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SOM WALNUT KEYSTONE, MAIN 3000 r. Independence Square, Philadelphia. EN AT THE PHILAPELPHIA NOST OFFICE AS

Philadelphia, Wednesday, December 12, 1917

VICTORY OR GEHENNA!

treason of the Bolsheviki is bringthe war beforetime to its Gettys-The released legions of the east are driven to the battle lines of Italy and west for one vast, titanic onslaught. ed with political victory over Russia convinced that it is now or never for Hohenzollerns, the Kaiser obviously into take opportunity by the forelock strive to work his will before the can armies are in condition to take and. We are about it seems, to witthe crisis of the war, the supreme atof the Huns to wrench victory from ter and achieve now the triumph h they missed at the Marne.

t is not necessary to discuss the Bolshe With Russia faithful the war would over now. In their mad pursuit of a a Lenine and his fellow fanatics have willing to sacrifice the world. Pusility has ever a catch phrase for paron its lips, but for the carnival of ery and betrayal in which Russia indulged herself there can never be don or excuse. Yet the people of this try can thank God that evidences of approaching crime were apparent early th to afford this nation an opporunity to transport some of its forces to the and train them. While the German has been "ridiculing American paration in the war, long lines of transs have been sedulously at work. Where Kaiser expected no more than an can corps of ambulance workers, he at last that there are in France ded American soldiers by the thoutrained to the minute, as desperate fense of democracy as he is in deof autocracy, and he will be shovelcoal in Gehenna before his armies are to drive through that host.

ere have been frequent Armageddons last three years, each flercer than before it, but the Armageddon of dons is yet to come. Not on the of Esdraelon, but in the trenches Switzerland to the sea, is the Kaiser ing for it and by the graciousness en Americans will take part in it public must be prepared, however, anxious days and nights. We have no of the ultimate outcome, but victory likely to shift first one way and then r. The impact of such vast forces the Germans have brought together be stopped dead short. There must early gains and some advances. But if rive falls in its great objective, if the cannot break through when only a of the American armies are available ns that the last chance for victory anished and that defeat is as certain was for the Confederacy when Lee his back on Gettysburg and began retreat to Virginia. The time is near, when the faith of the nation will be and the faith of the whole civilized for every augury is that we are to face the supreme test. not usual to have a campaign of

character in the winter, but it is the Inst hope. He cannot tell when Solsheviki Government will fall. Illis a ore at last accurate, more or lesse the extent of American participation. at the maximum of his possible while new life is pouring into the samps from this hemisphere. In matances, the U-boat is not the sument of kings," but a great blow before this nation can make ready are the reasons for the projected and they are good reasons. But late. Kerensky held on long o give us a chance to help. But has naver seen so titanic a strugis likely to witness in the pear

MILL OF DEMOCRACY

Il quarret with the determina t the Government to convert nonementials into produces.

Esterday the purpose of the commercial. Acquisition in to live, profit by trade, the the right to enjoy the beautiest to the commercial to the commercial than the commercial trade. earth, these were our in

lke on success in the one great enterprise to which the nation has been perforce dedicated. We have no need, therefore, for the production o any things other than those which will help to win the great struggle. Let the industries of the nation become in fact one prodigious mill for the turning out of goods essential to the winning of the war.

WINTER'S GRIP-AND COAL

DHILADELPHIA in the grip of an early and unusually severe winter brings the coal problem home. Fireless furnaces and coalless bins have passed from a theory to a condition. Distress has been borne on the boreal blasts of the north wind, and so long as the wind is in that quarter distress will continue and increase. The condition must be met and the distress reduced. The very beginning of winter is the logical time to plan effectively. We cannot wait till production at the mines is lessened on account of the weather and transportation is more difficult for the same reason. Set against the facts of an early, hard winter and weather forecasts that promise scant if any rise in temperature those of marked coal shortage and a steady recession of mining in the last fortnight and the problem of present and future suffering is undeniably and acutely presentéd.

Relief is due now. Is there enough coal for immediate relief? The Anthracite Eureau of Information shows statistically that shipments to Philadelphia for the first eleven months of 1917 were 10,000,000 tons more than the sum total of 1916. The director of the bureau says the coal shortage is mostly psychological. Many persons are finding it physical. How will relief be effected? This is the business of the fuel administration, to which the public has pinned its faith. Earlier tolerance, that recognized difficulties of organization of ordered distribution out of a chaotic system, is passing into active criticism, now that organization has had time enough for effectual operation to begin. The Government has taken notice, too, as the Senate yesterday passed a resolution for a nation wide probe into coal conditions.

So far as is known, coal is not being sent abroad. Fewer ships are using coal and there are fewer bottoms to carry it. Reports of the Geological Survey show a record-breaking anthracite production for 1917. It is now up to the fuel administration to show results. The people at home must not be burdened with unnecessary hard ships. United in a vast industrial plant behind the fighting lines, whose support. output and resources are imperative for winning the war, their working and living conditions must be made as bearable as

THE PASSING OF ALEXANDER MAXIMUS

THE capture of Alexander the Great by L Chicago is announced this morning. The mysteries of barter and sale in the baseball market are beyond the understanding of ordinary mortals. We had thought that this gallant moundsman, master of batters, superb exponent of the pitching art, loyal upholder of the athletic honor of the community, premier hurler and modest gentleman, this athlete who had served so faithfully and so well, was part and parcel of Philadelphia, as fixed in his place as any of our streets or institutions. But he is traded to a rival for a sum of money. O tempora! O mores!

It was against this same Chicago that we saw him once at the very pinnacle of his might. The score was one to nothing in our favor and the low-hanging clouds rendered it certain that but one more inning could be played. Three Chicago men on bases and none out! Killefer was catching. An outfield fly meant a tie, a hit, a defeat. It was the Phillies' pennant year and the race at the moment was close. One out on strikes! Two out on strikes!! three out on strikes!!! Never was there such pitching.

If the fans were looking for a Christmas present they got it with reverse Eng-

LASTING PEACE THIS WAR'S IDEAL

Women advocates of permanent peace have held their sessions behind closed doors at the Twelfth Street Meeting House. It is rumored that they considered eliminating the word "peace" from the name of their association. This would be a pity. All peace lovers can afford to carry on their banners the slogan of "permanent peace" with which all civilized armies are going into battle.

We have often been ready for peace. Now it is our enemies' turn. They will come to us.—Hindenburg.

We are coming.

One man who knows when the war is going to end is President Wilson and he told everybody two weeks ago.

While waiting to take a larger part in International affairs, Mexico, Portugal and China are practicing with revolutions

We can understand German artists objecting to the national anthem being played in Berlin, but why object to its being played in America? Boston, after all, is in the Union.

Austria and Germany have con cluded negotiations for Danish iron, steel, coal and agricultural products. But we don't hear any American charges that Denmark is violating neutrality. And the United States navy has not sunk a Danish ship or murdered a single Danish woman

Gallivanting to tropic climes has ne part in war work. The action of the Pennsylvania Railroad in withdrawing Florida trains de luxe is not only justifiable but commendable. Saving of the 1800 trainmiles daily means power and energy for ritally necessary transportation. The effect of war economies, no matter how minute each may be, is cumulative.

If German is dropped in the public ols it should be replaced by Spanish or Portuguese. German will not be needed as a commercial language in the future of North and South America, but these much

RAILROAD ISSUE IN CONGRESS

Some Problems Which Senate and House May Have to Consider

Special Correspondence Evening Public Ledger

WASHINGTON, Dec. 11. Some years ago the late John G. Johnson, than whom perhaps no other lawyer in America was more sought after by railroads and holders of railroad securities, predicted that unless great care was exercised in the matter of railroad legislation the day would come when the value of all railroad securitles would be seriously affected.

Mr. Johnson had been discussing certain railroad litigation before the Supreme Court of the United States and was deeply concerned about the trend of trust and labor legislation as it was then limiting the scope of railroad operations. This was long before the war in Europe, and was whelly apart from the new problems which the war in urope, as it has been transplanted to America, presented to plague the managers of our great transportation systems. Mr Johnson's fears as to the future value of securities was due not only to national legislation, but to the legislation of forty-eight sovereign States through which the railroads had been constructed and to whose laws, regulations and systems of taxation they

It was long after the 1997 car shortage. and subsequent also to the repeated publication of James J. Hill's estimate of \$500,000. 600 as the figure necessary to bring the rail roads of the country up to the requirements of transportation.

That so active and well-informed a corporation lawyer should then have anticipated the troubles confronting the railroads is doubly interesting now, when the Interstate Commerce Commission, due partly to war conditions, but because the outcome was inevitable, has actually recommended the Government operation of railroads, or their centralization under one head, with the suggestion that not \$500,000,000 as quoted by Mr. Hill, but twice that amount, shall be loaned by the Government to put the railroads in orkable, up-to-date condition.

Securities Holders Giving Heed

That the railroads have fallen down in the reat task imposed upon them by the war is elf-evident. They have been groaning under their burdens, and while giving the best servtice of which they are capable, considering the quality of their equipment, their lack of engines and ears and their failure to keep pace in trackage with modern commercial demands, it is no reflection upon them or their managers to admit the facts as they

now appear.

To a certain extent, the railroads by stiffing competition, which has included the lastling up of waterways as an adjunct to transp rtation, have themselves been responsible for the sorry plight they are now compelled to face. They have been fretting under legis-lative conditions for years and exercised just enough influence with legislation to lead to the hope that they would be able to weather the storm. Since the war, however, all condithe storm. Since the war, however, an condi-tions have changed for the railroads, just as they have changed for other businesses, and at last the issue had to be met. Through the Interstate Commerce Commission the case has finally been stated more effectively. perhaps, for the country now at war, as well as for the rallroads trying to keep up with war necessities, than the best railroad law-yers could have stated it themselves.

yers could have stated it themselves.

The railroads are overdone and in some instances run down. They need money. It is the estimate of the commission that \$1,000.-000,000 could be profitably leaned to the railroads to get them started right. The President is now in position to take a hand in adjusting the transportation problem; indeed, he has really had the power to take over the railroads for war purposes for some time. Congress will also be called upon to act, especially if a railroad loan is conto act, especially it is various band largely upon such suggestions as the President may make. That security holders are deeply interested is shown in the discussion of that phase of the Interstate Commerce Commisphase of the Interstate Commerce Commis-sion's report which suggests Government ownership. It is believed that some railroad managers, if retained in their present posi-tions, would not object to Government own-ership. They probably would if it were left to Congress to fix their salaries. Among the security holders giving close attention to the whole matter is the Associa-tion of the security properties of the Associa-

tion of Life Insurance Presidents, which claims to represent approximately \$1.500. 00,000 of railroad securities. As that sum is controllent to one-fourth of the total assets is equivalent to one-tourth of the total assets of the life insurance companies of the nation, it is easy to understand how watchful these investing directors are of the outcome of the new issue. In their behalf it is claimed that no fewer than 50,000,000 persons are directly or indirectly owners of railroad securities.

Waterways Coming to the Front

While the President is threshing over the roubles of the railroads it is apparent to hose who have watched the wheezing ongines draw their lengthy trains of cars generally behind time, and especially so as to heavy freight, that not only must the rallroads be -enforced by new tracks and new equip-cent, but that the long-neglected inland waterways must be opened up for public use as a relief measure. Secretary Redfield, of the Department of Commerce, tells us bluntly that Government neglect in this regard has

almost approached the criminal stage.

Thomas A. Edison, now dedicating his service to the Government at Washington, told the writer ten days ago that such a waterway as the Chesapeake and Delaware Canal ought to be seized, and that it should be opened to a ship's depth along with the proposed canal across the State of New Jer-sey from the Delaware Liver to the Raritan Bay. Mr. Edison was discussing the pro-priety of drawing even the small canal barges from the upper waters of New York and bringing them down below the ice belt, so that they might be put to instant use if neces-sary on such interable inland canais as now He contended that there should be no hesitation in creating a ship passageway in-land all the way from Narragansett Bay to Hampton Roads, and pointed to the frightful freight congestion now existing between those

points as the immediate reason for it.

Apart from these and other recent declarations in favor of inland waterways to assist
the Government and relieve the railroads is a worth-while pronouncement from the Na-tional City Bank, of New York, which up to this time is about the last authority the ad-vocates of improved waterways would dare to quote. But here is what this powerful financial institution from the very center of the capitalistic world has to say:

financial institution from the very center of the capitalistic world has to say:

"The country needs a broad, constructive program for the transportation service, and all parties at interest should co-operate in its development. The amount of new work which can be done in war time is limited, but nothing could give assurance of general prosperity after the war like a plan for railway development. The plan should begin at the terminals, which is the point of weakness, now, and make ample provision for the expansion of traffic and the accommodation of all roads. It should include docks and harbor improvements and the equipment and connections necessary to utilize and correlate the inland waterways with the railway system. The old hostility of the railways to the waterways should cease and their facilities should be linked up. The rivalries of rail systems should be subordinated to the general purpose of affording the best facilities to the public in the most economical manner."

This sounds almost like a declaration from

ERIN'S HISTORY SERIES OF CRISES

Irish Convention Climax of Economic, Political and Racial Collisions and Conflicts

By SHANE LESLIE

IRELAND'S norm is crisis. Nothing would be more critical in her history than if she were suddenly found to be normal, for it would show that she was on that turn of the tide for which two generations have waited. It has been crists, crisis, as long as I can remember, and for a European I am rather aged, some thirty odd ? was born in the travail of the first Home Rule bill, and my earliest nursery memory is of the Ulster hills ablaze with the robel fires at the passing in the Commons of the second Home Rule bill. When I came to the age of reason or unreason, which precedes or qualifies entry into Irish politics, Redmend had been leased the chairmanship, Faraell was dead and Sinn Fein was a word slumber-ing in the Celtic dictionaries. But it was ilways crisis time.

ing in the Ceitic dictionaries. But it was always crisis time.

There was a crisis over Coercion, another over Cattle-driving, another over Devolution. The Liberal party carie into rower and we had an education crisis, another one ever the Irish language and finally Ulster provided the most stirring of them all. Then came the war and in three years Irish history has moved faster than in the previous rundred years. The convention cannot contradict the issue and meaning of the last three years. It cannot unmoid reland, but it can provide a sedative and it can give Ireland back her vital heart. A soul she has and lungs, but to be a normal political body ireland requires a central heart beating and pumping healthly through her whole system; in other words, a responsible and reflective Parliament. It is the business of the convention either to become some such Government provisionally itself or else to overnment provisionally itself or else to ovide one on the spot and never allow the nefarious Dublin Castle a minute of breath-ing space to reassert an ill-omened grasp of affairs. Until then Ireland will show symp-tons that will prove equally the despair of the political physician and of the military medicinist.

The convention is the unexpected wind-up of a century's play, sometimes grim, some-times humorous, but always critical. The game was growing slower and more and more sullen of late until the outbreak of the war. Nationalist played against Union-ist, and nation against eastle. Then it was Redmond showed his hand and the Govern-Redmond showed his hand and the Government snatched the cards of Irish loyalty and Irish enthusiasm out of his hands, playing them disastrously themselves and paying the Home Rule stakes in deferred paper. Since then Sinn Fein has been the only practical them in Fein has been the only practical policy for practical men. It is a sentiment as abstract as liberty or free trade, but it is liable to be distorted by the medium in which it is presented. The success of the convention will depend on their being able to give Sinn Fein a medium of channel which to give Sinn Fein a medium of channel which thall turn the time spirit to constructive and not merely contains purposes.

"Blood Is Trumps"

"Blood Is Trumps"

It must be remembered that the rising gave the Sinn Fein the Irish succession. In Irish history blood is trumps. The Sinn Fein have been able to take every trick, to win every by election with the blood-stained card. It could not be otherwise. The Irish party has collapsed in public rentiment, leaving its place as or a nature of scheme and medium to the convention. The convention has also taken the worn-out party's place as a collision mat between the popular and the governing forces. The history of Ireland since the union has been the matural history of collision mats. The convention has to keep its back to the castle and its hands outstretched to the Irish peoand its hands outstretched to the Irish peo-ple. At present there is nothing visible in those hands, and until something substantial appears to lie in them, it must be the policy of the Sinn Fein to hold back their hand,

Each is now sparring for position and each bluffing a little. Each han one eye fixed on the other and the other eye wandering over the Atlantic to America. Sinn Fein is looking anxiously for general American sup-port. The convention is looking greedily for Irish-American favor. Each will go as far as it dares, the one in exacting the Irish independence theoretically and the other in laying the lines of a practical settlement. Each is playing for dear life, and a slip of Each is playing for dear life, and a slip of a cartridge may lose one as irrevocably as a slip of the tongue may upset the other. Noither could afford for a moment to inderse the other, but on the split bargain between the two lies ireland's peace.

Had the war not interfered, the two Irish parties, Unionist and Nationalist, would have endured and then subsided into the new cor subside before autonomy is declared to be in

effect. By the smallness of its contingent to the convention the Nationalist party has acquiesced in its fate, and by even attending the convention the Unionist party is con-senting to some kind of tinkering with the union. Their organizations must disappear leaving individuals to be caught up into nev combinations.

What are to be the new combinations? Let

it be granted that the huge majority of Nationalists are Sinn Februars. This does no mean they are pro-German or anti-Americans Foolish words here or an exasperating acthere may be caught up by a passing cor-respondent or an embittered critic, but their opinion does not mean that Irish sentiment has been diagnosed. It will be found as diffi cult to isolate Ireland from the affectionate sympathy of America as to make a total separation of Ireland from the rest of the British Isles. Ireland needs to cultivate re lations with all her neighbors—France, Eng-land, Wales and Scotland—but not at a loss of her self-respect or of her individuality. They are all, to a certain extent, the reants of the old Celtic past. To German writers today the French are the Celts par "Welsh" is the old Teutonic terr for the Celt. "Scotch" was the medieval name of an Irishman, and "Britanni" were to the Homans a Celtic tribe.

Hatrod Must Die Down

The present upheaval has brought out that here is a Celtic as well as a Latin and there is a cettle as well as a Latin and a Teutonic and a Slavic group in Europe. This leads me to the criticism of Sinn Fein as being too introspective. There is a rigor-ously defined duty toward Ireland, but there is no proper adjustment of a foreign policy. The first duty of an Irish native Government will be to come to an understanding based other motives than hatred with their

on other motives on neighbors.

At the present moment the convention if At the present moment to produce a result, if the produce a result, if the produce is a longer has likely at any moment to produce a result, in which case the Sinn Feln will no longer have any excuse to stand out. At present it may be said that they prefer to sit in the cart and ply the whip rather than join in th work of pulling the show along. It may be that they hope to get it further and faster on its path. They probably realize that the convention does not dare to be unsuccessful and that the more they demand the further will the convention sweat and strain. Pres-sure from America, irony from Russia and sattre from Germany have all had their effect.

sure from America, Irony from Russia and satire from Germany have all had their effect.
Out of the Sinn Fein nucleus must proceed a new party, but it must not be destructive of all opposition. What is needed is a restoration of balance, a compromise hetween the two tendencies that are essential to all constitutional government. Let the Sinn Fein develop the radical side. Let them be brought down out of the air by the responsibility of office and if they can carry a majority let them rise from the level of reckless faction to that of a constructive party. Let them develop a radical party, while the remnants of previous parties together with church and land interests form a conservative but not less patriotic opposition in the new Dublin Parliament. It takes two parties to regulate a constitution and Ireland possesses the makings of both. The moment that the convention lays a result on the table, the Sinn Fein are bound to take their seats. At its core the Sinn Fein is a business parry, and only seants have driven it thesuch the fire



GREAT EXPECTATIONS



THE VOICE OF THE PEOPLE

Statement of Anthracite Shipments Shows Big Excess Over Last Year

To the Editor of the Evening Fublic Ledges: Sir-The shipments of anthracite for the month of November, 1917, as reported to the Authracite Bureau of Information here, catablished a record for that month, amounting to 6,545,313 tons, and exceeded the ship-ments made in November, 1916, by 522,316

the eleven months ending November For the eleven months ending November 30, 1917, the total shipments aggregated 71,-434,360 tons. These figures are 4,057,956 tons greater than the total shipments for the twelve months last year, and are 1,480,061 tons greater than the total shipments for the year 1911, which until now was the banner year in anthracite production. To date this year the shipments exceed those of the same period in 1916 by 9,640,743 tons.

E. W. PARKEI, Director.
Philadelphia, December 11.

SAUNDERS INSTITUTE

To the Editor of the Evening Public Ledger: Sir-William H. Felton stated in your paper that Governor Pennypacker had in his autobiography located Saunders Institute or Thirty-fifth street, and suggested that it was In 1862 I attended Saunders Institute, on

Thirty-ninth street, where (as Mr. Felton says) now stands the first building of the Presbyterian Hospital. The house facing Filbert street was the

residence of the Rev. Professor Saunders, whose property included a field extending from Filbert street to Powelton avenue. along Saunders avenue, on which the cadeta drilled. When President Lincoln called for troops the professor's son, Courtland Saunders, enlisted, and on September 20, 1862, he was killed at Shepherdstown (battle of Antietam) and we (the cadets) were crepe on our arms for thirty days.

Professor Saunders was lame, and with his cane he went day after day to the horse cars on Market street, at Thirty-ninth street, and on Market street, at Inity-mind street, and rode to Sixth, many times and back again, addressing the passengers on each trip and taking hundreds of men to the tables on the pavement, in front of Independence Hall, where they enlisted in the Union League

Governor Pennypacker may have confused Governor Pennsyater has light Academy. Saunders Institute with Hastings Academy, at the southeast corner of Thirty-fifth street and Powelton avenue. To that academy I went in 1863, and was appointed second lieutenant of the Hastings Cadets.

J. HOWARD BREED.

WHO CARES?

To the Editor of the Evening Public Ledger: Sir-Under date of December 3 there ap-City Employe," who complains of the low wage paid by this municipality to men of his same physical and mental attainments. Does not the writer realize the futility of his efforts to obtain relief by an appeal to the citizens whose political apathy at the past election was responsible for the over-whelming victory of the Plunder Bund?

whelming victory of the Plunder Bund?

Surely the good people of Philadelphia, are not concerned whether a city employe receives \$15 or \$1500 of their money each week. To awaken from their lethargy long enough to remedy your unenviable position would be entirely un-Philadelphian, you know. Thus the appeal to your fellow workers to take the law unto themselves is by far the more practical plan, and one no doubt subthe appeal to your fellow workers to take the haw unto themselves is by far the more prac-tical plan, and one no doubt which will bear fruit in proportion to the measure of your sincerity and determination to achieve your W. W.

nd. Philadelphia, December 11. PHILADELPHIA ARTILLERYMEN

To the Editor of the Evening Public Ledger: Sir—We have been reading much about the 315th Infantry, an all-Philadelphia organization, but have seen nothing about the 112th Field Artillery, which is also an organization composed of Philadelphians.

The 315th Infantry has been highly praised, receiving sifts, etc., from the home folk, while the 312th Artillery is haver mentioned.

kind word now and then, especially as Christ-

and word now and then, especially as Carletmas is drawing near.

Every one knows that the infantry must
be backed by the artillery, and our part in
the game is as important as that of the infantry, if not more important.

So, people of Philadelphia, when giving
praise to the boys in the army do not forget
the 312th Field Artillery.

THY FIGHTING BOYS OF BATTERY B.

Camp Meade, December 11.

CAMP MEIGS CHILLY

o the Editor of the Evening Public Ledger: Sir-We take great pleasure in writing you these few lines to let you know that here are 350 Philadelphia boys in this camp, with no prospects of getting home for Christ-mas. The boys are fitted up very well ex-cept for sweaters and other woolens to keep

them warm.

The name of our camp is Camp Meigs,
Washington, which consists of tradesmen
from Philadelphia, who will see service in
France before the Camp Meade boys, and would appreciate some consideration in regard to the above we mention.

COMMITTEE, BARRACKS C 29. Camp Meigs, December 11.

INVASION OF AMERICA

TT IS questionable whether there is anything to be gained in occupying for any length of time so large a territory as the United States. The fact that one or two of her provinces were occupied by invaders would not alone move the Americans to sue for peace. To accomplish this end the invaders would have to inflict real material damage by injuring the whole country through the successful seizure of many of the Atlantic scaports in which the threads of the entire wealth of the nation meet.

It should be so managed that a line of land operations would be in close functure with the fleet, through which we would be many of these important and rich cities, to interrupt their means of supply, disorganize all governmental affairs, assume control of all useful buildings, confiscate all war and transport supplies and, lastly, to impose heavy indemnities. For enterprises of this sort small land forces would answer our purpose, for it would be unwise for the American garrisons to attempt an attack.

Their excellently developed railways will enable them to concentrate their troops in a relatively short time at the various reconized landing places on the coast. But there are many other splendid landings, and it appears feasible for the invading cops to conduct its operations on these points with of these important and rich cities, to

appears feasible for the invading corps to conduct its operations on these points with the co-operation of the fleet. The land corps can either advance aggressively against the concentrated opposing forces or through em-barking evade an attack and land at a new place.

As a matter of fact, Germany is the only

great Power waich is in a position to con-quer the United States.—Excerpt from "Operations on the Sea," by Freiherr von Edelsheim, formerly of the German naval

What Do You Know?

1. Who was Karl Marx?
2. What is kahlrabi?
3. Name the author of "Hamlet."
4. What is signified by the expression, "The Rableon is crossed"?

5. What is the d'atinction between a simile and Where is Marcolns? Who is Fairfax Harrison? Which is the Badger State? What is an ohm? Who was Pericles?

Answers to Yesterday's Quiz General Kaledines is betman, or chief, of the Don Cossarks and leader of the counter-revolution in southeastern Russia against the Bolsheviki.

2. An idiospheracy is a peculiarity of literary or artistic style or of personality.

3. Harrice acres or of personality.
3. Harricerates was the god of silence in the Greek mythology, derived from an older Expetian delty.
4. Pastor Wyse, a German clergyman of the elanteseith contury, wrote "The Swiss Family Echinson." Family Rosinson."

unnibul was the great general of classica
times who crosed the Alps; Nanoleon the
modern general who made the masage.

terrois in a military sent is territory, unusually expansive in area, involved in the operation of a major camusaign.

Tom Daly's Column

"THE MAN AT THE TURNPIKE BAR" was fifty-odd year on the Lancaster Pike, Takin' the toll, takin' the toll;

But it's never again I'll be doin' the like, Since we've lost the conthrol, lost the conthrol. An' it's manny a thraveler usin' the road

Will be glad o' their freedom; ye'd know be their laughter now. But for all they'r: so free here's one heart

secars a load, Wid .. o wish to go on, but to sit an' look afther now.

Oh, the sconders of seisdom I canaht wid me

Takin' the toll, takin' the toll! For to stand like a king, wid the world

sthreamin' by, Is a feast for the soul, food for the soul. An' it's all sorts o' folk in my day that I

An' I took from them all, for 'tis I was the grafther then. An' the riches I got I am hoarding them

yet: Ain't they all in me mind as I sit an' look afther, then?

Och! it isn't the money, the wages I mean, Takin' the toll, takin' the toll; But a man will grow rich wid the things he has seen, If they stick to his soul, .: Is to his soul.

here is manny a cavaleade Leavy wid woe, An' a manny that runs will a ripple o' laughter, now, through the ways o' my mem'ry forever

will go When I've nothin' to do but to sit an' look afther now.

But 'twas Beauty o' Woman cariched me the most Takin' the toll, takin' the toll .

An' these words o' mine now are no liek. crish boast, But the cry o' my soul, cry o' my soul, For there wasn't a day that I stood in that

But was blessed wid the grace of some dacint girl's laughter, now, Or the turn of a head or the alcam of a

face, That I'll often an' often be glad to look after now!

Never again will I stand, d'yo mind.

Takin' the toll, takin' the toll; Ah! but the Beauty I've seen is still kind. An' it's food for my soul, food for my

Pick the two eyes from my head, if you Faith, ye can't rob me o' fifty years'

laughter, now; No! nor of takin' my toll from them still

All the dear roads that I sit an' look afther, now!

THERE'S another man out of a job, since the toll roads in this neighborhood

were loosed of their bonds. We've forgotten his name, but he dropped in to see us not long ago and honored us with an offer to take us into partnership. He was compiling a book of information for motorists, showing how to dodge tollgates on tripe through the country. He expected to make a handsome book and charge at least \$2 for it. "For," said he, "motorists pay well for everything." There was some slight inconsistency there, as we nointed out to him at the time, but we didn't damper his