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PHILADELPHIA, TUESDAY, JULY 27, 1915.

It matters less to a boy who his father is than what he is able to do for himself.

The Way Out

THE case of the Leelanaw is the case of the Frye. So far as the relations of Germany and the United States over this particular victim of submarine warfare are concerned, the issues involved seem practically the same as before. But there is one large difference in fact, which is of considerable Importance in connection with the latest note. It illumines a change in the methods of under-sea attack which promises a way out for the two nations,

General comment on the new note indicates that Germany must either satisfy the United States by radically changing or practically abandoning her submarine tactics, or a diplomatic break must come. Not enough attention has been given to the new view of under-sea tactics expressed in the third note as compared with the first.

The first pointed out that the United States' objection to the submarine campaign

in the practical impossibility of employing in the practical impossibility of employing submarines in the destruction of commerce without disregarding those rules of fair-ness, reason, justice and humanity which all modern opinion regards as imperative.

On the other hand, the new note says: The events of the last two months have learly indicated that it is possible and practicable to conduct such submarine operations as have characterized the activity of the Imperial German Navy within the so-called war zone in substantial accord with the accepted practices of regulated warfare. The whole world has looked with interest and increasing satisfaction at the demonstration of that possibility by German naval commanders. It is manifestly possible, therefore, to lift the whole practice of sub-marine attack above the criticism which it aroused and remove the chief causes of offense

Between the writing of those two paragraphs Germany not only showed a greater consideration for life on vessels attacked; she proved that her larger submarines, practically light cruisers or destroyers at the surface, could lay a doubtful vessel under her guns, send a search officer safely aboard, examine papers and cargo, make a reasoned judgment on contraband and plan to some extent for the safety of the crew.

If anything is to continue the friendly relations of the two nations in the face of Germany's determination to attack British shipping by submarine, it will be developments along the lines indicated in the above quotation. The facts of the attack on the Leelanaw show plainly enough the chance which the note hints at "to lift the whole practice of submarine attack above the criticism which it has aroused and remove the chief causes of offense."

Proper reparation must be made for the Leelanaw as for the Frye; but its sinking may serve to show the way out.

Translating Plain English

ONE difficulty in the way of international correspondence, so far as a mutual understanding is concerned, may lie in the inadequacy of translation. This may apply to the people of a nation rather than to their Government. At any rate, the Kaiser's translators are said to have almost "sweated blood" in their attempt to render the third American note into the German language. Even then they had to employ the device of quoting an original phrase or two in parentheses. Though diplomatic language stands in a class by itself, with its own peculiar method of interpretation, the translators were chiefly bothered, one might guess, by too much literary style. The Wilsonian style seems to have won considerable admiration among educated Germans. This is all the more remarkable on remembering Walter Pater's dictum, "Style is thought."

The difficulties of translation in the case of diplomatic correspondence are not to be wondered at. Cowper said of the Iliad and the Odyssey in Pope's hands that they had "no more the air of antiquity than if he himself had invented them," and Pope himself remarked that "some of Homer's translations have swelled into fustian, and others sunk into fistness." Translations at the best are poor apologies for the original. The very atmosphere of the original often conveys its sense. It will be regrettable, therefore, if Germany shows that it cannot understand the English language. At present Germany seems puzzled over whether the latest Wilson pote is an ultimatum, a penultimatum or an ente-penultimatum.

Virtue of "Sensational News"

TT 18 the duty of the American citizen to read sensational news of the kind which has been coming from Chicago in connection with the Eastland horror. It is an important part of his education. To glance at the beadlines and feet the momentary shock of mingled abhorrence and indignation is not enough. The whole ghantly story of the tracie event which outrivals in diabelical cruelty the Iroquels fire or the Slocum diaparer demands the serious, thoughtful, thorough attention of the reader, not mercly a twist emotional response. In parts the story be nevolting, but that is no excuse for turn-

Let the official investigators prosecute since work with vigor and framesa, but let ing mullic take upon tasif as a duty to conor the facts as fact as they become availthe and form an opinion. The function of the mind is to think. In thinking there is , views will count, too.

no reason for prograstination. That virtue which we call open-mindedness is apt to become a vice and a danger by our putting off till temorrow the thinking we can do today. If the function of the mind is to think, to the great civic duty of the public consists in public opinion. It never ceases for an instant. The news regarding the Eastland is sensational news in a sense which only adds to the obligation of the public to read it and learn its lessons and profit by those lessons. It is sensational in the sense that it concerns human life and the destruction of hu-

Public sympathy is not in doubt. Neither Is public conscience. Both are strengthened by exercise. And both are known by their works.

The Canutes at Harrisburg

FITHE P. R. T. is dependent for success on the progress and growth of Philadelphia, Its interests are the city's interests. It cannot hamstring Philadelphia without hamstringing itself.

It is exasperating to good citizens that this great company should send a representative to Harrisburg to plead that a law enacted 50 years ago is now a complete barrier to rapid transit in Philadelphia, a law, incidentally, which prohibited the construction of a railroad on or along Broad street, as was right, but which plainly did not contemplate in its prohibition a railroad under Broad street. Underground railroads were not then known. And it must have been humiliating to the P. R. T. to be attacking the legality of a project to which it itself had agreed in special conference. For a Broad street subway was the most important feature of the plan which the P. R. T. officials told Director Taylor they would accept.

The second objection urged by the P. R. T., that an act of 1873 insures the 13th and 15th street lines against competition on Broad street, is equally surprising. No Government can barter away in perpetuity inherent rights. No contract can retain its validity if its effect is to make a country village of a great city. It is humiliating that a progressive corporation should search the statute books for ancient paragraphs in which it struggles to discover some technical objection to the achievement of the desires of two millions of

The third objection of the P. R. T., relating to a supposed 90-day option on the right to build necessary lines, is futile, for it is a matter of record that the P. R. T. specifically surrendered the right to construct a Broad street subway, and there is good reason to believe that it also specifically surrendered its option on the Frankford elevated. Certainly, at any rate, the company cannot claim an option on a Broad street subway when it is contemporaneously alleging that the construction of such a line is legally impossible. It is wrong in one contention or the other and probably in both.

New York's 633 miles of rapid transit track, Chicago's 275 and Boston's 36 are a sufficient answer as to whether or not subways and elevated lines are necessary in Philadelphia. Nor is there any claim that they are not necessary. The obstructionists have given up the fight along those lines as hopeless. They have fastened their eyes on the statute books and on the technicalities of law, trusting that in some way they may be able to keep an iron collar on Philadelphia's throat, suffocate the community and put an absolute veto on progress. They may be able to delay the beginning of construction for a short time. But they are Canutes sweeping back the sea when they endeavor to stand between two millions of people and their necessities.

There will be rapid transit in Philadelphia, preferably with the assistance of the P. R. T., but rapid transit anyhow.

Peace Prospects Always Bright

THE Kaiser is again talking of Christmas dinners-one in Warsaw and one in Calais, as he expects to be in both places at that time. The war will end about Christmas, he is reported to have said. The English, according to some of their spokesmen. are just beginning to fight. Meanwhile the French are sawing wood and saying nothing. A diligent student of the Bible has figured it out, from the Old Testament prophets and the Book of Revelations, that the war will end January 1, 1918. Other prognosticators have named other dates. All things considered the prospects of peace are bright. They always are. There is no doubt about it-the war will come to an end.

The little yellow car will go rolling right

The Allies at the Dardanelles have put the 'scoot" in Scutari-

The West Philadelphia police handed one to the Black Hand.

The Russians doubtless feel as snug as a rug in a Bug-and about as happy.

There is a good deal of difference between

If the Mexicans want to fight why don't they go to Europe, where the fighting is

"buy a bale" and "buy a Belgium."

good? The South's cotton crop may fall off in 1915; but the guncotton crop will be more

than up to scratch. Three thousand miles of ocean used to be a good defense, but that was in the days when 100 miles was a long journey.

The danger of getting a bad Mayor is not half so had as of getting a bad Councils. Councilmen sort of sneak in while nobody is looking-

Yes, indeed, the trip of the junketerguardsman put Philadelphia on the map. But a longer absence would have done a lot more

It is announced that Berlin will not send a reply to the last American note before August. As a matter of fact, the answer will be what her aubmarines do or do not do

"Tell us, Governor Brumbaugh," my the angious suffragists, "what is your honest opinion of votes for sumer." Unfortunately, "Jim" McNichol and "Ed" Vare's

ITALIAN SPORTSMEN GOING TO THE FRONT

One Club Has Sent Nearly 300 Members - Success of Popular Subscriptions for the Relief of the Soldiers' Families.

By ADALBERTO CAPORALE

F ANY more proofs were needed to complete the picture of the unanimous enthustasm with which the Italians first demanded and then greeted the present war against their traditional foe, one of a very decided character would be found in the result of the efforts made by almost every newspaper. whether large or small, in Italy, to raise funds with which to help the families of those who shed their blood for the redemption of the "unredeemed." The appeal was launched to the Italian people in a moment In which the Government was asking the Italians to subscribe to the war loan, running into several hundred millions, and when the general economic conditions in Italy were, in consequence of the European conflict, not at the best.

However, while the loans were completely subscribed, the Italians responded cheerfully and generously to the appeal for the soldiers' families. One single newspaper, the Corriere della Sera, which, is also the most prosperous unit in the Italian press, had raised in less than a month, up to June 28, the sum of \$923,000. And results which are not far from this figure have been attained also by other large newspapers, including La Tribuna, Il Giornale d'Italia, La Stampa and others. If the people, the rich and the poor allke, contribute one million dollars in a month or so to the fund of a single newspaper for the aid of the soldlers' familles, it cannot be denied that the whole nation favors this war of liberation, the third war of Independence, as the Italians call it.

Sports Clubs Deserted

And, while contributing money toward the war, the Italians are still asking to be sent to the front. The sport societies of all the big cities are deserted, for their members have gone to the firing line or are impatiently waiting for their chance. Not a single man is to be found in the offices or on the track of the Milan Auto Club. Among those who left are Marquis Camillo di Soragna, who is in the navy, and Count Aldo Bonacossa, who is a sublicutenant of the engineers corps. The club has sent to the front nearly 300 members, almost all volunteers, and a large number of volunteers has been given also by the Italian Football Federation. The same thing can be said of all the sport organizations in Italy.

Thus the morale of the Italian people continues to be the highest that could be desired, and not only among the fighting soldlers, but also among those who, while nursing the most patriotic sentiments, are anxiously waiting for news of their relatives. Prof. Ettore De Toni, a teacher in the Foscarini College of Venice, had his son killed in battle on the Austrian front. His colleagues and friends wrote to him expressing their condolence for the death of the young man, but the grieved father replied to them all with a letter, in which he announced that his younger son had decided to enlist to take his dead brother's place, and he, his father, had

raised no objection. He added in his letter: "I regret only one thing, that some of my friends have made it appear as if I had a right to share my son's heroic action. It is not so. I have done nothing, and my generation has done nothing of what the old and the new are doing. My ancestors fought against the traditional enemy, and now my sons are fighting the same foe. They are doing what we ourselves had to do, were it not for the sake of a peace which lately became a state of slavery. We wanted to save our own blood at the price of what is our blood, too."

Sanding Patriotic Rooks to the Soldiers

Another feature of this Italian war is that a committee has been formed at Milan to collect books and distribute them among the soldlers at the front. Fifty thousand volumes have already been collected and sent to the front, where they are being circulated among the soldiers. They are mainly books relating to the present war, in which the motives of Italian intervention are explained, or novels of a historic and patriotic charac-

At the front, while the King and General Cadorna were reviewing a regiment of Bersaglieri, the commander-in-chief of the Italian army called out of the ranks a soldier and introduced him to the King, who cordially and repeatedly shook hands and chatted a while with him. The soldier was a Salesian monk, who had been until a few days before the declaration of war the rector of the Salesian Institute of Trieste. He is the Rev. Michele Rubino. Cadorna had known him for a long time, as he had met him in one of his trips to the Irredents. A couple of days before the war was declared the chief of the Italian General Staff sent the following telegram to Father Rubino: "A happy birthday." telegram had its meaning for the Salesian father, who immediately left Trieste. If he had delayed one day his departure would not have been possible.

ASSISTING NATURE

From the Independent. Jo Thurber, "bos'n" of the United States revenus cutter the Bear, has discovered how that very valuable animal, the fur-seal, may be that very valuable animal, the fur-seal, may be conserved. The race has been reduced from millions to a scant 30,000 principally because of the starvation of the pups left ashers while the grown-uph, securing the seas, are speared and shot by seal-fishers. On board the Bear were several belpiess little seals, thin and acrawny, now and then one of them dying, despite the milk that was fed to them each day. In playing with a favorite pup, which gnawed at his hands with its toothless gums. Thurber accidentally snapped a ligament found Thurber accidentally snapped a ligament found across the laws of all young scals. A day or two later he was amazed to find the same little pup devouring a fish that he had somehow secured. The discovery caused no little excitement aboard. The ligaments across the mouths of the others were broken, and where the teeth had not appeared the growth was hastened by rubbing the Jawa and forcing back the flesh of the guns. These youngsters followed the ex-ample of the first in setting fish that was offered

About a dozen of the scale so "weaped" were shipped to the Fisheries Bureau. Bos'n Thurber's dimovery may save the lives of thousands every year. But the revenue cutter crews will have to sack out each deserted seal, break the ligament and help its teething.

DEMOCRACY AND THE WAR

DEMOCRACY AND THE WAR

B. G. Wells in the New Republic.

It is no use denying that the Central Powers were not only better prepared for this war at the outset, but that on the whole they have met the occasions of the war as they have so far arisen with much more collective intelligence, will power and energy that any of the Allies, not even excepting France. They have succeeded not merely in meeting enormous military requirements better, but in keeping the material side of their national life steadure under greater stresses. It is idle for this writer to preture to think that the United States would pasks airs better showing in this matter than Great Beitain

the Great Reliain
The British Coverancent has been excellent in asymmetr and admirable in rhetoric, but it i

has been shock, indolent and investly in all mattern of material organization; it has muddled and wasted cational feeling, and it has been manifestly afraid of the press and overseonstive to public olamor. It has shown all the merits and fallures one might have expected from a body of political lawyers, trained in the arts of making things seem right, wary and prepared to wait and see what obsances the adversary will give, and as incorpable of practical foresish, as remote from the business of making real things go right, as heliosed muss.

If the present Governments of Great Britain and the United States are the best sort of governments that democracy can produce, then democracy is bound, if not this time then next time or the time after, to be completely overcome and superseded by some form of authoritative State organization.

LETTERS FROM THE PEOPLE

Russian Soldier Describes Equipment and Leadership of Czar's Army-Chester Heights Camp Ground.

To the Editor of the Evening Ledger: Sir—It is generally agreed that Russia was caught unprepared, but be it known that their unpreparedness comes from a different source than the general sense of the word implies. We, here in this country, justly howl at a stingy and near-sighted Administration because they refuse up the necessary cash to place ourselves on a proper and equal military and mayal footing with the other great Powers. Such, however, is not and never has been the case in Russia. "Graft," which we here have come to Bok upon as essentially an American word, is carried on in the land of the bear on a scale which makes our own look like petty larceny, for here, at least, there is never a whisper of Federal graft. Russia has spent enormous sums for the maintanance of its army, second I would venture to say only to army, second, I would venture to say, only to Germany. Where then and why does she find herself at this crisis in her present state? Graft. From the highest to the lowest official graft has prevailed. As an instance: Each and every soldier of the rank and file is supposed to include in his equipment three uniforms. It is a rare exception, indeed, that I have ever known one to own over two. I served my four years in the Russian army with one, and I was by no means an exception. The few real de-voted statesmen that Russia can boast of never went further into inspection of Russian arms than to watch from a platform the various army maneuvers, generally of the Cossacks, who, of all the branches of the Russian army, alone were maintained on the proper footing, and now, with the present conduct of war, the most useless branch of the service. When the war broke out doubtless the Czar and his staff thought themselves ready, so to speak, "to go. Their books showed so many tons of powder at Ivangorod and so many at this and that fort. But were they there? No. Let it be remembered that an honest man in Russia was rare and not appreciated, and as unpopular as are all exceptions in any endeavor in any coun-

Hers is the worst equipped and the worst led army in the world. Her officers are all of the "noble" class, a hard drinking, evil-minded, women-mad clique, who studied and obtained their military knowledge in the cafes of Paris and Berlin. Any private in the German service knows more than, 50 per cent. of the Russian officers. In England, too, they make class dis-tinction in their officers. But here the army officers make a profession of and take a pride in their work, where, at least, they earn the re-spect and confidence of the men in the ranks. But can you expect a private who has seen his officer drunk, whenever he has seen him at all; who has abused and bullied him, follow that same officer with any degree of confidence into battle? Under the pretext of capture Russian soldiers are descring by the hundreds of thou-sands. Ill-led, ill-equipped, fighting for they know not what, the fate of the Russian army is scaled. Russian authorities, made a great mis-take when they took from the soldier his vodka. For, having no other incentive, it is only the vodka-inspired soldier who will fight for Russian glory.

K. K. PINKUS. ian glory. Philadelphia, July 24.

CHESTER HEIGHTS CAMP-MEETING

To the Editor of the Evening Ledger: Sir-An article appearing in several daily and weekly papers either written by some on and weekly papers either written by some one not acquainted with the fact or with the purpose of injuring the place, stated that on account of the cheatnut tree blight and the sale of a part of the land, Chester Heights Campineeling Grounds would probably soon be a thing of the past. Here are the facts. The ground sold was wasta land not be the thing of the past. Here are the facts. The ground sold was waste land not in use by the Camp Ground and was sold at a very good figure, yielding enough to wipe out the debt that had been hanging over the place for years. The chestnut trees, cut out on account of blight, represent a very small proportion of the trees in this beautiful grove. Hickory, oak, poplar, walnut and birch are still there in great numbers, so that the chestnuts are not missed. Instead of going backward, Chester Heights has greatly advanced this year, having installed a greatly advanced this year, having installed a greatly advanced this year, having installed a magnificent electric-lighting system, so that all avenues and buildings are brightly lighted. A substantial stonewalk has been built along the main drive into the woods to replace the old boardwalk. The auditorium has been improved, and a new plane purchased for same, thousand people can easily find room in this large building, and over 200 can sit on the plat-form. The drainage of the grounds has been improved; concrete steps have been built place wooden ones; new cottages have been built and old ones repaired and painted. The pullding formerly used as a restaurant is to be turned over to the young people as a recre-ation centre. The camp is better attended thus far than last year, and several special days are expected to bring big crowds from a distance. After the camp the Cottagers' Association will hold a big carnival for three nights, using the proceeds for repairing walks and drives.
G. S. ZANIS,

Chairman Grounds Committee. Chester Heights, Pa., July 26.

"BILLIONS FOR BELGIUM"

To the Editor of the Evening Ledger: Sir-Are you independent enough to print this letter I am sending you-or are you being paid by the Money Trust-and afraid? If not, cannot you see the sublime silliness, the ridiculous egotism, the desire for notoriety and free ad-vertisement, the indifference to the poor and

vertisement, the indifference to the poor and unemployed, the rights of the working man who need the "Billions for Belgium."

Do not the articles in your paper on "Ald Asked for Miners," "Two Are Killed in Bayonne Riot" contrast with "Billions for Belgium?" Herein is food for thought. The miners in Chio, the atrikers in Bayonne and children of our Lines. our Union. Shall we starve and heat them while we feed the Belgians?

Does John Wanamaker consider the cotton farmer of the South, with his family of small children eating raw sweet potatoes because "Daddy can't get credit at the store—he can't sell his cotton?"

sell his cotton? We are not a colony of Great Britain! Let Mr. Wanamaker put some of his "Billions for Belgiums" and his wenderful executive ability

o dividing the millions Schwab and Morgan are piling up into a just division of capital and labor-into model tenements for the poor, with yards and breathing space for the poor little Philadelphia, July 22. SARAH HOPE.

THE ULTIMATE CONSUMER Light, in baliast, a thousand ships Come streaming through our harbor gate; Then, laden down at busy slips. Go out again with stores of freight Bound over sea to the buyer great, Who always calls for more and more. Whose greed not all the world may sate, The ultimate consumer—War.

Ships that come from the Seven Seas, Some that move with stately guit; ome that louer in any breeze, Lured by Wartime's double rate. Mocking all at the hand of fats. Seeking share in the wondrous store, They come to serve, let who berate. The ultimate consumer-War

Buttered hulks once forced aside Battered huns once forced aside

By vessels of a later date;

Proud and sceraful of wind and tide

And fore that under the occan wait,

Again they pass, but sans the state

That marked their going in days of yera;

Servants now of the king of hate.

The ultimate consumer—War.

L/Envoi.

Captain, the risk of the trip is great, And none magnical when a sun will man; But you are serving, despite the strait The ultimate constitute—Was.

THE PORT OF MISSING SHIPS

Was Once Thought to Be the Sargasso Sea, But Now We Know Better-Famous Wrecks That Preceded the Overturn of the Eastland at Her Pier.

By A. WELLESLEY BACUP

I is as treacherous as the great deep. The Eastland would have capsized no more quickly on the Atlantic than near the Clark street bridge, if the capstring conditions

were present. It is easy to say that the boat was unseaworthy-perhaps it was-but other boats supposed to be constructed to weather all storms have sailed into that crowded port of missing ships which is not connected by telegraph or mail with any other city.

The great mystery of the seas, whether inland or bounded by the continents, remains unsolved, though perhaps the Eastland case may provide a cine. Shifting cargoes have without any doubt been responsible for many a missing ship. The cargo of the Eastland shifted, and the rest is a great horror, from the shock of which the nation is still suffering and will suffer till the next tragedy causes a new sensation.

If the Eastland had succeeded in getting into the lake with its precious freight the tragedy might have been greater. A passing steamer would have drawn the curious excursionists to one side of the vessel and the boat would have careened in deep water, far from land, where the lifeboats would have been the only means at hand to save the passengers.

When Ships Break Their Back

The tragedy of the Great Lakes is as great in proportion to their size as the tragedy of the salt sens. Many a vessel has sailed from port to be heard of no more. A fleet of cargo steamers was built some years ago on the theory that there was too much waste space in the hold. The boats were not properly strengthened to stand a storm and one at least of them went to the bottom leaving no trace. The critics of the system of construction used insisted that the strain of the heavy seas broke the back of the boat by forcing the steel plates to act as shears, cutting the rivets clear through and letting the vessel go to the bottom. No one will ever know whether this theory is sound or

There used to be a tradition that the Sargasso Sea was filled with the sodden hulks of the wrecks of centuries, but a little exploration exploded that myth as it earlier proved that men could cross the equator without being burned to death by the perpendicular rays of the sun, and that there were no fire breathing monsters of the deep whose breath would scorch the life out of the venturesome mariner. While the popularly accepted nature of the mysteries of the deep has changed, the mystery remains. The invention of steam did not lessen it, but wireless telegraphy has decreased the number of tragedles that must forever remain unexplained. If it had not been for that most wonderful application of the mysterious force of electricity the fate of the Titanic would have still been a mystery. We should have known that the boat had gone down with all on board, but how it happened would have been explained no more fully than Tyrone Power's note in a bottle explained the fate of the President, the first great steamship to go down in the Atlantic.

When the President Disappeared

The President sailed from New York on March 11, 1841, with 300 persons on board, and was never seen again. When it failed to reach Liverpool on the scheduled date no one was alarmed, for steam navigation was still in its infancy and delays were expected. But days passed and grew into weeks. There was no ocean cable, so it was impossible to communicate quickly with America, or for Americans to learn whether their friends had arrived safely in England. It was thought that the ship might have had to put shto a remote port for repairs. Then a letter was received by the relatives of one of the passengers announcing that the boat had

THE Chicago River is not the sea, but it | stopped at Madeira because her engines and rudder needed attention. The waiting friends took heart of hope and were cheerful for a while. Then an Irish packet arrived, reporting that a large steamer was waiting outside for high water to come in to the Liverpool docks. Every one was sure that this was the President and crowds gathered by the riverside, flags were hoisted and preparations were made to welcome the lost ship,

But it was not the President. The letter from Madeira was discovered to be fraudulent and for years the mystery remained. Finally, some one picked up a bottle in the sea containing a note purporting to be written by Tyrone Power, a distinguished comedian of his time, who had been a passenger on the vessel, announcing that as he wrote the boat was sinking. The note has been accepted as genuine, but that, too, may have been a hoax.

When New York Mourned

The sinking of the Arctic off Cape Race on October 27, 1854, bas been explained, in spite of the dense fog and snowstorm in which she received her death blow. She was in a collision with the French steamer Vesta. The captain of the Arctic thought the other vessel was seriously damaged and that his own ship was unhurt, and he put off with some of his crew in lifeboats to offer assistance only to discover soon after that his own ship was sinking. Some of the pass sengers were saved, but 439 lives were lost. As most of the dead had lived in New York that city was deeply moved by the tragedy, The preachers took it as a text for their sermons and the school readers of a generation or two ago contained extracts from one of the most famous of these sermons, in which the horror of the wreck was described with all the skill of a modern news-

paper writer. The City of Boston, however, which left New York on January 25, 1870, stopped at Halifax three days later and then went out into the unknown, while all its nearly 200 passengers took that great voyage undertaken by those who go to the bottom of the sea. Another passenger ship that met the same fate was the Colombo, that sailed from Boston seven years later and vanished as completely as though it had never existed.

To pass from passenger to freight steamers, the case of the Naronic, of the White Star Line, is one of the most interesting. This ship was one of the biggest of her class, was almost new and was in the best condition. She was so stanch that it was thought she could weather the worst storm that ever raged over the restless waves. But she never reached the port of living ships, and the only trace of her that was ever found was one of her boats, picked up in midocean some weeks after she sailed. This silent, inanimate survivor of the wreck contained not a trace of evidence which world explain what had become of the great freighter. It may have been blown up by a boiler explosion, or it may have been capsized by shifting cargo, or any one of the thousand and one causes which bring disaster on the deep may have been responsible for its disappearance. It has doubtless rusted away in the bottom of the sea, for the modern steel vessel is so built that it can no longer be said that its bones are bleaching on the sands of the ocean's bed. And they never did bleach there, anyway.

The science of navigation has not profited by the lesson of the missing ships, for no one has ever come back to read that lesson to the marine constructors. builders have thereby escaped much amateur advice, such as was lavished by an outraged and indignant public at the time of the Titanic disaster, when every man who could use a pen was telling the rest of us how to prevent a repetition of similar disasters. The lesson of the Eastland, however, is apparently so clear that it teaches itself.

THE BELL IN PORTLAND

How the People of the West Read the Lesson It Teaches.

From the Portland (Ore.) Journal. It is not the metal in the bell that draws the crowds. It is not the clapper that used to swing back and forth that the multitudes gather to see. It is not the outlines and physical tour of the mass of ancient alloy in the bell that interest all these people and call forth all this pomp and ceremony and concerned pro-

The bell is a plain old affair, and it was never

a very good one. It cannot even be rung be-cause of the great rift in its side. The old mass of metal is loved for what it symbolizes. It rang out tidings of great joy to mankind. The notes from its throat were music to men of old in that they declared the doctrine that all men are free and equal and that governments derive their just powers from the con-sent of the governed. It was so tremendous a message, a message so new to mankind, that

the old metal vibrates yet.

All over the world the Liberty Bell is ringing still. Its echoes roll on from Maine to the Philippines and from Oregon to Africa and the Islands of the sea. They will sweep on and on with the song of liberty until a time when the dwellers in heathen lands will catch the inspiration and rise into the full stature and house and tion and rise into the full stature and hopes and

urposes of manhood. Eack of the bell that Portland gazed on today is a great body of principles and free institu-tions and citizens of whom every one is a sov-ereign. Back of it is a ballot box and a Constioreign, grack of it is a bailet look and a Consti-tution and a free people, whose allegiance is not to a throne, but to themselves and their chil-dren and their children's children. Back of it is a flag that floats ever armies only of defense and freedom, a flag unblemished by conquest and untainted by aggression.

For 135 years the things back of the bell have been the subject of dreams and air castles and

longings by the oppressed in every country in the world. The Irishman sings of them in "The Wearing of the Green" and the Polish peasant muses of them as he mourns over the loss of his own national life. The Finnish immigrant sets

muses of them as he mourns over the less of his own national life. The Finnish immigrant sets westward with his slender store to reach a shore where he has heard that the yoke is easier and the burden lighter.

The migrations of people all these years toward the setting sun have been the effort of human beings to get away from hampered and narrowed life into a faller and bigger existence in the land where every citizen wears a crown and every individual is a king.

and every individual is a king.

Nor did the things behind the old bell ever mean more than they much today. The experimean more than they mean today. The experiment in free government never stood so rully vindicated by events. Our fields and meadows are unseased by battle treaches and are green and yellow with grains and grasses for the handsandman. Our streams are uncrimoned with the blood of our sons, but coul and crystal gurgle and murmur the melodies of peace. Our creducte are unabattered by war shells, but green under the fruitage waiting for the harvest. Our homes are undown by the recruiting miscers and our stalwart bors are among us, and with us and by us in the sweet walks through the green meadows and by the still waters of bappiness and nece.

the groun meadows and by the still waters of heavilless and needs and by the still waters of heavilless and needs.

These shings are the kind of life the old hell proclaimed for me, and they are delighted things in contrast with the hidrogen appearings in poor.

sister nations. Our country is a country with a great human heart, and it is because it has that heart and stands for love and peace and justice and humanism that the thousands outthroat first proclaimed the coming of our own United States.

COST OF A STOP

From the Independent. From the Independent.

What does it cost to stop a train? According to the investigations of General Manager F. W. Green, of the Louisiana and Arkansas Railway, it is 61 cents. Of course, the stopping of light suburban trains costs much less and that of great, heavy expresses two or three times as much, but on the average 61 cents will cover the bill. The amount is itemized as follows: Thirty-one cents is expended in coal used by the engine to get the train under way again, 10 cents measures the time lost by the again, 10 cents measures the time lost by the train crew owing to the stop, and the remain-ing 20 cents is wear and tear.

LIFE AT ATLANTIC CITY From the Atlantic City Review.
Wanted! A sunburn lotion that lotions.

THE NATIONAL POINT OF VIEW Conviction of sin is the ordinary prelude to repentance and it is to be hoped it will prove such in the case of the financial agent of the Progressive party.-Sait Lake City Herald-

The saloon is a luxury, and those well-to-do economists who believe in it as an institution (for other people) ought to be made to take it into their own neighborhoods and support it out of their own pockets.—Kansus City Times.

The United States Government might well follow the example of the Germans in Umited degree and thereby insure its own security without inviting any reasonable charge of adoptmilitaristic pelicy.-Colorado Springs

Gazette. One important result of the creation of an advisory board composed of distinguished civilians will be growth of understanding of the may's needs and of the action that should be taken at Washington to meet its requirements.— Rochester Post Express.

The revival of industry, the assurance of easy monetary conditions and continued brilliant op prospects are the foundations of the confident feeling in business circles today, com-plately neutralising the effects of a serious situation in international politics—Pittaburgh

AMUSEMENTS

B. F. KEITH'S THEATRE CHESTNUT AND TWELTH STREETS BIG MID-SUMMEN JOBILES! LILLIAN SHAW Bell Pamily; Riggs & Witchie; Dalaimer & Sheppard, and Other Star Features. Lillian Shaw will propose at the Seith Har 1:30 to 2:30 today