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presumption of fraud and lead to surmises in ordinary conversation as to who is getting profit out of the transaction, through speculation or otherwise. It is up to the people of Philadelphia. The facts are plain. The betrayal is not veiled. Politics is revealed at its pinnacle of recklessness and arrogant audacity. The men who are responsible for the fraud are known. The hamstringing of the city can yet be prevented. The municipal highwaymen can be routed out. Councilmen can be compelled to vote straight. It is a time for direct action by the people, for popular demonstrations, for an assemblage in force at Council Chambers. If this vile infamy, this trading off of Philadelphia's interests and rights, is successful, citizens may blame themselves and know that they are properly represented in Council. They have it in their power to get what they deserve and they are sure to deserve what they get.

What Underlies the Diplomatic Notes BRIEF consideration of the underlying facts may be helpful in bringing about a clear understanding of the issues involved in the diplomatic correspondence with Germany and Great Britain.

Germany is cut off from the rest of the world by British command of the sea. The British strategy is directed at the present time to reducing the whole German Empire to siege conditions, as the Germans besieged Paris in 1870 and 1871. Food is to be contraband, and the right to stop all food ships headed for German ports is insisted upon by the British. They insist that they are justified in this course because the German Government has seized all grain supplies and is controlling their distribution in order to conserve them for the use of the army. Food ships bound for Germany may thus contain provisions for both civilians and the army, but it is impossible to discriminate. So all outside food is to be shut off, if possible. Germany, on the other hand, has decided to prevent the British from getting munitions of war from neutral countries. The only available and effective weapon that she has is the submarine. Therefore, she has warned the world that all neutral ships enter a certain war zone at their peril, as she is about to attack the merchant shipping of the enemy in order to prevent supplies from abroad reaching the hostile armies.

The contending nations are using the weapons at their hand. Our interest lies only in protecting American citizens and their trade with the rest of the world from harm while the combatants are brandishing their swords. The British and German notes give us opportunity enough to make trouble for ourselves if we are seeking it. Neither shows proper respect to our protest against interference with American shipping or against the misuse of the American flag. We can stickle for our rights on the high seas and insist that the North Sea, which at present is really a lake between hostile nations, is the high sea, or we can recognize the fact that when contending nations are using the implements of modern warfare which have practically annihilated time and distance, old rules lose their force and necessity makes new laws.

It is a time for calmness and deliberation lest we be drawn into the maelstrom. And this is so, even though the German note may subject Germany to the charge of disregarding all the laws of civilization and the British note may be truculent and insulting. The Washington Government must keep its head, whoever else loses his.

Best Way to Help the Unemployed THE way to relieve unemployment, as Horace Greely said of the resumption of specie payments, is to relieve it. The Evening Ledger is printing daily about three columns of advertisements of men, women, boys and girls in need of work whose merit and desert have been investigated by the Emergency Aid Committee, the Society for Organizing Charity or the Juvenile Workers' Bureau. About all trades are represented, but many of the skilled workers offer themselves to do any kind of labor in order to provide food for those dependent on them. In a large number of cases there is illness in the family, and there are many old women needing sewing or knitting or similar work in order to enable them to maintain themselves.

If any one can read the advertisements without wishing that he could employ every applicant he is lacking in bowels of compassion. While it is impossible for any business man or for any family to find work for all, there is scarcely a family in comfortable circumstances that could not find work for some of those willing to do sewing, cabinet work, upholstering or any kind of work about the house and grounds. And there is scarcely a factory or machine shop which could not make a place for one or two men in an emergency such as this, so that the daily wage might lift the families of the unfortunate from the slough of despond. It is easy to give money to the Emergency Aid Committee to relieve those who could not work if the opportunity offered, but it is much wiser philanthropy to give work to those willing to do it, even though a period of unemployment and short rations, with the accompanying discouragement, may have lessened the efficiency of the workers.

The Crown Prince Wilhelm is still at large in the South Seas, as well as on the Continent.

Not to be out of fashion we have a little war of our own with the Piute Indians in Colorado.

The Senators may now make up their lost sleep. Consideration of the ship bill has been postponed until February 27.

The Allies are proving that when it comes to doing stunts in the air the Germans do not know it all.

Who objects to having the spring dress skirts stop short five inches above the ankle? This is high enough to keep them from dragging on the sidewalk in rainy weather.

Weather Prophet Grover, of Missouri, said more than two weeks ago that there would be a change of weather yesterday. He is a good prophet, for the change arrived. He says there will be another change on March 17. Watch out for it.

It ought not to have been necessary for the President to tell the committee of women, who asked him to put an embargo on the shipment of munitions of war, that the prohibition would be an unusual act. The woman ought to have known it themselves.

RUMANIA'S WORD ABOUT THE WAR

Not Taking Sides at Present and Not Worrying About the Food Supply. In the Spring She May Join the Allies.

By VANCE THOMPSON

I WAS dining alone in a restaurant. At a right-hand table to mine was a tall man with thick black hair and very white teeth. He smiled at me as confidentially as though we were intimate friends—as though we had been witnesses in the same divorce suit or played billiards in the same club.

Then I remembered. The last time I saw him was in 1913; he was playing baccarat in the new Casino at Constantza. We had had food and drink and words together; and later we journeyed together—crammed in a third-class carriage—to Bucharest. As the mobilization was on there was only one train a day, and we had ample time to get to know each other before our journey was done. So I got up and took my coffee to his table—this was last night—and once more we had words together.

"What brings you here?" I asked. "Not the music," he said; a Hungarian orchestra was playing while the diners dined. He had left Rumania a few days before Christmas and had come by way of Greece and Italy. He had not seen any fighting. Bulgaria was quiet, but the entrance of Turkey into the war had stirred up a great deal of the anti-German feeling. "After all for all the Balkan States Turkey is the enemy." "I thought the Bulgarians were your enemies," I said; "it's less than two years ago that I saw your army along the Danube and the Bulgarian was the enemy that day." "That was an army, eh?" he said proudly.

Fast Bridge-building

And indeed it was; only 13 contingents were called to the colors—that is, the army was made up of men from 20 to 33 years of age; and of these 120,000 were sent home. The army that went forward was composed of 480,000 men. In other words, in 10 days the little State of Rumania, with 7,000,000 inhabitants, could mobilize nearly 500,000 trained and capable soldiers. The 12th day this army crossed the Danube, at two places, on bridges the engineering corps had constructed in seven hours. When you bear in mind that the Danube is, at these points, about 1200 yards across, the feat does not seem trivial.

"Who is the enemy now?" I asked. "Turkey, first and always, then Austria, then Germany," he answered. "And loyalty to your Hohenzollern King?" "We are all loyal. We recognize all our Kings have done for Rumania. But this is not a dynastic question. And we like to think that our new King, Ferdinand, is less a German than a Rumanian. He is not likely to risk his throne—and that of Prince Carol, who is a true Rumanian born and bred—for the sake of helping the house of Hohenzollern." "But at present you are neutral," I said; "you extend the cold, moist hand of neutrality."

When King Carol Dared

"Even when I left," the man from Rumania replied, "the feeling was anything but neutral. You see, after all, we are Latins—sons of the Quirites. Our sympathies are with France and Italy. In spite of our German Kings the culture of court and country has always been Latin. But as a matter of fact, public opinion does not count much in Rumania. It was the King—old King Carol—who made the last war. He did not even ask the advice of Parliament. The troops were across the frontier—over the Danube—before the chambers were called together for the first time. He kept the Senators and Deputies in session until they had passed the war measures he wanted; then he sent them home. But I doubt if his successor would dare to take such summary measures. We have gained a little in democracy in the last two years. And these Kings—especially the German Kings of the Balkans—are more circumspect today."

"Would the people refuse to follow him if King Ferdinand declared for the German-Austria-Turkish side?" "There is not even a chance that Rumania should take any side save that of the Allies," the Rumanian explained.

"Is there no feeling against Russia?" "Why should there be? In fact it is to Russia that we owe our independence. In aiding Russia to beat the Turks we gained our own freedom from Turkish vassalage at the battle of Plevna. And this independence was guaranteed us by the treaty—a momentous scrap of paper—signed at Berlin in 1878 by Germany, England, Austria, France, Italy, Russia and Turkey. We are grateful to Russia. To her we owe our national existence. And we are grateful to France, who has given us her art, literature and science. Of this you may be sure: Rumania will never draw the sword against the Allies."

"And for them?" "I think we will have to go in. The action of Albania—and that means Turkey, the eternal enemy—is making it necessary." Having said these things the Rumanian (did I mention the fact that he is a distinguished publicist?) talked of the food problem.

"It is only by way of Rumania that food can be got into Austria and Hungary and Germany. That fact explains the tremendous pressure which has been brought to bear upon us—why Germany has sought so earnestly for our neutrality, at least. It is probably true that we have been letting Bulgaria send through supplies. And I know that troops and ammunition for the Turks have been sent through both Rumania and Bulgaria. So far as Rumania is concerned this has been stopped. What remains is the important fact that we are the great grain country of the southeast of Europe. Of course, Bulgaria is rich, but remember Bulgaria is a land of small peasant proprietors. Each peasant has his little field. So the crops are handled in a primitive manner. In our country there are great estates of tens of thousands of acres—fields such as you have in your great Northwest. You have seen how we plow these great fields."

Yes, I had seen; two locomotives go out; they are about 500 yards apart; and between them is stretched a steel cable which hauls the huge five-shoe plough that shuttles across the field. This sort of a plough costs nearly \$30,000. But it plows about three acres an hour. The locomotive, by the way, runs straw.

"Well, as you know, we have wheat. And in a country such as ours the mobilization of half a million men makes no difference. We get the crops in just the same. Some of the younger men have gone to war; that is



all. Take a typical village. Say there are 500 families. With four in a family that will make 2000 inhabitants. Now the military contingent is 250 men—you see it does not cripple the work, which is largely done by modern farm machinery. That is why Rumania looks forward, without dread, to taking her share in this war of freedom. She less than any other nation has to fear an economic crisis. Wheat will grow and the machines will reap it. Moreover, our peasants are a sober folk. They drink water, and the chief staple of food is Indian meal—beans, too, furnish a kind of meal. We have large quantities of grain for export—to our friends, that is. Our crops are usually in by July. Last year everything was harvested, I think, early in that month."

Liberty on a Plate

"And then?" "I do not think we shall wait until then. If the people of Rumania have their way they will throw 13 full contingents—that is 600,000 men—into the war as soon as the snow melts in the mountains. That will be early in March. Then we will cross the Carpathians and go to the rescue of our brothers of Transylvania, who have long been under the hard rule of Austro-Hungary. When this war is over," he added pleasantly, "liberty will be passed round the Balkans on a plate."

"These things the man from Rumania said as we smoked our pale cigars in the restaurant. Moreover, he had ideas about the war. One of them had to do with Austria. It was this: He said that Austria was a prey to internal disputes when she made her declaration of war on Serbia."

"It was war abroad," said he, "or revolution at home. A victory, even over Serbia, would have made the dynasty safe. A little cheap glory is an effective salve for discontent. Men will fight in a rotten craft they would not go a-pleasuring in."

Which had an air of wisdom. And I said: "You have not answered the first question I asked you—what brings you here? Have you come to buy arms, ammunition, flying machines, what?"

"There is no secret about it. I've come to buy farm machinery," he said. "That sounds plausible."

"It is true. We used to get your machinery of that sort—reapers and so on—through Germany at first. Then they got to making them there. The war has stopped all that. I've come over to see what you are making yourselves."

Trent Case No Precedent

From the Milwaukee Sentinel. A London paper remarks that in view of our own high-handed and illegal act in the Trent affair during the Civil War, we Americans might consider ourselves stopped from complaining of the comparatively moderate and not illegal British exercise of the right of search and detention in this war.

"That might be a sounder argument, but for the omission of an important factor. It will be remembered that the British mail steamer Trent was forcibly stopped on the high seas by the American war vessel San Jacinto and boarded by an armed party, who seized two passengers, the confederate envoys, Mason and Sildell, who were carried as prisoners to the San Jacinto and thereafter imprisoned in one of the forts in Boston harbor. Certainly a most high-handed act on the part of that blunt sailor, Captain Wilkes, which has had no parallel as yet in the exercise of the right of search for contraband in the present war."

But it just as certainly forms no precedent against our Government. For our Government recognized the illegality of the act, President Lincoln saying: "We cannot abandon our own principles. We shall have to give these men up and apologize for what we have done."

In short, the United States Government was as ready to repair the wrong it did in the Trent case as it was firm in claiming redress for the wrong it suffered in the Alabama case.

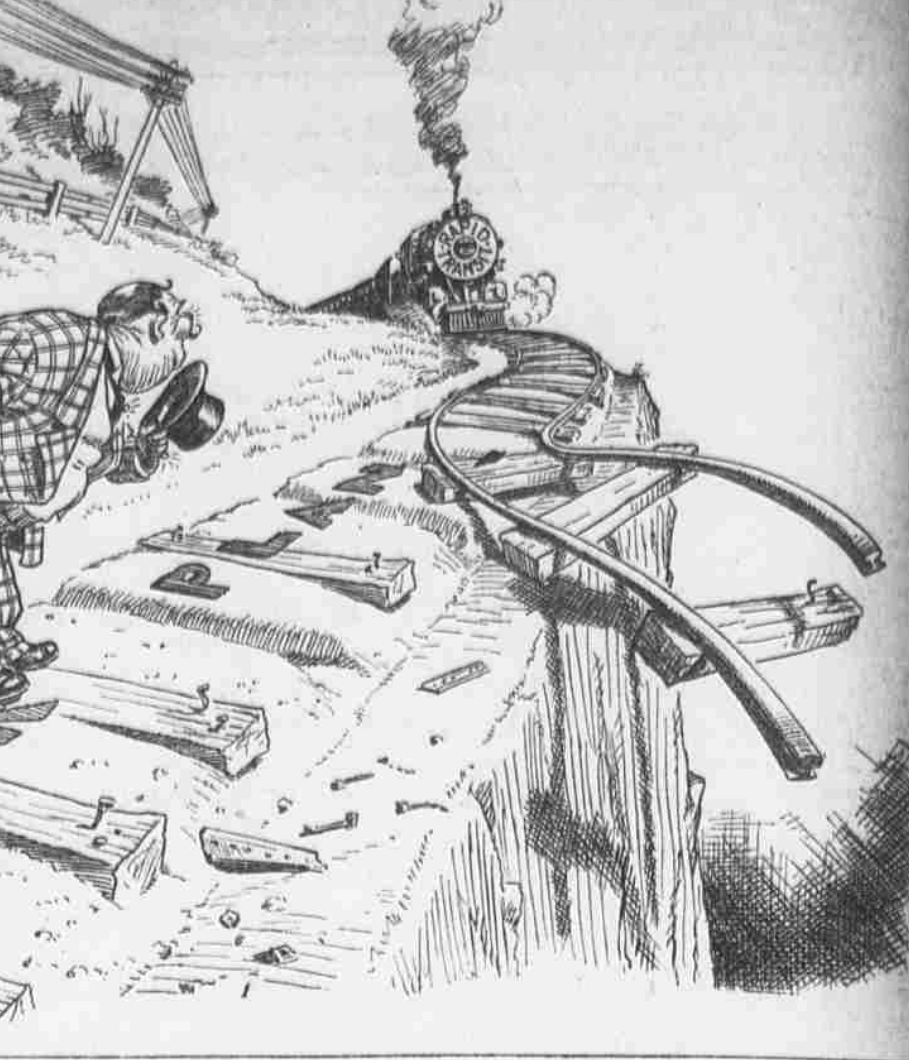
INTERCESSION

(Adapted from Aristophanes.) O Thou that makest wars to cease in all the world, In accordance with Thine ancient name, we beseech Thee. Make war and tumult now to cease. From the murmur and the subtlety of suspicion with which we vex one another Give us rest. Make a new beginning. And mingle again the kindred of the nations in the alchemy of Love. And with some finer essence of forbearance and forgiveness Temper our mind. For there shall be a new heaven and a new earth. And men shall not remember the former ones. Nor shall they so much as come to mind. But joy and gladness shall be and therein. —Alex. Neuma, in the Boston Transcript.

AUTHENTIC NEWS FROM THE FRONT

"I'm glad that Red Cross ship could sail," said Jack in tones of grief. "Hurry for Red Cross nurses that it took across the sea." "They should have stopped the ship," said Tom. "Because I'm sure they'll find the reddest, sweetest nurse of all in our boys' left behind in Manner's." —Franklin Bismarck, in Manner's.

"NOW GO AHEAD!"



PIGEONS PLAY A PART IN THE WAR

European Nations Recognizing Them as an Important Branch of the Military Service—In the Crusades and the Franco-Prussian War They Helped Make History.

DOVES of peace, but pigeons of war! The carrier pigeons, as a branch of military organization, are centuries older than the aeroplane service, though they are figuring perhaps more importantly in the present conflict of nations than at any previous time in martial history. Instead of hangars, there are lofts for this arm of the fighting force; and, since pigeons belong to the ranks of animate creatures, their creature wants are supplied by a special commissary department. They are highly esteemed by the generals. The latest inventions of science—the field telephone, the wireless telegraph, the heliograph, the motorcycle and the aeroplane—have by no means robbed them of their value as dispatch bearers.

The Egyptian navigators of the time of the Pharaohs let the land-folks know they were coming home by releasing pigeons from their ships. In the Orient the use of homing pigeons for carrying messages is very ancient. In the 7th century the Arabs maintained a regular pigeon post. At the time of the first Crusade the Christian commanders found that the Saracen enemy was utilizing such a mail transport for military purposes, so they trained falcons to chase and intercept the messenger birds.

To and From Besieged Paris

Forty-four years ago, during the siege of Paris, homing pigeons were again of conspicuous service in the exchange of wartime communications. In that famous period 74 balloons took pigeons to Tours and other points, whence, it is estimated, 800 messages were sent on wings to Paris. Somebody has figured it out that the total number of messages—perhaps 50,000—carried by the same means, during the siege, would make a library of 500 volumes. Constant communication between the beleaguered city and the outside world was maintained. Microphotographs of military dispatches, private letters and even newspapers were exchanged. These communications were printed on films of collodion by a process developed by Barriawill and Dragon. Two to three thousand characters could be photographed on a film two inches long and an inch and a half wide. The messages were read by placing them in a stereopticon and throwing them on a screen.

In other wars of modern times pigeons have been more or less extensively used. At the siege of Leyden in 1574 they proved of great advantage to the Dutch. Unlike most of the European nations of today, Holland has no military pigeon system, but the Government encourages the breeding and training of these birds. When the American fleet was in Cuban waters waiting for the Spanish ships to come out of Santiago communication with the land forces was partly by means of a pigeon service. The employment of the birds at sea, however, has not been so successful, generally, as on land. The French have tried many experiments, in which they found that the pigeons bore voyages well, and would fly 300 miles or more to shore stations with great accuracy, but could not be depended upon to go from ship to ship.

Bismarck Learns a Lesson

Bismarck, with whom preparations for war was gospel and creed, learned from the enemy, among other lessons of the Franco-Prussian War, the possibilities of a flying messenger corps. Immediately after the treaty of peace he established in Berlin a pigeon loft for the use of the army. Within three years other military lofts had been established at Cologne, Metz, Strassburg and Baden. The Emperor gave prizes to encourage the sport of pigeon racing, and ten years after the war there were no fewer than 178 private homing pigeon societies in Germany owning a total of 52,240 birds, exclusive of the military flocks.

Italy followed the example of France and Germany. There are 15 military lofts in Italy, 5 in Russia, 18 in Spain, 14 in Portugal, 7 in Austria, 4 in Switzerland, several in Sweden and in Denmark. These are antebellum figures.

France has 25 military lofts, chiefly along the eastern boundary, where the fighting is going on. About a hundred birds are stationed at each of the provincial points, while in Paris there are something like 10,000. Throughout the country there are 100,000 privately owned homing pigeons which the Government is empowered by law to commandeer in case of need. The homers rendered such service in the Franco-Prussian war that no wonder the French nation has great respect for their usefulness in war. In 1870 there were no military pigeons either in France or elsewhere, and their mustering

in happened in this fashion. Some citizens of Paris owned a few carriers, and it occurred to them that they might be utilized. The birds were offered to the Government and promptly accepted.

There are several different methods of preparing and attaching the message. The French write their dispatches on strips of paper 3 inches wide by 4 1/2 inches long, triply folded and then rolled, or else photograph them from manuscript on films 2 inches long by 1 1/2 wide. A goosequill 1 1/2 long is in some cases slipped over one of the tall feathers, then the message is inserted and held in place by a tiny wooden plug. Another way is to attach a tiny aluminum cylinder containing the message to one leg. Some maintain that the best method is to use a strip of very thin strong paper 6 inches long by 1/2 of an inch wide, which is simply rolled about one leg and held in place by a rubber band. When a message is attached to a tall feather so as to annoy the bird he is likely to alight and pull the feather out and then go on.

A Thousand Miles in 20 Days

The homing breed is of large size, about 11 inches long. The pigeons are trained by being conveyed, when young, to short distances of a few miles from home and then released, the distance being lengthened until gradually the birds are able to make, swiftly and accurately, journeys between widely separated points. The longest flight ever recorded of a homing pigeon was that made by "Alabama" from Montgomery, Ala., to Fall River, Mass., in 1885. The journey of 1000 miles was accomplished in 20 days. In the same year "Alabama" flew from Jonesboro, Tenn., to Fall River, 715 miles, in nine days. These are wonderful distance records, but the greater marvel is how the bird ever found its way home at all. This remarkable ability of the homing pigeon to steer its straight course has interested scientists for years. A French savant, who after long and elaborate study, observation and experiments, has succeeded in convincing himself that the homing pigeon is guided solely by its wonderful vision. This explanation may answer in the case of pigeons elaborately trained over gradually increasing distances for nearly the range of their flight, but it fails utterly in Alabama's case. This pigeon never saw more than an inconsiderable fraction of his route near his home before he was turned loose at Montgomery to find his way over a strange country for more than 1000 miles. Another explanation has been offered by a French scientist who, after a series of experiments consisting of the elimination of deadening of the senses of sight, hearing and smell, decided that the pigeon depends upon the latter sense. Pigeons blindfolded and their ears closed with wax found their way home. But closing their nostrils with wax rendered them helpless even for short distances. His explanation was that each locality has its individual odor, and the pigeon by circling up, gets into an air current bearing the odor and follows it home.

A Mile a Minute

As to speed, any ordinary homing pigeon can be relied upon to cover a flight of 200 miles in five to seven hours. A few can make 500 to 600 miles. Some of the best records have been made by American birds. One of these remarkable birds, named "Yankee" owned by J. R. Husson, of Cresson, Pa., made the flight of 243 miles between New York and its home town in 237 minutes or 3 hours, 57 minutes and 17 seconds. The fastest train makes a run of 90 miles between New York and Philadelphia in two hours, at an average speed of 45 miles an hour. Homing pigeons have made some interesting altitude records, notwithstanding the fact that the rarefied atmosphere at great heights renders flight difficult. During a balloon ascent by Garussio in 1850 homing pigeons were released at an altitude of 20,000 feet. They fell heavily until they reached denser air, but then flew straight home. Leo Stevens, the American aviator, has released homing pigeons at an altitude of 14,000 feet and 200 miles from their home. They all returned safely.

Association

The most beautiful object in the world, if it be allowed, is a beautiful woman. But you can analyze his feelings, is not possible that you own her fascination less to a thousand of these creatures which, often unperceived by ordinary eyes, cannot these qualities with the subtle assistance, with the nourishment of our life, with the passions of our youth, with the hope of our age—with elegance, with vivacity, with tenderness, with the strongest nature, with the secret of social life.—Mackay.