WALNUT KEYSTONE, MAIN 1000

BECOND CLASS MAIL MATTER.

Philadelphia, Friday, December 28, 1917

UNCLE SAM TAKES THE

CLAPSE of American railroads under strain of war conditions has ed deeply the pride of the nation. need not concern ourselves, however, h the whys and wherefores. The Inter-Commerce Commission may have in many of its judgments. It is more ble that the underlying cause of failwas the maintenance of a public policy sacrificed efficiency and everything to a theory of competition which could or be translated into practice and the effect of which was to subject carto unnecessary harassments and bur-It was a destructive, not a construcpublic policy, in addition, because it reventive in character and took no mance of the imperative need for inal and other development. It was lly defective in that it compelled no adent of water service to land service, tting ship tonnage to be adequate or equate as the case might be. It deded the development of no ocean routes permitted undue concentration at faod ports to the utter ruin of business at

Four great railway systems from the uth and West converge at Washington, he Southern, the Seaboard Air Line, the Atlantic Coast Line and the Chesapeake and Ohio. Every one of them has had ough passenger connections with the avivania and not one with the Baltie and Ohio, although the latter has a rb road from Washington to Philadeland thence, via the Reading, to New L It is obvious to a layman that concould have been avoided by making use of the B. & O. The situais simply illustrative of conditions re and more general than they be. A double-track system is le of handling more than twice the c that a single track can handle. The ng of all through traffic from Chicago the Pennsylvania, say, to the Last and all returning through traffic via the A O would be of enormous advantage

the present emergency. The appointment of Mr. McAdoo, in view he new order of affairs, is doubtless actable. The Government cannot take property equal in value to the total alth of any but the most powerful nations earth without having the transaction der the direct eye of the Secretary of Treasury. Mr. McAdoo undertakes a more arduous than has fallen to the of most Presidents. The campaign in ce, the one in Italy, the impregnabilof every front depends on his success. se circumstances, it is imperative the actual administration of the roads. eralling of motive power and the fixing of new schedules, the getods delivered and delivered on time, d over to the greatest rallroad exand organizer in the nation, whoever and that autocratic power be given There is no other way out. He opinion, to its honor be it suid, countenance in this great crisis incy in no department. The weakness cor has only to be shown to assure stution. McAdoo cannot stand unproduces. No more can Crozier r any other man. Systems, precepersons, all alike must bow to the ssity of making good. The naants no servants except good servthe wite of autocracy are matched the wits of democracy. The adof democratic training must exelves or democracy itself admit That is the test. Patiently the peoance the collapse of old institund acquiesce in revolutionary but only because of the results They ask much because they h. No touch of a wand can make of a pigmy, and the man who is a giant must show that he has

AB STATESMANSHIP

Invariably proceed from persons who not live in large cities and have never prienced the uses and benefits of the natic mail tube system."

Good citizens are not only getting tired. but they are amazed that in times like these, when the transportation systems of the nation are carrying a peak load, when labor is a commodity of precious value. when motive power is at a premium and every device conductve to speed and economy should eagerly be welcomed, a serious proposal should be made to abandon and discard the pneumatic tubes. A suggestion that the subway service be discontinued would not be more absurd.

The mail service is bad enough as it is. Let us not permit it to be further crippled.

A GERMAN PEACE

GERMANY'S long-heralded peace offer to all the belligerents through the medium of the Brest-Litovsk conference has at last been launched. Count Czernin, the Austrian premier, has been made the mouthplece of the Central Powers, evidently in the same way that President Wilson has come to be the authoritative spokesman of the Allies. The form of the suggested negotiations is roundabout and devious, being in effect a request to the Bolshevik Government to persuade the Allies to parley while that Government is still unrecognized by the Ailies. But the whole world is eager for peace and no peace offer will fail to be considered. No plan will be rejected unless it be shown to be incapable of producing lasting peace.

Germany asks for a return to the status quo. Frontiers are to be fixed exactly as they were on August 1, 1914. Conquered nations are to regain their independence. No indemnities are to be paid. "The rights of minorities" within a ration are to be secured by the nation's "self-definition" according to its constitution, which means that Alsace-Lorraine is to remain German. The plan is presented to the Russians with mildness of temper hitherto not to be found in Teutonic programs.

Judging by the undeviating course the resident has steered, he will be bound by his past utterances to demand the creden tials of Count Czernin and his German colleagues. There is nothing whatever to show that any one at Brest-Litovsk represents the German and Austrian peoples. Count Czernin is careful to say the dete gates are "acting upon the clearly expressed will of their Governments and peoples." But talking the language of democ racy and living up to it are different things. The President has repeatedly asserted that peace can be made only with those who are beyond question truly representative, and this guarantee of lasting peace has not been given.

But even if peace could be made on the stated terms, it would not be a lasting peace. Mittel Europa would become a greater menace than it is today. The Aus tro-Hungarian and Balkan peoples would be dominated by Berlin. Impressed by what would amount to a German victory, Turkey and Bulgaria would cling to the Prussian prestige and Berlin-to-Bagdad, a firmly intrenched reality, would shake the malled fist over Europe in perpetuity. Russia, which at the best will be disorganized for years after the war, would come com pletely under the domination of the German autocracy, and as the menace spread eastward China and Japan would come into close contact with it.

Brest-Litovsk offers the world an inter minable series of wars.

WANTED-A NAVAL OFFENSIVE

ADMIRAL SIR JOHN JELLICOE did A not become "commander of the Queen's nav-ee" by the office-boy methods of Sir Joseph Porter, K. C. B. He was a sailorman, not an adept at "polishing up the handle of the Lig front door," and prior to his selection as First Sea Lord of the British Admiralty, from which he has just been retired, he was in command of the grand fleet and a participant in all the major of the war. A peerage in exchange for the post he has vacated indicates that he has not been retired in disgrace. The fact is again indicated, as it was indicated when Sir John Fisher was retired from the same post, that something more than a bluff sea dog is required to utilize the 100 per cent strength and efficiency of the British fleet to gain 100 per cent results.

There is significance in the retirements of strictly naval officers from executive tasks in the various Entente navies, such as that of Rear Admiral Fiske in this country and Sir John Jellicoe in England. The Allies' fleets are a high-geared, many-cylindered engine of effectiveness. They are showing a negligible minimum of achieve ment for their enormous maximum of power. The Allies must get together in naval unity and bear the pressure of their force toward victory. The naval arm is depended on to do something; the military arm alone cannot win the war in the Flemish, French and Italian trenches. Not mere blockading but strenuous offensive measures—that is the expectation which the Allied peoples want turned into tri-

Anyhow, Mr. Harriman always believed that the nation should have a railroad dictator.

We know that Mr. McAdoo car finance the railroads, but can he find some one to run them? Here's hoping.

have colonies? She won't have enough men left to father a generation at hom much less man new countries.

A correspondent writes to ask if Bol sheviki is masculine or feminine. We do not know who put the she in it, but the death battalions of women did not.

terms condemn "continuation of the war for the sole purpose of conquest." If Berlin and Vienna would only forgo the lust for "conquest" the belligerents would be unanimous on that point.

Giving up the use of private cars during these times is a sacrifice at least two citizens have made without compul-There are others, however, who em to be unaware of the difficulty the country is experiencing in transportation and delight to hitch their private cars to long trains and further overload the engines. Perhaps the private-car evil will come to an end in the immediate future

PENNYPACKER AUTOBIOGRAPHY

Desire to See a Member of the Family at Head of State as Well as to "Test" Himself Caused the Judge to Accept Nomination

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THIRTY-PIPTH INSTALMENT

THE motives which led to acceptance were blended. I knew well that there was the certainty of much discomfort and of financial loss. Even if nominated and elected the office could be held for but four years, and I was giving up for it an assured future. But I had a strong desire to test myself, to see what I could do upon a broad field in a place of real serious importance. I had the knowledge that two of the family had before been talked about for the Governorship-Elijah F. and Galusha-and the feeling that to have one of us reach the head of the State would be the gratification of a pride. Above all was the sober and conscientious thought that Pennsylvania, in achievement, was above every other State and that when she called any man it was his duty, no matter what might be his inclinations or pursuits to drop them like the wedding guest in the "Ancient Mariner" and obey. And

He either fears his fate too much or his deserts are small Who dares not put it to the touch to win or

There was a severe contest over the nomination, Elkin showing much strength, pluck and determination, in which I had no part or parcel. One of the men upon whom Elkin relied was Frank M. Fuller, of Uniontown, in Favette County, and Elkin sent him the money with which to carry the county. Fuller decided to support Quay and asked the Senator whether he should return the money which had been received.

"No," said Quay. "If you return that money Elkin will use it somewhere else against me. You deposit it in your name in a trust company and get three per cent interest. After the campaign is over Elkin is sure to be dead broke. Then you give him that money. He will be glad and you will help him and me, too,"

Elkin's Hard Fight

There was a stormy time at the convention in June. Louis Watres, a wealthy man living in Scranton, who had been Lieutenant Governor, was also a candidate with twenty-six delegates. His role was that of a dark horse, but he turned his delegates over to Quay on the first ballot. I had 206 votes and Elkin 152. The delegates sang their coarse improvised song:

"Sit down, you Beggars sit down, Eikin will have his say. But not today: Sit down, you Beggars, sit down One, two, three, four, Who in hell are we for?

Pennypacker, Pennypacker, Pennypacker, Pennypacker, It was all over and the old political warrior had won what he declared to be at the time and what proved to be his last battle A telegram informing me of the result was handed me while sitting in the trial of a case in the Quarter Sessions Court just as I was about to charge the jury. A news-

paper the next morning reported: "The case was a long and tedious one, involving several complex questions in law and requiring careful attention to un interesting facts and statistics. In his charge to the jury Judge Pennypacker reviewed the evidence at length. 'Ie did not omit an important feature of the evidence, and even took occasion to clarify some of the less important testimony. His statement of the law was not only satisfactory to both sides, but his language was as clear and terse as the rifetoric of the

textbooks." Just at this juncture appeared General George Weedon's "Orderly Book," kept during the Revolutionary War, which I had undertaken to supervise and annotate for the American Philosophical Society and which was published by Dodd, Mead & Co. of New York. It gives the most complete record we have of the campaign of 1777 for the possession of Philadelphia. The publishers expected little demand for a

book of interest only to scholarly investigators, and they were much surprised to find that their whole edition was sold in a comparatively brief time.

Within a few days after the nomination, at the request of Charles W. Henry, I delivered an address at the dedication of the statue of Teddyuscung, the Indian chief, erected on the Wissahickon.

Robert E. Pattison became the Demoratic candidate for the governorship. He had twice before been elected Governor; had the prestige of unusual success in a Republican State and was tendy to tempt fortune for the third time. He was a man inspired by worthy motives, with rather limited views of life, possessed of respectable attainments, who had come within sight of the Democratic nomination for the presidency, and who, if he could win in this campaign, might well cherish such pros-

On the Stump

On the first of August I resigned from the bench in order to go upon the stump. This left me without a salary for about eight months, and for the first time in my life I was under the necessity of borrowing money in order to provide for family needs. The beginning of the introduction into the service of the public was likewise the beginning of the sacrifice of personal comfort. Along with Senator Penrose, I spoke August 20 at Fogelsville, in Lehigh County, not far from Allentown, and there, in a sense, the campaign was opened. For the next two and a half months my only occupation was that of following out the itinerary prepared by the campaign committee and making speeches, oftentimes three in the course of the day. Without much regard for the physical capabilities of those taking part, the itinerary was arranged so as to provide for much traveling by night. The changes were so sudden and continual that nothing made a distinct impression. The crowds were pretty much slike, made up of the same kind of faces and shouting the same shouts. One of the serious annoyances was that, on getting off the train at a station, the assembled partisans, loud and enthusiastic, all wanted to shake hands, and while this proceeding was in progress some one, whom I did not know, would grab my valise and make off with it, and what was to become of it I never gould tell. Generally he soon wearied and put it in some corner. Governor Hastings, who gave me a reception at Bellefonte, said to me, "If you do not get a private car and have your own doctor with you, you will break down before you get half the way through." He had pursued that policy and, though a powerfully constructed man, his voice failed and he had to quit. While those who were with me occasionally withdrew for repairs, I was able to keep it up to the end and on the last day made three speeches. My explanation of the fact was that, after speaking in the evening, I insisted upon going around to the hotel and up the stairs into my room to bed, and positively refused to go into the barrooms. Sometimes I was called a crank, but my night's sleep was

saved. I wrote no speeches, made a different speech at each place, often suggested by the surroundings, and depended upon trying to think straight and telling the people exactly what I thought. This was relieved to some extent by the adaptation of a store of anecdotes. One illustration was used often and generally with good effect. It was the season of the year when the katydids were singing in the woods. Pattison had a stereotyped speech, which he had committed to memory, telling of the many ills which had befallen the State under Republican rule. I likened the Democrat to the katydid. There never was any Katle-she never did anything, and yet this absurd insect, year in and year out, kept repeating the same old song. Strong of voice and short of ballast, it retired with the frosts of November, I. e., the elections, but was sure to return with the next campaign.

(CONTINUED TOMORROW)

LINCOLN AND RAILROADS

Wilson's Federal Control Proclamation Has Important Precedent

DRESIDENT WILSON has the substantial precedent of Abraham Lincoln in his proclamation placing rathroads of the country under Federal control for military purpose during the period of the war. May 26, 1862 the Government by proclamation took possess sion of all the railroads for the transporta tion of troops and munitions of war.

Problems of transportation, both of mer and materials, were grave in the first months of the conflict and the system broke down, under private though patriotic control, just as its breakdown now has necessitated the radical action of President Wilson. Then as now it was realized that the raliways are as now it was realized that the rallways are the arteries of the body military, the chan-nels of which must be kept unclogged for victory. The strenuous and achieving second session of the Thirty-seventh Congress, sit-ting from December, 1861, to July, 1862, au-thorized the President to take control of the railroads and telegraph lines when the pub-lic safety should require such action. Fedite safety should require such action. Federal control followed and in time to forward proper mobilization and movement of troops and transfer of supplies.

The problem of adequate organization and

handling was simple as compared with what must be accomplished under the jurisdiction of Secretary McAdoo, the Wilson director

must be accomplished under the jurisaction of Secretary McAdoo. the Wilson director general of transportation, as the roads were relatively few and the wheels and cogs far from the complicated mechanism of modern railway management. Stanton and Seward controlled a few thousand miles, McAdoo takes over 499,000 miles of trackage worth \$21,000,000,000.

The railroads did not suffer by enforced public control for public welfare. Construction was aided rather than hindered by the necessities of winning the war. Branch and connecting lines were the great need then, as consolidation of energies and reduction of waste effort through elimination of competition and duplication are the need now. Complementary to the revolutionary expedient of the first Federal seizure of a public utility was one of the earliest, and ceriainly the most important paternalistics.

public utility was one of the carilest, and certainly the most important paternalistic measure in the history of the United States and one that set a precedent for many others in diverse activities. This was the authorization, by the same Congress session, of the construction of a road to the Pacific Ocean with the backing of land grants and Government bonds. Necessity of linking all parts of the country for united action in the stress of war times spurred the action. Government aid for a transcontinental line had been proposed before the war on several occasions, but was always opposed by the South and by some northern statesmen on the ground of paternalism. The war removed the southern obstructionists from the Capitol.

In addition to the large tracts of land, the meorporators, who included citizens of all nonseceding States, were accorded large loans from the proceeds of United States bonds, constituting a mortgage on the physi-cal property. As part compensation the roads were required to be post routes and military roads, subject to the use of the Government for postal, military, naval, and all other legitimate or emergency service. The aid thus given was the climax of the policy instituted by Douglas in 1850 in the case of the Illinois Central Railroad. Between that nds, constituting a mortgage on the physithe Illinois Central Railroad. Between that date and 1870 the United States aided in the construction of ninety-three roads. More than 300,000,000 acres of land were only a part of the help extended in this period to

so it may be assumed that the present war emergency measure of nationalizing the great railroads of the nation will be not merely gains in speed and efficiency in the present crists, but eventually, in some means, a gain for the roads themselves. The rails will be cleared to give the war right of way. The rails will be cleared to give prop-erty the right of way after the war.

According to a recent report from one of the most prolific of the buckwheat States there is an immense increase this year in th there is an immense increase this year in the buckwheat crop. It is joy news. Let us hope that the buckwheat cakes this coming winter will garnish every breakfast table. It is to be housed that Mr. Hoover will be able to take a little time off from the arduous duty of advising his countrymen to eat less, to ordain meatless days and wheatless days, to look after the food profiteers and see to it that they do not get a corner on buck-wheat and boost the price. Once there was an Eastern Sho' man who

Once there was an Eastern Sho' man who said that when he went to bed knowing there would be buckwheat and sausages for breakfast he couldn't sleep for thinking about it. And when he went to bed with the information that there would be no buckwheat and sausages for breakfast he couldn't sleep for worrying about it. The price of sausage was skied last winter, and there is reason to fear that unless Mr. Hoover does something. that unless Mr. Hoover does something it the price even of "hot dogs" will be

it the price even of "hot dogs" will be "out of reach" except on special occasions, when the ultimate consumer grows reckless and goes in for buckwheat and sausages in spite of the inflated cost.

There is another report floating around that sounds much more cheerful than the quit-eating admonitions that Mr. Hoover is sending out. This report is that the bean crop is ten times as large this year as it was last year. New York State, always a great bean area, has a record-breaking crop. But the Rocky Mountain and Pacific Coast States are harvesting a bean yield that will soon be moving eastward in trains a mile long.—Bultimore Sun.



Sidelights From Personal Knowledge Illuminate Senator Quay's Plans for the Gubernatorial Campaign

To the Editor of the Evening Public Ledger; SIR—Nomination of Hon. Samuel W. Pepny-packer, President Judge of Common Pleas Court No. 2, of Philadelphia, for Governor was primarily due to his writing a peppery Pennypacker letter to the New York Sun early in January, 1991, flaying England with judicial satire for her brutality in the Boer War, and warmly sympathizing with the Boers. Secondly, to my sending a copy of that letter to Senator Quay, telling him why that letter was written, and thirdly, to the persistency with which for fifteen months persistency with which for fifteen months thereafter I held to my scheme of promoting Pennypacker from Judge to Governor, finally securing the co-operation of Senator Quay. That winter Senator Quay was suffering from a severe attack of bronchitis and when I visited him at Washington before Christmas of 1900, and we talked politics, and I asked him who would be our next Governor, he replied holding up a bottle of medicine a colored messenger had that moment brought to him. "If this prescription and the climate of Florida do not quickly cure me Pennsylvania politics will have no interest for me."

t for me." was in that frame of mind, with ample

He was in that frame of mind, with ample time to read my letters and inclosures carefully, when I wrote him;
"It is so unusual for a Common Pieas Judge of Philadelphia to write a letter of this character that I have made appraisal of the Pennypacker motive, and I have reached the conclusion that the shy 'old Dutchman,' as he likes to be termed, would rather be Governor than a Justice of the Supreme Court, and that he has taken this method of annoughing the executive office. Supreme Court, and that he has taken this method of approaching the executive office, believing that it would align the 'Fennsylvania Dutch' for him; that especially in Berks, Chester, Dauphin, Huntingdon, Lancaster, Lebanon, Lehigh and York Counties Berks, Chester, Dauphin, Huntingdon, Lancaster, Lebanon, Lehigh and York Counties
there would be an earnest movement for him,
and if Pennypacker's aim is the governorship, as I appraise it, I am for him, and here
and now invite your co-operation."

And this is the reply that I received:
I have your letter with the Judge's
letter. I don't exactly sympathize with his
Boer ideas, but would be glad to see him
in the Governor's chair, if it could be arranged. It is entirely out of his line,
however, and I don't think his ambition
runs that way.

runs that way. A short time before Christmas, 1901, Judge A short time before Christmas, 1901, Judge Pennypacker sent for me to call on him in his "private chamber," No. 2 Court. Expectation of a receivership caused me to step faster and more lightly. The Judge was eating a frugal, inexpensive lunch—it was the noon hour of court. "Be seated," and I took a chair. "Had I seen or heard from Senator Quay lately," was the question he plumped at me instead of a receivership. "I had not; have you?" was my response. The Judge then said, "There can be nothing to the governorship, as Mr. Quay has never expressed himself directly or by implication excepting in his letter to you a year ago, and I think it best to drop the matter." "Have you directly or by implication ever broached the subject to Mr. Quay?" I asked. He said "No." I left the Judge and went back to my office, as Register of the Bureau of Surveys, with slower and heavier footsteps, all hopes of a receivership in the fog. I wrote to Senator Quay telling him what had occurred, adding that Pennypacker seemed disappointed at not hearing from the seemed disappointed at not hearing from the Senator in regard to the governorship, and this is the reply—an autograph letters

Senator in regard to the governorship, and this is the reply—an autograph letters. The action of the next Republican State Convention is as yet all in the fog. The different candidates are at work setting up their delegates, and I don't know how far their personal facilities will prevail on their ideas of party policy. The Judge ought not to be talked about unless he is to go through, and whether he could cannot now be predicted. Elkin will be nominated if he is a candidate—at least such is the present outlook.

About the 12th of March, 1902, the Public Ledger printed a dispatch from Pittaburgh stating, that the vexed problem of the governorship could be settled by Senator Quay taking the nomination, just as he ended a bitter factional fight over the State treasury-ship several years ago by himself entering the contest for the nomination. I sent the Public Ledger article to Quay, facetiously stating that after Pennypacker first, myself second, I knew of no one I would rather see Governor than Senator Quay. His reply, dated Saint Lucie, March 15, 1902, was:

You will have to take up a fourth candidate for Governor; why don't you take

SPEEDING UP

Cameron? To meet that new proposition was the mos To meet that new proposition was the most serious condition that confronted me, but happily just about that time Israel W. Durliam, who by the favor of Quay had been recently promoted from a Magistrate, salary \$3000 a year, to a millionaire political leader, gave out an interview that "John P. Elkin will be nominated for Governor practically without opposition; the party is for him, Penrose is also, and Quay will declare for him within the next ten days."

I mailed that interview as sublished.

I mailed that interview, as published, to Senator Quay with the statement: "This Dur-Senator Quay with the statement: "This Dur-ham interview opens up a new line of poli-tics in Pennsylvania, the alignment of which will be: Elkin, Governor: Durham, Premier, and Penrose, Chamberlain, with the Premier reaching for the exalted dignity of a Sena torship: Quay, Emeritus Professor of Penn-sylvania Politics, without pay or pension, with my sympathy for the Professor Emer-tion."

Senator Quay immediately began Senator Quay immediately began corresponding with his most faithful friends throughout the State, and on the day and evening of April 23 assembled about 100 of them at the Stratford Hotel. Among them as leaders from Philadelphia were David H. Lane, David Martin, Senator Vare, Colonel Edward N. Patton, Horatio P. Connell, Israel W. Durham, Senator Penrose and myself. That conference resulted in dropping Elkin and slating Pennypacker—Durham and Penrose going along in order not to lose their grip. The slating was subject to Pennypacker's acceptance, and the sagacious leader, David H. Lane, was detailed to secure that acceptance.

that acceptance.

The next morning the papers published columns of news of the "stating of Penny-packer," and about 12 o'clock Colonel Lane came into my office and directed me to forthwith call on Pennypacker and secure his ac ceptance, and that he would await my repor-until 1 o'clock at his office.

I went to the Quarter Sessions Court, took a front seat and awaited results. In five minutes Judge Pennypacker said: "The court will now take a recess until 1 o'clock," and retiring to his private room beckened me to follow him and this is what took place during that recess:

"Judge, you and Senator Quay and I have been talking about the governorship for fifteen months—you usually joking about it. The matter has now assumed a serious aspect and I have been detailed to ask if you will accept the nomination if tendered to you," was the blunt way I put it to him.

"When am I expected to make reply?"
"They will wait for it until 1 o'clock in David H. Lane's office."
"And what do you advisa?" asked the Judge, and my reply was:
"That you do not make me your messenger."

senger."
"Why?" asked the Judge.
"Because after deliberation you might reverse your reply and thereby place me in an embarrassing -position," was my answer.
"And what do you further advise?"

"That you give your answer directly to Mr. Lane and to the Judges." As I was about to leave the judicial pres-ence Mr. Pennypacker, with all the acumen of the provident Pennsylvania Dutchman, asked: "And what is to become of me should I be "Meaning after your term expires?" I

asked.

"Meaning after my term expires. I am not a rich man, I am not altogether a poor man, but too poor not to be earning something after I shall have left the executive office." My reply was: "That should not thing after I shall have left the executive office." My reply was: "That should not worry you. It is a short step from the governorship to a seat upon the Supreme bench." Fromptly at 8 o'clock the following evening Mr. Lane and I reached the residence of the Judge, on North Fifteenth street near Jefferson, and after being entertained for nearly two hours by an exhibition and explanation of numerous paintings, lithographs, manuscripts, books, etc., by the Judge, and their rare value set forth because of their antiquity—and clumsiness—we got down to the governorsh'p question and the Judge considerately concluded to sacrifice his life position on the bench—a position so attractive, so inviting, of such great dignity—for a four-year term as Governor.

JOHN W. FRAZIER.

Tom Daly's Column

McARONI BALLADS XCV · THE PERFECT GIFT

My Rosa's heart's Eetalian. But steell da laws American She loves an' ondrastan's: An' cef you no baylieva me, An' donta see how dees can be

Go ask Meess Giulia Brans'.

Meess Brans', dat's born een deesa land, For long has been my Rosa's frand, An' alla time she's glad for show My Rosa theengs she oughta know, An' w'at to do an' w'at to say For be good 'Merican some day.

An' one day w'en ees come da news How leetla sugar you must use, Meess Branson tal my Rosa how She must not mak' dose baskets now She made so manny of bayfore Dat's nice for looks but notherng more.

You don'ta know da kind I mean? Ah! den, my frand, you nevva seen Da way dey mak' dat pretta theeng? Dey - how-you-call? - "croshay" weeth streeng,

An' w'en da basket ees complete Dey use a block for stretchin' eet; An' dip een sugar juice, you know, For mak' eet steeff an' keep eet so.

Wal, w'en dees sugar law ees come Eet's mak' my Rosa feela glum. But joosta same she finda way For mak' her geeft by Chrees'mas Day An' w'en she gave eet to her frand She joosta no could ondrastand!

"Don't be afraid," my Rosa say, "I waste no sugar deesa way. Dees was my own, baycause you see I deed not use eet een my tea: I saved eet up for dees, to show My dearest frand I love her so."

My Rosa's heart's Estalian. But steell da laws American She loves an' ondrastan's:

An' eef you no baylieva me, An' donta see how dees can be. Go ask Meess Giulia Brans'.

What Do You Know?

1. At what temperature does water freeze?
2. Who is director general of the railroads
3. What is a rookie? 4. What is the correct pronunciation of !"co

5. The United States fuel administration, campaign to save cost, urges househ to keep their rooms at a certain max temperature. State this maximum.

9. In what province of Canada is most of the French-Canadian population of the De-

10. What is the French word for "Germany

Answers to Yesterday's Quiz 1. Vice Admiral Sir Rosslyn Wemyas is First Sea Lord of the British Admiralty. 2. Richard Henry Dann. American author, 1815-

4. "Box" was the early pen name of Charle

Distribute in a material used by sallers acrabbing the decks of ships.

10. Homicide is legally divided into justific killing in performance of surje, excus killing without culumble or cristinal is and felcolous, involving what the law mailes, and divided into mannagement.