

The Sun AND NEW YORK PRESS

SUNDAY, JULY 20, 1914.

MEMBER OF THE ASSOCIATED PRESS. The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it, or not otherwise credited in this paper and also the local news published herein.

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

Subscriptions by Mail, Postpaid. One Year, \$10.00. Six Months, \$6.00. Three Months, \$3.50. Daily only, 5c. Sunday only, 2c.

THE EVENING SUN. One Year, \$10.00. Six Months, \$6.00. Three Months, \$3.50. Daily only, 5c. Sunday only, 2c.

Books and the Book World. The Evening Sun, 10c. The Sun, 5c. The Book World, 5c.

London office, 49-51 Fleet street. Paris office, 6, Rue de la Michodiere. New York office, 100 Nassau street.

Mr. Burleson Nullifies the Airplane Postal Service.

The Postmaster-General's announcement that the rate on airplane mail is reduced to two cents an ounce and that the air mails are to be on the same footing with all other mails, however transported, is one of the puzzles of the silly season.

The public has looked to the airplane mail service as a new method of special delivery. A person in New York, for instance, could get a contract, a check or a proposal of marriage to a person in Chicago in five minutes; and for the extra speed imparted to his important letter he was willing to pay well.

Now, as we understand Mr. Burleson's statement, no such advantage will be offered at any price. You put the ordinary postage, and perhaps a special delivery stamp, on your letter and mail it; and then it will go by railroad unless you mail it too late for the regular train, in which case the aviator will take it and either catch up with the train or carry it through to the address.

Suppose the express companies announced that they would send all packages by freight except when the sender brought the stuff too late for the freight train. They would be no more ridiculous than Mr. Burleson makes the air mail service, a novelty which promised to develop into something useful.

How about the man who doesn't want his letter to go by airplane? He may have something precious, intrinsically or otherwise, which he does not care to expose to the hazard of the sky. It may be a photograph, or a lock of hair, or a discharge from the army; and he wants it to go by railroad mail. How is he to avoid the possibility of its being put into the air mail bag?

It is announced that "persons may go to post office stations where airplane sacks are made up and request that their letters be put in these sacks." This is futile. When a person chooses the air mail for his message he wants to feel sure that it will go by air mail, and he is willing to pay ten, twenty or even fifty cents an ounce for the emergency service. He wants speed.

The obvious present use of the airplane in the postal service is for special delivery at a price commensurate with the cost of service.

International Yacht Racing. With the Larchmont races this week post-war yachting in Atlantic coast waters is resumed.

The Eastern Yacht Club's annual cruise, which started from Marblehead on July 5, brought out more boats than were expected, although the big sloops were conspicuous by their absence and only a few large schooners were in the fleet.

It is not expected that either of these two named classes of yachts will do any racing this season, chiefly for reasons connected with the great expense of running them, and yachtsmen will have to depend on the smaller classes for all the sport the season will bring.

And this is for the best interest of the sport, since it is in the last analysis the smaller types of yachts and one design boats which produce the very best type of yachtsmen and sea lovers, without which no country can ever hope to be a truly great maritime nation.

Coincident with this opening of the yachting season comes the news from London that CHARLES E. NICHOLSON, designer of the Shamrock IV, is coming to New York at an early date to make a thorough examination of Sir Thomas Lipton's fourth America's Cup challenger, which has been laid up in South Brooklyn since the autumn of 1914; so that yachtsmen in the United States can now look forward to the very excellent prospects of another series of races for the cup next season.

The London Field in a recent editorial article on the resumption of yachting in British waters makes the customary plea for a closer union of American and European yachtsmen. The Germans are barred. The Field believes it is the duty of the Yacht Racing Union "to insist upon the most economical kind

of racing yachts being produced to reestablish the sport," since the high cost of building yachts and the high wages asked by crews make this absolutely necessary. Then "it can begin to consider the wider schemes for the renewal of international yacht racing."

Most American yachtsmen will agree on this encouraging of economy in types of boats, but in regard to the international yacht racing in which we are chiefly concerned, the next America's Cup series, it lies between Sir Thomas Lipton and the New York Yacht Club just when the races shall be resumed. The Field urges American yachtsmen to join with the British in establishing one rule, but we gather the impression that it is the International Rule which is the one the Field thinks should be adopted by the American yachtsmen rather than that the European yachtsmen should adopt our Universal Rule. Ever since the America won the hundred guinea cup which has since borne her name American yachtsmen have been making concessions to British yachtsmen.

Whether our rules have produced the "best" type of yacht or not one thing is certain: They have produced winning yachts; which is what racing yachts are designed for. It is not to be forgotten that in the era which produced the America the builders of the United States were turning out the clipper ships that were the despair of all the maritime nations of the world. And the country that can produce the fastest yachts afloat is not likely to fall far in the rear when it comes to creating the finest types of naval or maritime craft.

Successful Business Men With Eccentric Avocations. If there is any useful lesson in the cross-examination of HENRY FORD it is the revelation of the manner in which a man who is great in his vocation is likely to founder when he tries to swim in an unfamiliar vocation, particularly when his devotion to his regular business is so great as to keep him from the pursuit of general intelligence.

Mr. Ford's ailment is not uncommon among very successful business men. It is not so much vanity as it is assumption. The victim of the disease comes to believe that, having accomplished great things in one practical line of life, he is qualified to give an opinion on almost any subject, to teach other men to do almost anything, and to reform the world in some particular manner not at all related to his own experience. If he fails, if he makes himself ridiculous, if he wastes his own money and other people's time he sighs that he was right but that the world in general was not bright enough to take advantage of the opportunity he offered.

A great soap manufacturer who has not been in school for forty years decides that he would make a wonderful education commissioner. A lawyer with a big practice spends his spare hours advocating a new plan for the conservation of forests. A clergyman who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor.

A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

Most of these excursions from vocation to avocation are harmless hobbies. It is only when the adventurer plunges into a field where his diversion is a serious matter to other people that he comes to grief. Mr. Ford manifestly did not know the difference between the terms "militarism" and "army organization," yet he presumed to lecture the American people in his own line of business he knows perhaps as much as any man about shop methods and intensive production. In the line of general intelligence he could not say who BENJAMIN ARNOLD was, but he made no bones about telling America what it ought to do in the crisis of war.

It is only occasionally that the great business man with a hobby lets the hobby run out and bite other people. If an illiterate fertilizer manufacturer bought a million dollar factory he probably would not publicly declare that SHAKESPEARE wrote "Vanity Fair" or that HAROLD BELL WAIGHT ought to put "Paradise Lost" into readable English, yet such a display of ignorance would be no worse than some of Mr. Ford's published thoughts on national defence. Mr. Ford's misfortune was that he was the victim of a group of persons who found in the Ford name and wealth a means of circulating misinformation among the gullible.

Your wise man does not have to know everything, but at least he must know what he doesn't know. He does not need even to have what is commonly known as general intelligence, although having it is handy in a world where not every one cares to discuss entirely on the weather. And general intelligence is not a by-product of business success. It has to be pursued either from pure joy of the chase or from a desire to know, for the sake of knowing, what has gone on and is going on in a complex world full of incidents.

Once there was a man at a public dinner. He was a stranger to the rest of the company and he looked so wise that the others surveyed him with awe. He maintained a complete and admired silence until the fish course, when he uttered a single contribution to the wisdom of the feast: "Shrimps is the good cats!" He had destroyed

an illusion. It is true, but who could contradict him? Better an aphorism regarding the virtue of shrimps than a false conclusion relative to the nebular hypothesis.

Higher Fares or No Service. Public Service Commissioner Nixon's decision that the surface street railroads shall charge two cents for all first transfers except at a relatively few points is not the soundest solution of this grave problem in our local transit predicament. It will not be a long solution. But apparently it was the best he could do as a life and death makeshift.

The many local roads could no longer be kept together unless they were made to earn enough to pay rent as well as wages. The court would have taken away the little leased roads from the bigger systems. It gave warning that it would do this. Then the passenger would have had to pay five cents every time he stepped from one independent road to another. The choice, as the Public Service Commissioner faced it, therefore, was a two cent transfer, paid once on top of the original five cent fare, or that ten cent or fifteen cent charge or perhaps more.

This transfer charge of course is something like going back from up to date methods to old stage coach days, but the alternative of paying five cents at every change would have been like going back to old oxcart days. The ideal municipal rapid transit is undoubtedly for the passenger to pay his fare once and then complete his journey without needing to fish up new pennies as he hops off on the way and hunts around for lines or cars to carry him the rest of his journey. This one fare plan will have to be the ultimate and the permanent solution. Perhaps a single seven cent fare will do the work of saving the local transportation system which is essential to the public. Perhaps it will take more. But sooner or later the regular fare for everybody, transfer or no transfer, will have to be adjusted not merely to serve the public but to save its local roads—the biggest service which can be performed for the public in this emergency.

When the street railroads can't pay their way—they can't pay their very operating expenses, not to speak of dividends and interest—it is useless for Mayor Hylan or for anybody to talk about keeping down the fares. We'd all like the fares to be kept down, just as we'd all like the price of food, the price of clothes, the price of everything to be kept down. But nobody has yet been able to keep costs down, so prices can't be kept down. When it is a question of the local roads getting more revenue or quitting—quitting as one or two big systems—It isn't honest politics, it isn't fair debate, it isn't business sense for anybody to declare that the fares should not go up. They have to go up when it is a case of higher fares or no service.

Mayor Hylan may think he is going all the way to the Supreme Court who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor. A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

Most of these excursions from vocation to avocation are harmless hobbies. It is only when the adventurer plunges into a field where his diversion is a serious matter to other people that he comes to grief. Mr. Ford manifestly did not know the difference between the terms "militarism" and "army organization," yet he presumed to lecture the American people in his own line of business he knows perhaps as much as any man about shop methods and intensive production. In the line of general intelligence he could not say who BENJAMIN ARNOLD was, but he made no bones about telling America what it ought to do in the crisis of war.

It is only occasionally that the great business man with a hobby lets the hobby run out and bite other people. If an illiterate fertilizer manufacturer bought a million dollar factory he probably would not publicly declare that SHAKESPEARE wrote "Vanity Fair" or that HAROLD BELL WAIGHT ought to put "Paradise Lost" into readable English, yet such a display of ignorance would be no worse than some of Mr. Ford's published thoughts on national defence. Mr. Ford's misfortune was that he was the victim of a group of persons who found in the Ford name and wealth a means of circulating misinformation among the gullible.

Your wise man does not have to know everything, but at least he must know what he doesn't know. He does not need even to have what is commonly known as general intelligence, although having it is handy in a world where not every one cares to discuss entirely on the weather. And general intelligence is not a by-product of business success. It has to be pursued either from pure joy of the chase or from a desire to know, for the sake of knowing, what has gone on and is going on in a complex world full of incidents.

Once there was a man at a public dinner. He was a stranger to the rest of the company and he looked so wise that the others surveyed him with awe. He maintained a complete and admired silence until the fish course, when he uttered a single contribution to the wisdom of the feast: "Shrimps is the good cats!" He had destroyed

an illusion. It is true, but who could contradict him? Better an aphorism regarding the virtue of shrimps than a false conclusion relative to the nebular hypothesis.

Higher Fares or No Service. Public Service Commissioner Nixon's decision that the surface street railroads shall charge two cents for all first transfers except at a relatively few points is not the soundest solution of this grave problem in our local transit predicament. It will not be a long solution. But apparently it was the best he could do as a life and death makeshift.

The many local roads could no longer be kept together unless they were made to earn enough to pay rent as well as wages. The court would have taken away the little leased roads from the bigger systems. It gave warning that it would do this. Then the passenger would have had to pay five cents every time he stepped from one independent road to another. The choice, as the Public Service Commissioner faced it, therefore, was a two cent transfer, paid once on top of the original five cent fare, or that ten cent or fifteen cent charge or perhaps more.

This transfer charge of course is something like going back from up to date methods to old stage coach days, but the alternative of paying five cents at every change would have been like going back to old oxcart days. The ideal municipal rapid transit is undoubtedly for the passenger to pay his fare once and then complete his journey without needing to fish up new pennies as he hops off on the way and hunts around for lines or cars to carry him the rest of his journey. This one fare plan will have to be the ultimate and the permanent solution. Perhaps a single seven cent fare will do the work of saving the local transportation system which is essential to the public. Perhaps it will take more. But sooner or later the regular fare for everybody, transfer or no transfer, will have to be adjusted not merely to serve the public but to save its local roads—the biggest service which can be performed for the public in this emergency.

When the street railroads can't pay their way—they can't pay their very operating expenses, not to speak of dividends and interest—it is useless for Mayor Hylan or for anybody to talk about keeping down the fares. We'd all like the fares to be kept down, just as we'd all like the price of food, the price of clothes, the price of everything to be kept down. But nobody has yet been able to keep costs down, so prices can't be kept down. When it is a question of the local roads getting more revenue or quitting—quitting as one or two big systems—It isn't honest politics, it isn't fair debate, it isn't business sense for anybody to declare that the fares should not go up. They have to go up when it is a case of higher fares or no service.

Mayor Hylan may think he is going all the way to the Supreme Court who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor. A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

of racing yachts being produced to reestablish the sport," since the high cost of building yachts and the high wages asked by crews make this absolutely necessary. Then "it can begin to consider the wider schemes for the renewal of international yacht racing."

Most American yachtsmen will agree on this encouraging of economy in types of boats, but in regard to the international yacht racing in which we are chiefly concerned, the next America's Cup series, it lies between Sir Thomas Lipton and the New York Yacht Club just when the races shall be resumed. The Field urges American yachtsmen to join with the British in establishing one rule, but we gather the impression that it is the International Rule which is the one the Field thinks should be adopted by the American yachtsmen rather than that the European yachtsmen should adopt our Universal Rule. Ever since the America won the hundred guinea cup which has since borne her name American yachtsmen have been making concessions to British yachtsmen.

Whether our rules have produced the "best" type of yacht or not one thing is certain: They have produced winning yachts; which is what racing yachts are designed for. It is not to be forgotten that in the era which produced the America the builders of the United States were turning out the clipper ships that were the despair of all the maritime nations of the world. And the country that can produce the fastest yachts afloat is not likely to fall far in the rear when it comes to creating the finest types of naval or maritime craft.

Successful Business Men With Eccentric Avocations. If there is any useful lesson in the cross-examination of HENRY FORD it is the revelation of the manner in which a man who is great in his vocation is likely to founder when he tries to swim in an unfamiliar vocation, particularly when his devotion to his regular business is so great as to keep him from the pursuit of general intelligence.

Mr. Ford's ailment is not uncommon among very successful business men. It is not so much vanity as it is assumption. The victim of the disease comes to believe that, having accomplished great things in one practical line of life, he is qualified to give an opinion on almost any subject, to teach other men to do almost anything, and to reform the world in some particular manner not at all related to his own experience. If he fails, if he makes himself ridiculous, if he wastes his own money and other people's time he sighs that he was right but that the world in general was not bright enough to take advantage of the opportunity he offered.

A great soap manufacturer who has not been in school for forty years decides that he would make a wonderful education commissioner. A lawyer with a big practice spends his spare hours advocating a new plan for the conservation of forests. A clergyman who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor.

A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

Most of these excursions from vocation to avocation are harmless hobbies. It is only when the adventurer plunges into a field where his diversion is a serious matter to other people that he comes to grief. Mr. Ford manifestly did not know the difference between the terms "militarism" and "army organization," yet he presumed to lecture the American people in his own line of business he knows perhaps as much as any man about shop methods and intensive production. In the line of general intelligence he could not say who BENJAMIN ARNOLD was, but he made no bones about telling America what it ought to do in the crisis of war.

It is only occasionally that the great business man with a hobby lets the hobby run out and bite other people. If an illiterate fertilizer manufacturer bought a million dollar factory he probably would not publicly declare that SHAKESPEARE wrote "Vanity Fair" or that HAROLD BELL WAIGHT ought to put "Paradise Lost" into readable English, yet such a display of ignorance would be no worse than some of Mr. Ford's published thoughts on national defence. Mr. Ford's misfortune was that he was the victim of a group of persons who found in the Ford name and wealth a means of circulating misinformation among the gullible.

Your wise man does not have to know everything, but at least he must know what he doesn't know. He does not need even to have what is commonly known as general intelligence, although having it is handy in a world where not every one cares to discuss entirely on the weather. And general intelligence is not a by-product of business success. It has to be pursued either from pure joy of the chase or from a desire to know, for the sake of knowing, what has gone on and is going on in a complex world full of incidents.

Once there was a man at a public dinner. He was a stranger to the rest of the company and he looked so wise that the others surveyed him with awe. He maintained a complete and admired silence until the fish course, when he uttered a single contribution to the wisdom of the feast: "Shrimps is the good cats!" He had destroyed

an illusion. It is true, but who could contradict him? Better an aphorism regarding the virtue of shrimps than a false conclusion relative to the nebular hypothesis.

Higher Fares or No Service. Public Service Commissioner Nixon's decision that the surface street railroads shall charge two cents for all first transfers except at a relatively few points is not the soundest solution of this grave problem in our local transit predicament. It will not be a long solution. But apparently it was the best he could do as a life and death makeshift.

The many local roads could no longer be kept together unless they were made to earn enough to pay rent as well as wages. The court would have taken away the little leased roads from the bigger systems. It gave warning that it would do this. Then the passenger would have had to pay five cents every time he stepped from one independent road to another. The choice, as the Public Service Commissioner faced it, therefore, was a two cent transfer, paid once on top of the original five cent fare, or that ten cent or fifteen cent charge or perhaps more.

This transfer charge of course is something like going back from up to date methods to old stage coach days, but the alternative of paying five cents at every change would have been like going back to old oxcart days. The ideal municipal rapid transit is undoubtedly for the passenger to pay his fare once and then complete his journey without needing to fish up new pennies as he hops off on the way and hunts around for lines or cars to carry him the rest of his journey. This one fare plan will have to be the ultimate and the permanent solution. Perhaps a single seven cent fare will do the work of saving the local transportation system which is essential to the public. Perhaps it will take more. But sooner or later the regular fare for everybody, transfer or no transfer, will have to be adjusted not merely to serve the public but to save its local roads—the biggest service which can be performed for the public in this emergency.

When the street railroads can't pay their way—they can't pay their very operating expenses, not to speak of dividends and interest—it is useless for Mayor Hylan or for anybody to talk about keeping down the fares. We'd all like the fares to be kept down, just as we'd all like the price of food, the price of clothes, the price of everything to be kept down. But nobody has yet been able to keep costs down, so prices can't be kept down. When it is a question of the local roads getting more revenue or quitting—quitting as one or two big systems—It isn't honest politics, it isn't fair debate, it isn't business sense for anybody to declare that the fares should not go up. They have to go up when it is a case of higher fares or no service.

Mayor Hylan may think he is going all the way to the Supreme Court who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor. A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

Most of these excursions from vocation to avocation are harmless hobbies. It is only when the adventurer plunges into a field where his diversion is a serious matter to other people that he comes to grief. Mr. Ford manifestly did not know the difference between the terms "militarism" and "army organization," yet he presumed to lecture the American people in his own line of business he knows perhaps as much as any man about shop methods and intensive production. In the line of general intelligence he could not say who BENJAMIN ARNOLD was, but he made no bones about telling America what it ought to do in the crisis of war.

It is only occasionally that the great business man with a hobby lets the hobby run out and bite other people. If an illiterate fertilizer manufacturer bought a million dollar factory he probably would not publicly declare that SHAKESPEARE wrote "Vanity Fair" or that HAROLD BELL WAIGHT ought to put "Paradise Lost" into readable English, yet such a display of ignorance would be no worse than some of Mr. Ford's published thoughts on national defence. Mr. Ford's misfortune was that he was the victim of a group of persons who found in the Ford name and wealth a means of circulating misinformation among the gullible.

Your wise man does not have to know everything, but at least he must know what he doesn't know. He does not need even to have what is commonly known as general intelligence, although having it is handy in a world where not every one cares to discuss entirely on the weather. And general intelligence is not a by-product of business success. It has to be pursued either from pure joy of the chase or from a desire to know, for the sake of knowing, what has gone on and is going on in a complex world full of incidents.

Once there was a man at a public dinner. He was a stranger to the rest of the company and he looked so wise that the others surveyed him with awe. He maintained a complete and admired silence until the fish course, when he uttered a single contribution to the wisdom of the feast: "Shrimps is the good cats!" He had destroyed

an illusion. It is true, but who could contradict him? Better an aphorism regarding the virtue of shrimps than a false conclusion relative to the nebular hypothesis.

Higher Fares or No Service. Public Service Commissioner Nixon's decision that the surface street railroads shall charge two cents for all first transfers except at a relatively few points is not the soundest solution of this grave problem in our local transit predicament. It will not be a long solution. But apparently it was the best he could do as a life and death makeshift.

The many local roads could no longer be kept together unless they were made to earn enough to pay rent as well as wages. The court would have taken away the little leased roads from the bigger systems. It gave warning that it would do this. Then the passenger would have had to pay five cents every time he stepped from one independent road to another. The choice, as the Public Service Commissioner faced it, therefore, was a two cent transfer, paid once on top of the original five cent fare, or that ten cent or fifteen cent charge or perhaps more.

This transfer charge of course is something like going back from up to date methods to old stage coach days, but the alternative of paying five cents at every change would have been like going back to old oxcart days. The ideal municipal rapid transit is undoubtedly for the passenger to pay his fare once and then complete his journey without needing to fish up new pennies as he hops off on the way and hunts around for lines or cars to carry him the rest of his journey. This one fare plan will have to be the ultimate and the permanent solution. Perhaps a single seven cent fare will do the work of saving the local transportation system which is essential to the public. Perhaps it will take more. But sooner or later the regular fare for everybody, transfer or no transfer, will have to be adjusted not merely to serve the public but to save its local roads—the biggest service which can be performed for the public in this emergency.

When the street railroads can't pay their way—they can't pay their very operating expenses, not to speak of dividends and interest—it is useless for Mayor Hylan or for anybody to talk about keeping down the fares. We'd all like the fares to be kept down, just as we'd all like the price of food, the price of clothes, the price of everything to be kept down. But nobody has yet been able to keep costs down, so prices can't be kept down. When it is a question of the local roads getting more revenue or quitting—quitting as one or two big systems—It isn't honest politics, it isn't fair debate, it isn't business sense for anybody to declare that the fares should not go up. They have to go up when it is a case of higher fares or no service.

Mayor Hylan may think he is going all the way to the Supreme Court who has never worked for wages or hired a hand comes to the conclusion that he, and he only, knows the solution of the problems of labor. A banker, after his first summer on his new farm, evolves a completely new set of theories in agriculture. A physician takes up economics as a side line and discovers the law of supply and demand, but does not realize that it has existed since one cave man with two stone hatchets traded with another man who had two dogs.

we needed it could be found in the collections of the well planned and very practical museum he has been developing in Newark. "By far the greater part of the many exhibits we have set up in these ten years have been distinctly artistic in the old museum meaning of the word," he remarks with exuberant pride.

His real purpose is to warn Newark Industries of coming competition and the need to prepare to meet it. There is a widespread and deep conviction in England that its industrial output must be notably improved in design and quality if it is to compete successfully in the world's markets. That is the reason back of the newly founded Institute of Industrial Art, which is the kind of museum Mr. DANA wants Newark to have. He believes such an institution offers the best means of securing better designs and better workmanship. The lesson he is teaching Newark should be heeded by every other industrial city.

City Hall Park's Last War Activity. With the tearing down of the frame structure which has bestraddled the Mall street sidewalk for several years the last but one of City Hall Park's war activities passes into memory. This house on stilts was thoroughly typical of our adoption for the use of war of the things of peace; for it was originally built for use in connection with the digging of the subway, next became a recruiting office for the Railway Engineer regiment commanded by Colonel WILLIAM BARCLAY PARSONS, and finally served as a canteen for soldiers and sailors.

It is natural that the passing of this little building should recall other signs of war activities in City Hall Park: the handsome decoration of the City Hall itself when Mayor MCCRACKEN greeted the visiting British and French commissions, the graceful Liberty Bell of staff that covered our ornamental fountain, the horrid brick obelisk built during the last Liberty loan. But the finest impression of all created by the wrecking of the last physical evidence of our war experiences in City Hall Park—except the Knights of Columbus but near the brownstone court house—is that it means that the former soldiers and sailors have put off their uniforms for good and have settled down to the one thing most needed of all in reconstruction, the day's work.

Tatungism Invent. Did China really invent the League of Nations along with gunpowder, printing and other things not known to Western civilization until much later? A doubt on the subject has arisen. The learned Dr. Koo, Chinese Minister at Washington and Plenipotentiary at the Peace Conference, states the case for China thus:

"It is CONFUCIUS who first taught us that we must not be merely content with the orderly government of a single individual nation, but that besides we must seek for the establishment of what he termed 'Tatungism,' which means literally 'great communism,' figuratively 'utopianism' and practically 'a league of nations.'"

To-day, twenty-four centuries after CONFUCIUS'S announcement of his invention, China finds herself confronted with something answering the description of Tatungism and also with the evil Tatungism was expected to deal with—in the words of CONFUCIUS, with "alliances formed among the more powerful nations to barter about the peoples and territories of the less powerful as if they were mere chattels and pawns in a game." To be specific, Chinese representatives in Europe say of the treaty Japan forced China to agree to in 1915:

"It is this treaty which has made Japan master of all the important economic resources of Shantung, Manchuria and other provinces. If this treaty stands, Japan controls the whole area of northern China, militarily and economically. If this control continues the world will see in the near future the absorption of Japan of the Republic of China and the closing of the door of China, as the door of Corea has already been closed, to the free enterprise of other nations. If this control continues the world will see the militarization of 400,000,000 peace loving people and the exploitation by Japan of the limitless resources of the eastern corner of Asia for the purpose which the Romans achieved on a small scale, and NAPOLEON and WILLIAM II pursued in vain."

China appealed in Paris to what it supposed was Tatungism to annul the treaty. Every one knows the answer. Under the circumstances should it be inferred that when CONFUCIUS imagined he was founding Tatungism he was actually inventing the steam roller? Like misadventures have come to other inventors.

In geometry a straight line is the shortest distance between two points, but on the New York surface railways a straight line will be the cheapest distance between two points.

Some people are irreverent enough to suspect that St. SWANSON was in league with the umbrella manufacturers.

With the air mail at two cents who can refrain from studiously trying to mail a letter late enough to miss the train and catch the plane?

Positive Facts. From the Rocky Mountain Herald. We never declared war to establish a League of Nations.

No American enlisted in the army or navy, or was drafted into the service for any such purpose.

A League of Nations to insure peace, when founded on a war treaty, cannot last.

HOPE OF AMENDMENT BY THE LEAGUE VAIN. A Majority May Bind, but Unanimity Is Needed to Change.

TO THE EDITOR OF THE SUN.—Sir: The ardent supporters of the League of Nations advise those who agree with them in principle but oppose some of the provisions of the covenant to accept it in its original form, as adopted at the plenary session of the interallied Peace Conference, April 28, 1919, and trust to the adoption of amendments to the instrument at some future date that will remove their grounds for opposition.

This suggestion has caused many persons to give their support to the league who without assurance of probable amendment would not agree to its adoption at the present time.

The hope of amendment thus held out is nothing less than a delusion, as under the terms of the covenant it is practically impossible to amend the original instrument.

Article V, Section 1, reads as follows: "Except where otherwise expressly provided in this covenant or by the terms of this treaty, decisions at any meeting of the assembly or of the council shall require the agreement of all members of the league represented at the meeting."

Article XXVI, Section 1, thus provides for the amendment of the covenant: "Amendments to this covenant will take effect when ratified by the members of the league whose representatives compose the council and by a majority of the members of the league whose representatives compose the assembly."

Thus it is specifically stated that while a majority vote of the members of the league whose representatives compose the assembly are authorized to bind that body, it requires, because not otherwise expressly provided for in the covenant, the agreement of all members of the league represented at the meeting of the council before an amendment to the covenant can be adopted.

It is provided in Article IV, Section 1, of the covenant that the council shall consist of representatives of the United States, the British Empire, France, Italy, Japan and four other members of the league, who are to be chosen by the assembly from time to time. Thus it appears that any amendment to the covenant must receive the affirmative vote of the representatives of these nine nations before it can become effective.

It is to be noted that it is almost impossible to secure unanimous legislative action on any great measure; therefore it must appear that all hope of amending the covenant of the League of Nations must be relinquished after it has been adopted by the nations concerned. EDWIN G. LAWRENCE. ATHOL, Mass., July 19.

Does Inability to Dance Really Lead to Bolshevism? TO THE EDITOR OF THE SUN.—Sir: I read the letter of the "Canteen Pianist" and was very much interested. I did not read the editorial article on "Girls or Trigonometry," which the letter commented upon, as I was at sea when it was published, but, nevertheless, I can get the general idea of it by reading her letter.

The writer, "Why is it that these boys continue to go where dancing is the chief attraction when they know they cannot dance?" I ask you and her ally, the holday proclaimed in honor of the United States was held as planned. Enthusiastic meetings took place in the provinces in favor of the new Government, and President Wilson has received all parts thousands of letters, cablegrams and telegrams congratulating him. There has been no change whatever in the normal life of the country. EDUARDO HIGGINSON. CONJUL-GENERAL in the United States. NEW YORK, July 19.

TYRIAN PURPLE. It Has a Synthetic Duplicate With Uromantle Name. TO THE EDITOR OF THE SUN.—Sir: Mr. Carman's communication about the purple of Tyre in THE SUN of July 17 is interesting but not strictly accurate. Such, not related to your correspondent, prepared in 1903 and 1904 a dye, technically known as "4-bromo-indigo," which was patented in 1907 by a French leader to be identical with the purple of the ancients, the Tyrian purple obtained from a mollusc (Murex brandaris).

Mr. Carman is quite correct in stating that the murex yielded only a drop of a colorless liquid which turned purple on exposure to the atmosphere. The synthetic Tyrian purple and all similar dyes are converted to colorless compounds before application to the fibre, and exposure to the air then develops the color by oxidation.