

Evening Ledger

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Envy is so absorbing a passion that those without it mount rapidly above those who exhaust their energies cultivating it.

A Big Thing to Be Done in a Big Way

ON ONE fact, anyhow, all Americans agree: we need and must have steamship lines to Latin America.

The President pictures a condition that does not exist. Unless private capital will straightway go into this business the Government must, he asserts. How did England get the Lusitania? By liberal aid from the Government. So the United States, by liberal mail contracts or other means, must encourage private capital to undertake this venture.

Our policy is fundamentally wrong in many ways; in none more so than in the outlaging of railways as shippers. It would be a desirable, not an undesirable, thing for a great road to be able to transport goods over its own lines from St. Louis to Buenos Aires.

Secondly, since the nation is certainly to embark on a broader naval policy, there should be an increase of training facilities for naval officers. There are naval plants at Portsmouth and Pensacola which could be adapted to this purpose, and a school should be established on the Pacific Coast.

One of two alternatives must be accepted by the Government. It must either liberalize the navigation laws and put our ships on an equality with those of our competitors or it must equalize conditions by subsidies, direct or indirect.

The trade of Latin America is the permanent prize we are after. We cannot get it without ships. Let us, then, get the vessels by all means, without further mouthing about it. We have the shipyards, we have the money, we have the men.

German Merchant Ships Are Free to Go THE assumption that the Government must prevent the German merchant ships, Prinz Oskar and Rhaetia, tied up at Pier 40, from putting out to sea is unfounded.

The Knights Templar Conclave THERE are about 225,000 Knights Templar in the United States. It is estimated that more than one-quarter of them are in this city today attending the 624 annual convulsions of the Grand Commandery of this State.

Scoundrel and Fool ONE of the largest manufacturers of socks in the United States, so the story goes, was asked to submit samples and bids for the Allies.

I do that at the price they will give you cotton socks. Rather than do that, I will not take the order. And he did not.

Some of the cheap socks, which were to be 70 per cent. wool and turned out to be 70 per cent. cotton, have been delivered in France, and a storm of criticism has arisen.

We Shall Not Barter for Our Rights

PUBLIC opinion will support the Government in its decision to take no further action relative to English interruption of our neutral trade until Berlin has replied to the Lusitania note.

Nevertheless, it has been apparent for weeks that a firm protest was imminent against the aggression of England.

It is true that there is no international law left. It has been torn to shreds. That may be all right as between belligerents, but we can recognize no new system of law, unapproved by ourselves and brought into being by the contending nations for their own selfish purposes.

The Allies, like the Germans, are in open defiance of international law on the high seas. They are maintaining a long-distance blockade, itself an unprecedented expedient, not only of Germany but also of neutral ports.

The Government will not let its hand be forced by meat packers or cotton growers. Their interests are but incidental to the main issue. It is highly important, however, that when the clear eyes of posterity examine this era they shall find that we took a stand with neither side, that we protested against the invasion of our rights by either, without regard to the exigencies of their national peril.

There is no law which justifies a wronged girl in shooting her betrayer when he refuses to marry her. The crime is murder with extenuating circumstances.

There is no law, either, which prevents worthy men and women from sympathizing with Ida Riehl in her grievous predicament. No girl can be overtaken by a more terrible tragedy than that in which she found herself enveloped before she used her father's revolver.

It ought to teach the thoughtless something of the consequences of trifling with the great fundamental passions. We may reason about it as we will; the fact remains that outraged human instincts are more powerful than reason and sometimes make our logical formulas seem petty and inconsequential.

Those improvements on Independence Square ought to be completed before Independence Day.

And now the Germans are charging the Belgians with atrocious treatment of the Kaiser's troops!

The Anti-Saloon League shows its fondness for water by arranging to hold its annual convention at Atlantic City in July.

Senator William A. Smith's Grand Rapids newspaper nominates him for the Presidency. We are listening for some one to second the nomination.

I know a little doodlebug Who leathes a waterfall; Who garden hoses spray and squirt He burrows deeper in the dirt And never bathes at all.

THE DIRTY THING! I know a little doodlebug Who leathes a waterfall; Who garden hoses spray and squirt He burrows deeper in the dirt And never bathes at all.

ITALY'S LEADERS ON LAND AND SEA

General Cadorna Began His Military Career at the Age of 15—Accepted the Post of Chief of Staff After Naming Conditions.

By ADALBERTO CAPORALE

GENERAL LUIGI CADORNA, Chief of the General Staff, who has just been given the supreme command of the Italian military forces, belongs to a family of soldiers and statesmen. He was born in Palianza, a little town of the beautiful coast of the Lago Maggiore, the son of General Raffaele Cadorna, who had fought valiantly in the war of independence and finally was intrusted with the command of the army sent in 1870 to take possession of Rome, and the nephew of Carlo Cadorna, who was a member of several Cabinets during the reign of King Carlo Alberto.

Born September 4, 1850, Luigi Cadorna began early in life his military career, entering the Academy of Turin in 1865, when he was barely 15 years old. Three years later he received from the academy the rank of second lieutenant of the General Staff and was attached to the 5th regiment of artillery, leaving it two years later to be attached to the office of the General Staff of the army.

When General Pollio, the Chief of the General Staff, who had been in charge for several years of the reorganization of the army and had prepared the country for the war with Turkey, died after a short illness, the commanders of army corps unanimously suggested to the King the appointment of General Cadorna as the man best fitted and best prepared to take charge of the General Staff, to which the task of a new reorganization of the army, after the war with Turkey, had fallen. He accepted willingly, but imposed some conditions: the Minister of War should not block his plans, which, of course, called for new heavy expenditures, nor should his plans be blocked by the Premier or the Minister of the Treasury. Signor Salandra accepted; the Minister of the Treasury of the time, Signor Rubini, resigned, and later on the Minister of War, General Grandi, who had listened to the economy speeches of Signor Rubini, resigned, too, and was replaced by General Zupelli, who enjoyed the full confidence of the Chief of the Staff.

The appointment of General Cadorna was commented upon very favorably by the Italian press, and it was predicted then that he would bring the army soon to a condition which rendered it possible to declare war upon Austria, should the events of the European war make such a move imperative. Such is the man who has been put at the head of the Italian army against Austria, a man of strong will and of more than sufficient preparation, acquired in the close study of military history from a point of view of a technical man and a critic and completed in these last few months by the close observation of the developments of the war west and east of Germany.

ADMIRAL OF ITALY'S FLEET

Upon the Duke of the Abruzzi, the King's Cousin, Rest Heavy Responsibilities

By ELLIS RANDALL

PRINCE LOUIS OF SAVOY, Duke of the Abruzzi, Admiral of the fleet of Italy, is known to Americans largely through the American associations of his interesting career. He has made several visits to this country, one of them resulting in a love affair which, after world-wide publicity, left the Duke still a bachelor. He is distinguished as an explorer and mountain climber, and at the time of the earthquake which destroyed Messina, as well as last January, when Avezzano and its vicinity were roughly shaken, he was a leader in relief work.

Born in the royal palace at Madrid 42 years ago, when his father, Prince Amedeo, Duke d'Aosta, was already packing up his belongings to abdicate as King of Spain, after an inglorious reign of three years, Abruzzi seems to have inherited an incurable distaste for thrones and royal duties. When he was 18 his father made one of the most sensational marriages of European royalty, his bride being Princess Letitia Bonaparte, his own niece, the daughter of his sister. Abruzzi left his father's palace in Turin a few months after the entrance of the young stepmother, his frank, open nature wounded by the evil comment leveled against his family after this tangle of relationship.

A few months afterward the Guild of Alpine Climbers scattered in different parts of the globe heard of the record this Prince had made as an Alpine novice in ascending two passes and seven peaks, a record he embellished by feats on the Matterhorn which placed him at 21 among the world's most famous climbers. His intrepidity and coolness were astonishing.

The same year, wearing his uniform as lieutenant in the Italian navy, he started on board a warship for a cruise which brought him to the United States for the first of his memorable visits. He was 24 when he came again, going out to Alaska, with a carefully prepared plan of exploration and making the first ascent of Mount Elias, on the borders of Canada and Alaska, 18,000 feet high, the loftiest peak excepting one on the American continent. Two years later he was in the Polar Star headed for the North Pole, his party attaining 86.33 N., the nearest point reached up to that period.

Ten years ago, when he was 32, he made explorations in Central Africa in land never before known to history, and ascended mountains on the border between Uganda and the Congo Free State never before scaled. The loftiest peak of the four was 18,080 feet. In one day Abruzzi and his companions climbed a distance of 15 miles around a small range of mountains consisting of five peaks from 11,000 to 12,000 feet high, a part of the Mountains of the Moon, which the Romans named but did not explore. Six years ago his last exploration expedition took him to India, where he and his party of six guides ascended the Himalayas up to 24,000 feet, the highest point ever reached.

Abruzzi shares with his two brothers the Turin palace which belonged to their father, and here he has arranged the priceless collection, scientific and geographical, which is the fruit of his explorations. He has lectured often before the geographical societies of the capitals of Europe.

He is a man imbued with lofty patriotism, and it is said in the Italian court that after the war his country is likely to demand of him a great sacrifice—that of becoming King of Albania.

"DELIVER US FROM OUR FRIENDS!"



FICTION OF "FREEDOM OF THE SEAS"

America Waking Up to the Mockery of the Phrase, While England Ignores the Conditions on Which the United States Is Likely to Insist After Present War.

THOUGH the question of "the freedom of the seas" was raised in President Wilson's note to the Kaiser relative to American rights violated in acts "which culminated in the torpedoing and sinking of the British steamship Lusitania," the issue lies, more distinctly and importantly, between neutral nations—especially the United States—and Great Britain. Sea law, as it stands today, is national rather than international, for sea power is in reality the court of last resort.

Norman Angell, writing in the North American Review on "America and the Neutralization of the Sea," prefaces his article with the remark: "This is written by a man of English descent whose youth and early manhood were passed in America, who there acquired a deep sympathy and admiration for most that America represents, who believes, further, that America might, if she seized her opportunities, play a leading role in giving a new development to organized society by becoming the pivot of its world-wide organization on more civilized lines, and who sees all this placed in jeopardy by possibility of a very serious cleavage of policy as between herself and England."

The Anglo-American Conflict

Of the existence of this divergence of policy, Mr. Angell asserts, there is no recognition in England, and of its causes and consequences, likewise, England remains ignorant. "There is in England," he says, "not the faintest realization—I have seen not a line of discussion concerning it in the press—that the inevitable outcome of the present contraband and blockade difficulties will be an irresistible movement in America for the neutralization of the high seas, or, failing that, their domination by the American navy."

Mr. Angell quotes from an article contributed by Admiral Mahan to the Review in 1896, expressing an opinion on Anglo-American reunion, the beginning of which, it had just then been suggested, rested on a naval union or alliance.

Mr. Angell comments on the quoted passage as follows: "Admiral Mahan reveals clearly enough the alternatives with which England will be faced at the close of the war. She will be compelled either to internationalize her sea power so as to secure the interest of neutrals by their formal representation, or she will find herself confronted by a greater power, like that of America, who may act either for herself, as Mahan would seem to wish, or on behalf of neutrals as well."

What is the situation that gives rise to Mr. Angell's belief that there is one thing in international politics concerning which there is certainty? "America's situation under the existing condition of sea law will not be left by the Americans where the present incidents leave it," says Mr. Angell, and "the present condition of sea law" is reflected in the admission of a famous English writer, who, "although he takes the ground that Britain's authority at sea is already too curtailed, admits that the present law leaves the prize courts the right to administer not the law of England, but the law of nations, and to decide every material question affecting the rights of neutrals."

America's Regretted Assent

Mr. Angell asks: "Has even the American realized what the effect of public discussion of this situation in the heated atmosphere of wartime is likely to be?" and adds, "Of course the American will discuss it more and more during the next few months, and that discussion will bring out with growing clearness the fact that he has not the slightest right of protest, since all this takes place as part of a condition of things to which he has agreed! He will realize increasingly that in the present condition of international law it is an inevitable concomitant of sea power; that as the sea, unlike the land, is 'one,' supremacy cannot be divided; that the dominant navy of the world dominates not merely the territory of the nation to which it belongs, but the approaches to and the highways between all territories and all nations; that it controls and dominates the traffic of mankind; that the executive power in the administration of this law which stretches over the whole planet and affects the commerce of every country in it is simply and purely a

matter of might. For if we could imagine the German navy destroying the British, it is Germany that would exercise this power over the world's movements at sea; in other circumstances it might be Japan or Russia. The American—always sentimental in the mass—may find also that such things as contraband, absolute and conditional, can be interpreted by the nation which thus happens to be momentarily triumphant at sea in so wide a fashion as to touch the deeper human intentions of all international conventions and the attempt to humanize the waging of war. After all, blockade means treating a country like a beleaguered fortress. You might conceivably get a condition in which a whole nation was reduced to absolute starvation, including the women and children, by the direct action of some foreign Government preventing the dispatch of American food there.

This American, having subscribed to the general rule that war shall not be carried on by means of pressure on the non-combatant population, might find the law to which she had assented sanctioning that very thing. The American attitude and temper which England has as yet failed to understand are those of "the ordinary American."

"This ordinary American has had no knowledge of the details of sea law, of conditional and absolute contraband, and so forth, but has lived in the absolute conviction that the United States, by her past wars, by the respect which she is able to impose for her flag, by the power of her navy and army, had acquired the right to go about her lawful business on the high seas without let or hindrance from any earthly power; that an American ship, flying the American flag, carrying goods to a country with which America and all the rest of the world was at peace, could go secure and unmolested; that an American merchant had at least won the right, backed by the power of his country to trade with the four corners of the world. And now he learns—to put it briefly and without legal refinement—that it is all a fiction. And that realization is bound to give impetus to a demand not for small concessions of detail in the administration of contraband law, but for fundamental and radical changes in the matter of the complete control of the sea as a whole."

Correcting England's View

In conclusion the author says: "Now it is very much in the interest of civilization that the real nature of the conflict should be made plain by Americans to the British public as soon as possible. It is important to disabuse the English mind of the belief that the discussion is about small points of contraband or the purchase of ships. It will help to a better understanding of some of the issues which must be settled at the peace—and to know what it is fighting for is one of Europe's great needs just now—If America makes it plain that she must in the end stand for the neutralization of the sea and the more thorough internationalization of sea law; that that is one of the stones which she is to contribute to the foundations of a real society of nations. That will mean for England in some measure the recasting of her whole national policy, a relaying in some measure of the foundations of her national security. This only makes it the more important that she should not come to the task unprepared by any real understanding of America's position. America should make it very plain that in this effort she wants England's co-operation; that if such co-operation is freely and cordially given England may still perhaps be able to hold her sea power as a great international trust."

Strawberries or War

From the St. Louis Post-Dispatch. Nowadays when a bawling cry breaks the dead calm of neighborhood you peer down the street uncertain whether the coming santon is a war extra or a strawberry wagon. "Strawberry-w" and "strawberry-w" and "war-w" in the mouths of news-berry vendors are musically delightful, tantalizingly indistinguishable. But the fact that a sweet singer on a load of luscious strawberries may precipitate mortal terror into peaceful environs and suggest visions of carnage; likewise that a rascous herald of bloody horrors can tempt, deceive and keenly disappoint our palates are sorry consequences of coarseness. Either eventually it is insupportably tragic—but which is the

more so? We feel that something ought to be done about it—but what? Shall we permit the war to ruin our strawberry season, mock our joys and turn sweet fruits of peace to gall and bitterness in our mouths—or shall we soften the innocent howling hyena who hucks Nature's succulent wares in the manner of a call to arms that brings women to tears and makes every molluscoid tremble?

ITALY IN THE GREAT WAR

To the Editor of the Evening Ledger: "What Can Italy Do in Europe's Big War?" was a heading that greatly surprised us in last Friday's EVENING LEDGER. Being daily readers of your valuable paper, and having studied the Italian situation very closely up to date, we have come to the conclusion that Mr. Frank H. Simonds, the author of the article bearing the above heading, was wrong and we thought we would point out a few of his mistakes.

First of all, Mr. Simonds does not know Italy's plans in case of war. And, therefore, he should not have stated that Italy would not be able to take up the road to Vienna or Budapest with the opening of hostilities. It is clear that reinforcements are badly needed by the Italians. Conceivably an army sent by the Allies will be sent against the Austrian Tyrol in an effort to oust the Austrians.

The Germans will not easily cross a corner of Switzerland when the latter is neutral. Italy will approximately put 1,300,000 men in the field, and they should not be well equipped and trained, as Mr. Simonds says, but they already are. The Italian fleet, which is strong in dread-noughts, will bring much help actually needed by the Allies. The Italian army also enters the conflict with a reputation already made in Abyssinia and Tripoli. It did much to win the respect of the soldiers of the world on account of its gentlemanly acts, which may not be said of Germany.

The following are Italy's probable reasons for entering the war zone: How was it possible for Italy to believe promises made by Germany, when the latter has early and without hesitancy, without even thinking twice, violated the treaties that obliged her to respect the neutrality of Belgium and Luxemburg? How could Italy have faith in a Government that was guilty of the Lusitania disaster and which did not hesitate to murder women and children for the sake of sinking war material destined to England? F. CAPANO and A. MUCCHETTI Philadelphia, May 22.

RECOMMENDING A BOOK

To the Editor of the Evening Ledger: "Sir—I read with much interest the article on 'Discoveries in Democratic Poetry' in your issue of last Tuesday, by Mr. Lucien B. Hipchock. Near the close he says: 'The gallery of these portraits is, perhaps, the finest composite picture of life in a country town of the United States that was ever made. I would like to see Mr. Hipchock if he has read 'The Damnation of Theron Ware,' by Harold Frederic? If not, he should do so without delay.' EDWARD MCARDLE, Millville, N. J., May 22.

AN ANCIENT RIGHT

Ancient right unnoticed, as the breath we draw Leave to live, by no man's leave, underneath the law. —Kipling.

AMUSEMENTS

B. F. KEITH'S THEATRE CHESTNUT AND TWELFTH STREETS BILL OF EXCLUSIVE FEATURES ORVILLE HAROLD BILLY B. VAN & BEAUMONT SISTERS "THE BROKEN MIRROR," BONITA & LEW HEARN, AND OTHER STAR FEATRES

Stanley THE MARKET ST ABOVE 16TH PICTURES 11 A. M. TO 11 P. M. HOUSE PETERS HOUSE SWEET IN "STOLEN GOODS" Added Attraction—Exclusive Showing Thursday, Friday, Saturday—"WILD GOOSE CHASE"

FORREST—LAST WEEK 25c & 50c TWICE DAILY—2:30 and 8:30 MAWSON'S ANTARCTIC MOTION PICTURES FULL OF THRILLS AND LAUGHTER Bring the Children to the Matinee

GARRICK—10c, 15c, 25c CONTINUOUS 11 A. M. TO 11 P. M. All This Week—Engagement Extended SUBMARINE MOTION PICTURES ONLY FILMS OF KIND EVER TAKEN Another Charley Chaplin Screen Also

GLOBE MARKET & JUNIPER PHOTOPLAYS 1:15 TO 11:15 P. M. PRICES, 10c, 15c, 25c FIRST SHOWING "FOUR FEATHERS" SALISBURY'S "WILD LIFE" PICTURES

ARCADIA CHESTNUT, Below 16th St. Photo-play—Continuons 11 A. M. TO 11 P. M. ALL-STAR CAST—"THE WOMAN"

NIXON'S BILLY BOUNCER'S CIRQUE; AL WHIPPER'S "MIDLAND"; MARY W. KELLY; LUCY; W. J. COLEMAN; JED A. BREL Today 2:15, 7 & 9 DOLE LAUGHING PICTURES

LITTLE THEATRE Performance by MICKADO at 8:15 for the benefit of the University Settlement. Tickets can be bought at theatre. NEW WOODSIDE PARK THEATRE TONIGHT "LITTLE BOY BLUE" AT 8:15 TROCADERO STOP, LOOK and LISTEN and MILO