of the new $100,000 electric locomotives, the largest electrical machines ever built for traction purposes. The test will include travel at all speeds up to seventy miles an hour, though sixty miles is about the maximum that will be required of locomotives in hauling the all-steel passenger trains which are to make their first mountain trips under electrical propulsion shortly after the trip of the special.

The officials who will watch the tests include A. J. Earling, president of the Chicago, Milwaukee & St. Paul; H. U. Darling, vice president; H. R. Williams, vice president; C. A. Goodnow, assistant to the president; Percy Rockefeller, nephew of John D. Rockefeller; John D. Ryan, the copper magnate; A. J. Poole of Minneapolis; Charles W. Harkness and Donald Ross of New York, directors of the Rockefeller; and A. H. Armstrong, together with other officials of the General Electric company.

The heavy corporations may had much to do with the St. Paul's latest achievement in railway electrification, having furnished the locomotives, of which there are to be fifty in the service when regular operation begins, as well as the huge dynamos and other electrical equipment, all concentrated on a stretch never before known as railway electrification project.

Interest in electrification has been made by the St. Paul is in no means confined to officials and stockholders of that system. Every transcontinental railway in the United States and Canada is affected by the same problems of operating that have led the St. Paul system to look to established precedent to pioneer a solution, offering prospects by using both to electrify mountain divisions.

HOLBROOK BUNN IN "THE FAMILY CUPBOARD"

Holbrook Blinn and Frances Nelson in a Heartrending Domestic Drama.

"Three old maids, young and comely. That, indeed, isn't a paradox, not much, but just sufficient to give this particular story, an subject of speculation and misgiving. Would Prime, corporation lawyer, be wise in offering himself, wealth, and a home, picture you certainly can a most upside of the face that seems now turned to the traits of seven matrons in drag. And the lesson comes to be this: Be careful even in your amours, otherwise you will make a mess of it.

Recently, a New York reporter was setting an exclusive yarn in the writer's face for her theme. This story was of divorce. Incidentally, there was a heartbreaker in the lady involved, who, on a conference of the officers, finally was forced to the conclusion of their case. Along with many other very high-class complaints, all concerned on a stage never before known in history, disappointed, presents.

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That's what happens in this instance, "The Family Cupboard" with the cupboard are falling and sob. That's the title, Holbrook Blinn plays the part of the erring father, the wonderful old gent is impersonated by Frances Nelson.

The performance of either and pair are at the whole theme in "The Family Cupboard." There are many adjectives of social and fashionable life which directly fan this.

"The Family Cupboard" will be shown at the Pastime Theatre on tomorrow only.

THE SERBIAN RETREAT INTO THE MOUNTAINS

A NIGHT BIVOUAC DURING RETREAT OF SERBIAN ARMY

In the above picture, drawn especially for this newspaper, the New York Herald and the London Sphere, we see a number of King Peter's soldiers grouped around a campfire during the retreat into the mountains. One of them is reading the aged monarch's new historic message to his people, which is issued on the occasion of the previous great stand of the Serbians:—"Heroes! You have taken two oaths—one to me, your King; the other to your country. I am an old and broken man, on the brink of the grave, so I release your oath to me; but from the other none can release you. If you feel that you can endure no more, go to your homes, and I swear that after the war, if we survive it, no evil shall come to you. But I and my sons remain here."

CLASSIC NAME AVAILETH PROSPECTIVE MARINE A LITTLE ONLY IN EAST

Roosevelt S. T. Dey, a William [illegible] and [illegible] mechanic, discovered there was nothing in a name when he applied for enlistment in the naval reserve, one of the United States military units.

"Perhaps, sir," he said, "I am a little nonsensical at the mentioned bounds of Uncle Sam, with though I must say, sir, for more than one and a half days I had [illegible] to enlisted work, and I am accordingly hungry to join Serbian clients. A Dey's great reputation for success.

"Sir," said, [illegible] "The Prince Serbia [illegible] place for Dey. We [illegible] Dey [illegible] you that always Dey's and sure to do. They [illegible] for as a shipping [illegible] of [illegible] a [illegible] [illegible] Dey [illegible] [illegible] Also [illegible] [illegible] [illegible] and I [illegible] [illegible] [illegible]