## Evening & Ledger

PUBLIC LEDGER COMPANY

POHN C. MARTIN ...... General Business Manager

Published daily at Powise Lances Building. Independence Square, Philadelphia. Broad and Chestnut Streets
Press-Union Building
170-A. Metropolitan Tower
828 Ford Building
408 Chobe Democrat Building
1302 Tribune Building
.8 Waterino Pince, Pall Mail, S. W.

rier, Darty Onit, six cents. By mail, postpal of Philadelphia, except where foreign postage at Daity Onit, one month, twenty-five cents wit, one year, three dollars. All mail sub-payable in advance.

Rubecthers, with Notice—Subscribers wishing address changed must give old as well as new address. KEYSTONE, MAIN 3000 BELL, 2000 WALNUT

ENTRIED AT THE PHILADELPHIA POSTOFFICE AS ARCOND-

THE AVERAGE NET PAID DAILY CIRCULA-TION OF THE EVENING LEDGER FOR SEPTEMBER WAS 100,008.

PHILADELPHIA, SATURDAY, OCTOBER 16, 1918.

These who have not are usually more generous givers than those who have. That te why they have not.

#### BERHAPS

TT IS informally announced that the proposed reorganization of the postal service, with the abandonment of the pneumation tubes and the adoption of automobiles for ctions, will increase the speed of colotions 20 per cent.

Perhaps this can be done. But innovators are too often like political campaigners: They claim everything before the showdown and then run to cover when they are wrong.

#### THE HILLS ARE GUILTY

FTURE Gaillard, or Culebra, Cut offered the most serious problem in the construction of the Panama Canal. Colonel Gaillard, on whom fell the responsibility for this particular task and who died at the moment of its completion as the result of illness occasioned by his gigantic labor, protested vigorously against turning water into the excavation until it had been entirely completed by dry cutting. He doubted the wisdom of attempting to dredge. He felt so strongly on the subject that he required a record of his protest to be filed. Then he went ahead, as a good soldier should, and put dredges to work.

The engineering problem is not of great Importance now, nor does it reflect in the slightest on Colonel Gaillard's superiors that wet cutting seemed to them preferable to dry cutting, yet it is due the fame of a great engineer to have it rece ied now that his way would probably have en the better way. The blocking of the canal at this time is a national disaster and doubtless some effort will be made in Congress to institute an inquiry. If so, the committee need go no further than the eternal hills that rise triumphant by the side of the most stupendous engineering feat ever undertaken by man. In them it will find its answer,

## HAVING A "GOOD" TIME

HE French phrase "s'amuser." known in the title of Hugo's play, "Le Roi S'Amuse" (on which "Rigoletto" is based), means simply to have a good time. The King, in Hugo's play, has a good time, which is a very bad time for everybody else. When a great many people have a good time the result is usually a good time in the other

That is the reason why the Evenino LEDGER tôday devotes an entire supplement to the city's amusements. The theatre, dancing and music have long been the standard amusements of Americans. To them has lately been added the most popular of allthe photoplay. All of them satisfy certain longings recognizable in humanity the world over. Action and feeling are combined in two of them. Action and feeling each inspire the third and fourth. And all four stand together. All are the clean, cheerful amusements of a cheerful world.

Perhaps we ought to be good because we ought and not because we are happy. The fact is that happiness and goodness most often go together. And if a city starts with happiness in its amusements as its ideal, there will be so much less misery and misfortune

## A NICE POINT OF HONOR

PRANCE has set an example which Ger-I many might well follow when the six warrant officers of the interned Kronprinz Wilhelm reach Berlin. The officers were allowed to come and go as they pleased on giving their word that they would not attempt to leave the United States. But they have disappeared after buying and fitting out a sixty-foot sailing yacht with an aux-Hary engine.

When a French aviator, who had to land in Switzerland because of engine troubles and was interned, broke his parole and reported for duty in Paris, the War Office sent him back to Switzerland because France, through him, had given her word that he would not attempt to enter the military service again.

Those who have confidence in German honor are expecting the Kaiser to rebuke the officers of the Kronprins Wilhelm and to send them back to Norfolk to remain until seace is declared. Those who have no faith in German high-mindedness are expecting m to be welcomed with open arms and a "Well done, good and faithful servant," We may see how Germany stands the test.

## THE LIMITS OF PATIENCE

INTICE has so often been mocked that it suffered very little from the outburst of udge Ben B. Lindsey the other day. Judge Lindsey engaged in a fight, called names and was ejected from the courtroom where he is plaintiff in a suit of criminal libel. The pity of it is that Judge Lindsey chose nt so openly a charge which has

hing to do with his life-work. There have been destardly and chameful attacks ado on him as a Judge. He has been led to defend with his own honor the conos of those who trusted in him. He as been second of dreadful crimes, and

was only the anapping of the overdrawn

cord that caused the unhappy scene in Denver. Judge Lindsey was accused of neglecting his proper work in order to make speeches advertising himself. The accusation is silly, but it is not one where a question of evidence can be brought up. That is precisely what Judge Lindsey tried to do.

In Denver, it seems, those who try to perform great services are nagged and driven and made unhappy until nerves and fibre can stand the strain no longer. That is Judge Lindsey's reward for the years of endeavor on the Juvenile Court bench.

#### PORTER FOR RAPID TRANSIT

 $M^{\mathrm{R.~PORTER}}$  has signed the transit pledge. There can be no doubt where he stands. He is with Director Taylor, who mapped out the comprehensive system, and with the management of the P. R. T., that agreed on it as a good system and on the terms for its operation s good terms; and he is with, finally, the great mass of citizens who have determined that they shall have adequate transportation facilities.

Mr. Porter wants the agreement made between the Department of Transit and the P. R. T. put into force. He wants to see a universal five-cent fare. He wants to have the exchange tickets abolished. He wants to do these things, as Director Taylor wants to do them, with perfect fairness both to the city and to the operating company. He favors the protection of vested capital, honestly invested and fairly used.

There is nothing that stands between the people and the achievement of their desires except a group of selfish politicians. The transit company is on record as favoring the plans. There is none to object except a few "leaders," who do not wish this situation to pass without their getting something out of it. It is a simple thing for the people of Philadelphia to take matters into their own hands and decide this great issue now and for all time. All that they have to do is vote for candidates who favor rapid transit and against candidates who do not favor it. They will have no difficulty in discriminating between the true and the false friends of transit, for full publicity will take care of that part of the situation.

#### CHILDREN NEED MOTHERING

THE most important revelation made in I the conference to discuss what is to be done with the nine and a half million dollars of the Carson and Ellis bequests for the education of orphans was that the persons who have given most thought to the subject have concluded that the institution exists for the benefit of the child.

It is only within recent years that men have begun to recognize that either the State or the philanthropical organizations had any obligations to the child as such. Emphasis has been placed on the necessity of taking care of the State or the city and not on making the most of the dependent young. But we have children's courts nowadays and child labor laws and mothers' pension statutes, all intended to protect the child who needs mothering in some form or other for many years after it begins to walk

It has been discovered that while artificial brooders may do for chickens, the product of the great juvenile institution is dwarfed in his affections and atrophied in his social development. It is impossible to make good citizens by pouring children into the hopper of an institution and waiting for them to come out perfectly developed. A dependent child needs a home and a few companions and as much mothering as can be supplied.

## COMPETITIVE BARBARITY

THE use of poisonous gases by the Ger-I mans and the continued raiding of London by Zeppelins are provoking in England a demand for treating the Germans with greater barbarity than they have shown toward their enemies. The English have already begun to use chlorine gas. Members of Parliament are saying that the policy of vengeance must be continued until a fleet of two hundred or more airships have succeeded in dropping bombs on Cologne, Coburg and other German towns, killing noncombatant women and children. They maintain that nothing short of a greater destruction of bables than Germany has been guilty of will induce the Germans to be humane.

They do not know the nature of the passions that have been aroused or they would not make so great a blunder. British barbarity, instead of checking German crueity, would stir the Germans to the invention of new outrages, and the competitive barbarity would continue until all the furies were let loose and new ones conceived to wreak a greater vengeance for every injury suffered. The war for civilization must be a civilized

Is Delcasse a French Bryan?

They cured that old man of anthrax, but

Judge Lindsey did his best to meet his opponent with a knockdown argument.

The Germans weren't smoked out at La Bassee. And they are rather familiar with

Familiarity and frequent repetitions have caused the German Zeppelins to go stale. Yesterday they hit 14 soldiers in London.

The Administration will have to eat its words about high tariff before it completes its plans for raising all the revenue needed

The King of Montenegro, who refused to

build roads in his country lest Austrian cannon might be hauled over them, is now satisfied with the wisdom of his policy. While Professor Dahlgren was explaining the organism of electric fish, why did he not give some attention to the operations of the

electric light plants found in most large

Those who have to pay an income tax and a school tax and a city tax and State tax and an automobile tax are hoping with Mrs. Fels for the day when there will be but a

Secretary Daniels is progressing. He has discovered that munition factories are as important as guns and ships. Some day he may learn that an army cannot fight without food and hospital supplier and clothing and railroads to transport the goods and factories in which to make them.

#### AN OLD-FASHIONED BATTLE IN WEST

The Champagne "Nibble" May Become a Real Victory-The Result Depends on Ammunition and Reserves

By FRANK H. SIMONDS

APART from the central purpose of allied strategy, which is to thrust the Germans out of France, not by direct attack along the whole front, but by piercing attacks at two points, there are minor objectives and incidental details of the present operation which are of real value and interest. Thus the local success of the Artois operation will regain for France the city of Lens; it will relieve the closely invested front of Arras; it may eventually lead to the freeing of Lille. In the same fashon, the success of the Champagne operation, viewed only from its local side, will free Rheims, relieve Verdun and threaten the whole German front between the Meuse and the Oise.

The accidental circumstances of the Champagne battlefield make it possible to study the operations at close range and with advantages that are lacking in the Artois fight, which is being carried on in a densely inhabited region-is a battle from house to house, from village to village. In Champagne, on the other hand, the struggle is being fought out in an open country, almost destitute of population, under conditions which recall many of the battles of our own Civil War.

#### Looks Like a Battle

In the old-fashioned sense, therefore, the Champagne operation more nearly satisfies the notion of a battle than anything in the west since the German checks along the Yser and about Ypres exactly a year ago. What the Germans attempted in Flanders the French are undertaking in Champagne. So far the fight recalls in many particulars the desperate efforts which marked the final German drive in the west.

It is of interest to consider the number of men actually engaged in this great battle, for, measured by all the standards of the past, this has been a great battle. Unhappily this must be wholly a matter of conjecture. In March the Germans asserted that the French used 250,000 men on this same front and lost about 75,000. The French estimated the German force at the same number, but made no guess as to German losses.

Presumably the French have had more men in this fight and the Germans fewer, because the extent of French gain indicates a heavy superiority in numbers. The Germans report that the chief loss was in a single division; that is, about 20,009. But the French claim to have taken about 20,000 unwounded prisoners, which would account for at least a division and would point to the destruction by casualties of at least an army corps of 40,000. The capture of more than 60 field guns, which have since been exhibited in Paris, is also an evidence of the extent of German disaster.

Conceivably the new offensive in Champagne has now been permanently halted. This does not appear to be the case; but, accepting German claims to this effect, it is still possible to see why the Allies are encouraged. Their conviction is that precisely as Lee's army before Richmond steadily diminished until, to use the commander's words, it "was stretched so thin it broke," the German lines in France and Belgium will be less and less strongly held. If the present "nibbles" fail to develop into "drives," if the Allies do not get through this time, they are satisfied that a "nibble" will some day prove to be decisive

Actually the French are seeking to drive a wedge between the German armies north and west of Rheims to the Oise and those east of Rheims to the frontier. As they advance they will cut two railroads of immediate importance, the lines serving the Crown Prince. If they are able to continue, they will cut the lines along the frontier beween Alsace-Lorraine and Artois and Flanders. Once this is accomplished, the whole German position in France becomes untenable and the Germans will have to go back to the Belgian frontier.

At the same time, the Anglo-British operation in Artols is striking at railroads which directly feed the armies in France. If this succeeds, the Germans will have to quit France altogether and go back to a defense line based on Namur, Brussels and Antwerp.

Bigger Than Gettysburg But all these things are in the future.

What is of immediate interest is that the battle now going on at Champagne is bigger than any battle of the last century, has already become a struggle three times bigger than our own Gettysburg and in its decisive phase is being fought upon a front not much wider than that which saw Lee's last great offensive fail. German estimates of French losses make them larger than Meade's army. French statements of prisoners taken show a figure larger than the total losses of Meade or Lee, and the artillery captured exceeds the number that either American army possessed. German official statements have fixed the French force at 700,600.

For the observers of the struggle the immediate interest must for the present be the fate of the village of Sommepy and the railroad that serves it and supplies the Crown Prince. After three weeks of fighting the French are within a mile of it. They have won more ground than at any other time since the end of the German retreat from Marne; they have won their greatest local success since the war of trenches began. If they take Sommepy they can claim a genuine victory.

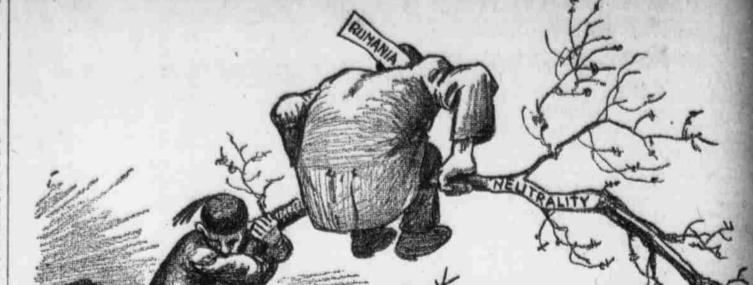
It must be remembered that in the modern battle it takes weeks instead of days to get a decision. The enemy's position is pounded to pieces by artillery and his first line taken. But he has a second and a third, and the process must be repeated indefinitely. The only chance of a success of the old-fashioned sort is that his ammunition fails and that he is unable to replace losses. Then a breach will be made in his front. This happened at the Dunajec, when the Germans defeated the

## COUNTRY OF CENTENARIANS

Servia is the country of centenarians. One nan in every 2200 has seen 100 years, and, in all, ervia boasts 575 men of 100 years or over, Ire-and ranks next with one centenarian in every Servia boasts 5th men of 100 years or over. Ire-land ranks next with one centenarian in every \$130 of the population, or 578 in all. Out of every 48,000 Spaniards one is a centenarian. Nor-way numbers 23, or one in about 95,000. England, Scotland and Wales rank next with 192, or one in about 177,000. France has 212 centenarians, or one in 150,750. Sweden ran seventh, with 20 only, or one in 260,000. Germany has 78 or one in 702,000.—Chicago Journal.

## NO EXCUSE

It is pretty hard for a man to walk straight in these times. An Indianapolis market man was arrested for selling from scales which cheated himself instead of the customer.— Rochestey Herald.



MOST ANY TIME NOW-

GRADUATES OF THE FOOTBALL FIELD

Scores of Heroes of the Gridiron Have Made Their Mark in the World, Utilizing Qualities That Helped Them Score Touchdowns-President Wilson Coached Wesleyan Eleven

#### By EDWARD R. BUSHNELL

Successful football stars possess many | Robert E. Speer, of the class of '89, still holds of the qualities required for success in | a record no other Princeton man ever made. business and professional life, and it is not surprising that numbers of the famous gridiron heroes have made their mark in law, medicine, the ministry, education, business and politics. "Who's Who" contains the names of scores of men who continued to make good after showing their fellows what they could do in the way of scoring touchdowns. The showing they have made furnishes one more "human document" in the case for football as a developer of character, courage and "get-there."

Yale men have contributed most to the development of football strategies. The keen analytical mind of Walter Camp kept him in the forefront of football history through a period of 35 years. He was a great player himself back in 1881, when he was Yale's captain and one of the finest open-field runners of the time. But he has acquired just as great success in other fields.

He has written extensively on subjects not connected with college sports, and for a good many years has been president and manager of the New Haven Clock Company. He is also a member of the Yale University Council. It was his far-sighted business sense that enabled Yale to build that immense "bowl," where 70,000 people can look down on a football game, the most remark able athletic field in the world.

## Inventor of "Guards Back"

Another Yale football genius, more versatile than Camp, was George Woodruff, who played guard for four years, from 1885 to 1889. But it wasn't at Yale that Woodruff electrified the football world. It was at Pennsylvania, where he was installed as coach shortly after his graduation. Woodruff had his ideas at Yale, though as an undergraduate he had no chance to demonstrate them. But when he took charge at Pennsylvania he proceeded to startle the college world with his irresistible "guards back," on which all the later mass formations were built. He put Pennsylvania on the football map and gave the Quakers all their championship teams up to 1901, when he was deposed. He was the originator of the present system of sending in the ends to break up interference. He also invented the quarterback kick.

Although Woodruff gave the best part of his life to football his interests and activities were various. While coaching the Pennsylvania team he was a student in the law school. Since 1903, when he abandoned football, his legal talents have been sought out by the United States Government. He has served in the Forestry Department and as United States District Judge of Hawaii.

To the Middle West the Yale football school has given many notable men. There is A. A. Stagg, who for five years was a thorn in the flesh to Harvard men in both football and baseball. In those days there was no four-year limit to a man's participation in college athletics, and Harvard men feared Stagg never would graduate. Not only was he one of Yale's greatest ends, but he is today acknowledged to have been the greatest college pitcher who ever lived. He was prominent in athletics, but was also a leader in undergraduate religious work. He has grown up out in the West as the athletic director of the University of Chicago, and his genius in coaching football, baschall and track teams has enabled these departments to keep pace with the money the Rockefellers have spent to equip the plant.

Another Yale genius was H. L. Williams, of the '90 team. Williams came from Yale to the Penn Charter School, of this city, as athletic director, but from here he was called to the University of Minnesota, where he invented the "Minnesota shift" in 1910. Then there was Vance McCormick, captain and quarterback of the Yale eleven in 1892, McCormick was known as one of the brainjest men in Yale football, and that year his team won the intercollegiate championship, for it beat Harvard 6-0 and Princeton 10-0. McCormick is now the owner and editor of the Harrisburg Patriot, and last year was the Democratic candidate for the governorship of this State.

Joined Athletics and Religion Lee McClung, who was captain of the Yale team in 1891, had so much ability as a financier that he was made Treasurer of the United States in 1909, a position he later resigned to be treasurer of his Alma Mater.

Princeton, too, can point to a group of famous Americans who were stars on the gridiron during their undergraduate days

He died last year after an attack of pneu-

He was the only Princeton man to equal the marvelous scholarship record which Aaron Burr made at Princeton nearly a century before him. Speer played end and tackle on Princeton teams, and since his graduation he has become one of America's foremost religious speakers and writers, and now is secretary of the Board of Foreign Missions of the Presbyterian Church. Among the later players was "Big Bill" Edwards, of the 1899 team, who later went into politics and, under Mayor Gaynor, became New York's best Street Cleaning Commissioner.

And we mustn't forget Woodrow Wilson, who, while not a football star during his undergraduate days at Princeton, nevertheless absorbed enough of the game to coach the Wesleyan eleven when he became a professor at Middletown in the fall of 1889.

Harvard's famous football stars have made good in the business and professional world, too. In 1880 the captain and quarterback of the Harvard team that held Yale to a 0-0 score was Robert Bacon, then a 19-yearold lad. He became a successful lawyer, a member of the J. P. Morgan banking firm and during the Administration of President Taft was Ambassador to France.

A decade later Harvard turned Cameron Forbes, not a star player, but good enough later to be made head coach. President Taft appointed him Governor of the Philippines. Another Harvard player who acquired distinction after leaving his Alma Mater and under difficult circumstances was W. H. Lewis, '95, one of the best centre rushes the country ever saw. Lewis was a colored man and considerable prejudice existed against his use by Harvard. After his graduation he continued to help Harvard's coaches, and is generally credited with having devised the only system that ever breaks up Pennsylvania's guards' back play. His legal attainments attracted attention, and President Roosevelt appointed him United, States District Attorney in spite of opposition because of his color.

## Penn's Great Players

'Some of the University of Pennsylvania's most famous players prior to 1900 are now among the leading citizens of this city and State. In the late '70s there were E. W. Clark, '77, and H. H. Lee, '79, both of whom went from the gridiron and college into banking. Then there was George C. Thayer, '81, a gridiron star and captain, now one of the leading financiers of the city and a trustee of the University.

When George Woodruff was in his glory as a football coach he developed a trio of centre men whose names are almost synonymous with "guards back." They were T. T. Hare and J. C. McCracken, guards, and P. D. Overfield, centre. This trio towered over their opponents to such an extent that they were almost unanimously chosen to places on the "All-American" teams of those days. McCracken, now a physician, has been a leader in intercollegiate Christian Association work and established the University Medical School and Hospital in Canton, China. Hare is a successful lawyer and author in this city, and Overfield was made a United States Judge in Alaska a few years

Some other famous gridiron stars who could be mentioned are Paul Thompson, '85, now a vice president of the U. G. I.; George Wharton Pepper, one of the city's leading lawyers and a trustee of the University; John C. Bell, a noted lawyer and former Attorney General of the State, and Dr. J. Duncan Spaeth, '88, professor of English at Princeton University.

# THEN IT'S DIFFERENT Students at a New Jersey law school are given this problem: "When a baseball is in the air between the pitcher and the batter, who owns it?" Nobody cares much about that, but if it was the pitcher that was in the air the question becomes of interest.—Cleveland Pialin Dealer.

CROSS-ROADS SIGNS

CROSS-ROADS SIGNS

Why is it that the automobile people don't insist that crossroads signs shall be put up all through the country? In early times it was the custom and it was a great satisfaction now, when there is 20 times more traveling than there used to be. A sign post along the road apprising the pilgrim of "where he is at." is a most pleasant feature of travel. It has a friendly look. Away out there it establishes a relation between a man and his home.

There cought to be some way of getting these signs up. The commissioners, the trustees, the people themselves, should use to it that this happy convenience is provided. What a kind opinion a pilgrim mutid inve of a mighterneout.

tion and convenience. He would immediately make up his mind that there was a fine set of people around there; and long after he had len the crossroads where there was a sign, reading. "Six Miles to Smithville." with a hand pointing toward the village, he would remember the spet with a pleasant sentiment. tion and convenience. He would immedia

OF THE PERSON OF

with a pleasant sentiment. Sometimes now, when we ride through the country and see some venerable crossroads six which has done duty through many rains as winters, we almost feel ourself in a revered presence and to imagine a gentle hand laid upon us with a quiet benediction; you, my son."-Ohio State Journal.

## A CENTRAL TRAFFIC CIRCUIT

As Considered in the Weekly Bulletin of the Bureau of Municipal Research

In many of our great cities the excessive concentration of trade and traffic has caused con-gestion which must find relief in the very sur-future. As the streams of vehicles and polar-trians rapidly swell, traffic regulation is be-coming increasingly difficult.

Philadelphia is no exception to the rule, and for a number of years the Bureau of Surveys has had in mind a central traffic circuit or, is other words, a quadrangle of wide thoroughfares on the border of the principal business

district.

Finally, as the result of a careful study by a sub-committee of the Permanent Committee on Comprehensive Plans, a resolution was passed by Councils and approved by the Mayer on December 24, 1914, authorizing the Bureau of Surveys to make further investigations, plans and estimates of cost of such a traffic circuit, which would be created by the widening of Race, 8th, Locust and 16th streets, each to the width of 134 feet. According to the report of the committee, the resulting benefits would be far-reaching.

far-reaching First. New ayenues for carrying heavy through traffic, chiefly from east to west, re-lieving congestion on Market and other stress devoted to retail trade, would be created. Second. Increased street area would greatly relieve existing conditions upon many atrees where now traffic moves in only one direction. where now traffic moves in only one

district, would be diverted, much to the advantage of business generally.
Third. A systematic method of street isprovement would be instituted. Fourth. The circuit would form a base from which future extensions to the river fronts and to wide avenues now existing in other parts

of the city would be made.

Fifth. The opening of the circuit would provide a splendid location for the subway delivery Sixth. New locations would be made available

for general business purposes.

Seventh. Large sections now occupied by small buildings of slum character would be Eighth. The general value of the property within and for a considerable distance beyond the quadrangle formed by the circuit would be

Ninth. The cost of opening would probably be less than in any other location offering equal benefits. A connected circuit of fine avenue vould be created.

would be created.

Among other things such a public improvement would serve as an effective fire barrier and provide additional parking space for automobiles. It is suggested that the project benanced by assessing part of the cost against nearby property indirectly benefited, as well a against property abutting on the streets at fected. This will require new legislation, herever, in order to make it possible. ever, in order to make it possible. The building of the new subway is going to further intensify the whole problem of traffic and trade congestion, so that a speedy beginning of the traffic circuit seems highly discipled.

NATIONAL POINT OF VIEW Massachusetts should try the New York best system, and it should secure the opportunity by a constitutional amendment if not by a constitutional convention—Springfield Republicational convention—Springfield Republication

As Mr. Borah is a protectionist it is al-sumable that no tariff revision will communi-his support which does not recognize protection as the true American policy.—Washington St.

The United States can be quite as certain of its possession of a truly national spirit as can most of the other nations that make most of their distinctive nationality.—Kansas Cur

Europe can be trusted to hold out strong bids than ever for American travelers. It was not with a light heart that the Europeans as the immense tourist industry wiped out. Too want it back; just at present there is talk a nother Paris Exposition in 1920.—Boston Transcript.

WELL LOST

Some one seems to've stole the compass off ship that's out at sea.

And it seems to sail in circles 'round the sold a huntin' me:

a-huntin' me;
Or perhaps some submarine has sent it dereinto the brine.
Never knowin' when they did it that the she they sunk was mine.
It was in my youth I sent it to the islands is way.

away,
To bring some from the Indies, and bring size
from far Cathay;
And it has not come home ever from the part
of missing ships,
And I think I'll never see it, but there's laugh

For the ship I sent out them days had no resident down in her hold.

Only for material riches, for her bales of sile and gold;

Had no room except for jewels—and she have came to land!

And no doubt her hones are bleaching on gofar off foreign strand;

And Fil never see her white sails, see the fill that floats above.

But while she was seeking riches I have for a world of love!

And this love is so much better than a critical floats are full of riches as a home least can hold.

Judd Mortimer Lewis in the frounces land.