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Philadelphia, Tuesday, July 2, 1918

HAPPIEST WHEN IN JAIL

R. DEBS has explained that he was M incorrectly quoted when he was represented as'saying that the St. Louis platform of the Socialists should be rewritten. as many of its declarations were treason-

In order that there might be no mistake about his sentiments, he said, in a speech at Canton, O., that the Entente Allies are in the war for plunder, and that he was opposed to conscription and to the sale of Liberty Bonds.

Of course he has been arrested for violation of the espionage law, just as Rose Pastor Stokes was arrested for a similar offense. Mrs. Stokes was tried and convicted and sentenced to prison. There is every reason for believing that the same fate awaits Mr. Debs. He will welcome viction, for he seems happiest when in

on. He can then console himself with a thought that he is "a martyr to the ause of human progress," and is a victim of the social organization which he has atscked all his life.

But he may discover this time that imprisonment means silencing him for a ng time. The role of a mute and inbrious martyr may not be so pleasant.

Wire entanglements are bad enough abroad. At home they are intolerable.

HE DIDN'T EVEN PUT A HALTER ON IT GARABED GIRAGOSSIAN has met the fate which falls to the inventor who claims too much. As might have been expected, his device for utilizing the latent power in the atmosphere, on which Congress had given him a conditional patent, has been pronounced by a comnittee of men of science to be unworkable and his theories declared to be unsound.

If it had not been for the fact that every man of science knows that we are gnorant of the undeveloped physical forces of the air Giragossian would not save even received respectful hearing. So nany wonders have been done in recent ears that we are willing to listen to whatver any one has to say. The success of arconi in perfecting the wireless tele raph has made us much more hospitable to new ideas than we would otherwise have been. But electricians understood that the perfection of Marconi's invention involved only the development a little farther of well-known principles. While they admitted the existence of the electric currents, they were skeptical of the possibility

of using them. Giragossian, however, professed to be able to utilize a force which he did not identify with any known agent. His failure will not weaken the belief of the credulous in the certainty that the unknown and unnamed force will some day be harnessed for human tasks.

Philadelphia "War Chestiness" became tangibly expansive yesterday.

BEN TILLMAN

SENATOR TILLMAN, whose fatal illness is reported from Washington, is a splendid example of the possibilities for man to emerge after he has reached maturity from a narrow provincial point of view into the realm of broad-minded

statesmanship. He was about forty-five years old who he entered the Senate. He was convince: then that the Senators were a group of men interested solely in protecting the loated plutocrats, with no patriotism and no loyalty to the democratic principles of Americanism. He was going to pitchfork the "representatives of Wall street" out

of Washington. But he had not been in the Senate long before he discovered that there were hones men outside of South Carolina. He frankly nfessed the error of his earlier views and paid a handsome tribute to the un-

lfish statesmanship of his colleagues. And the Senate, on the other hand, began to respect the sterling honesty and unching Americanism of the rough-anddy Southerner who had wrested his State from the control of a planter olierchy and put it in the hands of the

ople as a whole. We have said it before, but it should ild again, that much of the credit for development of Senator Tillman beto the late Senator Hoar, of Massarusetts, who set out to educate the South home, lent him books on history and cal economy, opened the door of the rid's store of knowledge to him and ed him how to acquire it and profit by

The two men became warm friends, Tillman became a statesman instead a back-country blatherskite.

an's services to the country as chairof the Senate Committee on Naval have been beyond estimate. His which cannot be postponed long, we the country poorer at a time it needs ernerienced statesmen at

OUR DAILY NAVAL VICTORY in the world struggle, a fact of such magnitude that, as with nature's mira-

cles, we fail sometimes to applaud. Ad-"Silent and Irresistible Power" of Civilizamiral Sims has reminded us to cheer. tion's Fleets Marks Unflagging Progress Toward Success America still insists on the "hands-off" THE late Claude Debussy, philosopher policy in Russia. But the Hun is not so

as well as composer, was fond of

observing that while the world seemed

The application of this reasoning to

the greatest and most unremitting mira-

cle of the war is obvious. Daily since

Admiral von Spee's fleet was annihilated

off the Falklands the "silent and irre-

sistible power" of the Allied battle

squadrons has been developing. The Jut-

land engagement left the situation essen-

The U-boat warfare sought and still

seeks to overturn it, but the failure of

that predatory campaign is now in sight.

Sea control is in the hands of the Allies

and America. The magnitude and en-

durance of this victory and the un

exploited methods of its prosecution

have actually served at times to dull our

appreciation of its meaning. We have

been accepting the achievement as we do

Moreover, it is characteristic of hu-

man frailty that, while we said virtually

nothing at all while civilization on the

sea was winning its daily victory, we

have been by no means silent before any

indications that the unparalleled per-

formance was being placed in jeopardy.

The campaign beneath the ocean's sur-

face, not the still more wondrous one

upon it, has been our common topic.

Perhaps this is why Admiral Sims was

constrained to make his statement con-

cerning sea power so long and compre-

hensive, so specific, so soundly informa-

This significant report which the

American admiral has just given out in

London may be regarded as a condensed

compendium of naval communiques. The

field general wires a new story in each

bulletin. In its broadest sense the tone

of daily reports from sea commanders

would be invariable. The victory which

this unprecedented sea power spells

would be chronicled today and repeated

It is possible, however, after consid-

months these figures have been greatly

reduced." The U-boat raid off our

goasts he characterizes as weak naval

his point by citing the repeated triumphs

The extent of the submarine menace in

its earlier stages is ascribed to the in-

ability of civilized human beings to in-

terpret the psychology of fiends. As the

rational peoples of the world simply

could not credit the possibility of bru-

tality being carried to the point where

unarmed merchantmen, passenger and

hospital ships would be sunk without

warning, it necessarily took some time to

The depth bomb, the listening device,

the convoy system and the fast destroy-

ers are now our answers to the chal-

lenge. Upon our increase of these arms

depends the suppression of U-boat ac-

tivity. And, of course, until that goal is

reached the effect of their operations can

be vastly reduced by continuing, as we

now are, to build ocean carriers-the

submarine's chief prey-faster than they

That so much of the report was de-

voted to the U-boats is unquestionably

due to the Admiral's desire to correct

misconceptions with respect to inflated

estimates of their numbers, with respect

to their ability-now virtually nil-to

cope with warships and with respect to

the folly of fearing that they could carry

airplanes. New York's anti-light pre-

cautions are characterized as "absurd,"

and there is a comforting flash of humor

in his suggestion that that city be illu-

minated "as brilliantly as economy per-

All this information and advice is ex-

tremely welcome, but the real heart of

this survey throbs with deeper and more

exultant notes. They are sounded in

"The world today is witnessing the

most impressive manifestation of sea

power that history has ever recorded.

The enemy has not a single surface

vessel on any of the trade routes. The

seven seas are free for Allied commerce."

four years of naval glory. Bad days and

good may alternate on the land fronts.

But we have always a daily victory to

celebrate. We may thrill over it with-

out boasting. It is a supreme fact, an

unanswerable asset of ultimate triumph

Herein lies the summation of nearly

hese pregnant sentences:

build up the proper defense.

can be sunk.

of the transport service.

alluded to the sunset.

tially unaltered

FEDERAL WIRE CONTROL?

particular about what he does with his feet.

ever eager to appraise trifles, notably in CONGRESS probably will not refuse the President the authority to operate the art, it was comparatively indifferent to a great miracle of daily occurrence. He telegraph and telephone lines, which was formally requested yesterday after all ef-No one, he maintained, had ever forts at mediation between the Western brought his two palms together and Union and its employes had failed. But physically applauded that prodigy. The this end to the dispute, unavoidable as it very persistence of the wonder had may be under the circumstances, will be disquieting to any one who has closely dulled the senses, so quick to respond to considered the possible results of Governthe occasional achievement whether of ment direction and Government ownership in this particular field.

> Obviously the Federal Government could not tolerate the auggestion of a strike among telegraph operators. There were promises from both sides that a strike would not be permitted to interfere with Government business. But it must be remembered that nine-tenths of the business now transacted over the telegraph lines of the country relates in one way or another to the conduct of the war. The labor board suggested logical means for the amiable settlement of the dispute be tween the directorate of the Western Union and the employes representing the workers' organization. The President himself urged upon the Western Union officials an acceptance of the mediation principle. The corporation president refused to relinguish a fixed position of hostility to trade unionism, and the workers' officials announced preparations for a strike next Monday. Thus the disagreement within the Western Union was permitted to drift to a point where Federal interference was imperative. The Western Union officials. rejecting the repeated suggestions for arbitration, rejected a principle and method upon which the whole world of civilization is learning to depend in affairs which are of vastly more importance than the destinies of one telegraph company. When victory has been won the nations will turn to the peace conference-an arbitration board of the larger dimensions-for the final settlements. But the logic of the situation is lost in the bitterness of the telegraphers' dispute. The strike as it was threatened, with the possibilities of disrupting reactions throughout labor organizations allied with the wiremen, might easily have been perilous to the nation as whole in this crisis. The Government was driven into its present mood, and the President adopted the only means at his disposal to avoid a breakdown in the system of communication that binds the industries of the country together at their

> common task. And yet the general plan of Federal wire control, while it may cheer Mr. Burleson and others of his type, will seem to many more thoughtful men to be an altogether discouraging and regrettable business.

erable lapses of time, to summarize in The peculiar function and nature of the the large aspects what this superb distelegraph system are such that it should play of force means, what relation the be kept permanently free from all possible U-boat piracy bears to it and what are danger of political control or political conthe prospects of reducing to impotence tacts. If the telegraph lines of the future Germany's sole instrument of naval waror the present were to be, like the post fare. Admiral Sims has embraced this office, say, under the direction of favored opportunity. Adhering strictly to facts, politicians in given localities, the possible consequences of the arrangement would be he has at the same time dispelled many disastrons. It is inconceivable that the private affairs of business and professional The seas do not "swarm with submainterests throughout all the country should. rines." "Experience." declares this auby any trick of circumstances, become an thoritative officer, "has shown that the open book to men of the sort familiar in Germans have been able to keep only the intermediate offices which are given about 10 per cent of their U-boat fleet | over habitually to the favored members of in action on the average. Until recently | this or that party. And yet that is the

least of the suggested perils. his meant that anywhere from fifteen Men of Mr. Burleson's type who now exto twenty submarines were actually at work in the Atlantic, the North Sea and communication of the country are content the English Channel. In the last few to do the easiest part of the work.

The thing that Mr. Burleson would take over were he to be given direction of the Western Union or the Bell systems strategy and "very unprofitable," proving | is not a thing that he himself or any man of his type could have created. The talent and the initiative and the peculiar genius that built up the amazingly efficient wire systems in this country-the most remarkable telephone and telegraph systems in the world-are not available to the Federal Government in ordinary times The great public service systems in politicians rather than with their help And great as the telephone and telegraph systems are, they are yet in the process of refinement and development. Government ownership would be a calamity, and it is to Government ownership that officials like those in the Western Union are driving the country.

The public service systems must ulti mately have the inspiration of individual imagination, of individual vision and daring. This is the quality that has given us the greatest railway and communication systems in the world. These systems cannot be entrusted to politicians unless some revolutionary process in general thinking sends the really able men of the nation into the minor fields of public

The seventh plank in They Need a the Pan - Germans' latest demands is the Good One! cession of the whole British navy. It is plain to be seen that they have lost all faith in their own.

Black-Face Stuff teers who are raising an army in support o the Grand Duke must be well acquainted

with American slang, Brother Bones." "How so, Brother Tambo?" "Aren't they doing it all for the love o'

The report of the German ban on new clothes suggests that the Kaiser's subjects will have to struggle along with the old dings ones until they don the bright cap of

It seems foolish for Uncle Sam to denand explanation of the Tabriz outrage from

The German junkers are still dreaming peace with indemnities. The guns will

In a choice between working and fighting, a great many men who are born cowards would find courage for a fair sort of row.

The gallant war record of Major y Roosevelt takes him well out of any rating, in spite of his papa.

BEEF, IRON AND WINE

Round the Town

IF SHOE leather weren't so expensive nowadays we would love to spend all our time wandering round the town watching other people work.

We have often wondered how many of the people who pass the Columbia avenue station of the Reading Railway every day have ever stopped in there to look at the old "Rocket," one of the locomotives that our grandfathers admired. It is a very interesting sight. Made in London in 1838, it was brought over and ran on the Reading line between here and Norristown until 1879. It is preserved in the Columbla avenue station, and as you look at it you will wonder how the engineers of that day liked having to stand up all the time. There was no cab and no seat for the driver, only an open platform.

Then there is a wonderful big brewery on Columbia avenue, where we stopped the other day to watch the curious machine with many claws that tightens the hoops of beer barrels.

At the corner of Oxford and Lawrence streets we discovered a wooden cigar statue, not the usual wooden Indian, but a figure of Sir Walter Raleigh. We are sorry to say that he was wearing a decoration that looks very like an Iron Cross He has a plumed hat, a pointed beard and a very droopy mustache. As Sir Walter Raleigh is popularly supposed to have been one of the first to introduce the Indian weed into England, it is interesting to find him commemorated in a cigar

We would like to take the Kaiser for a stroll down Second street to show him that it would not be easy to starve America We have rarely seen so much food as is displayed along those pavements. Crates of poultry, barrels of fish on cracked ice, every kind of vegetable one ever heard of, pushcarts of potatoes, trays of apricots carrots, onions, horseradish, and, most al luring of all, the big brown loaves of rye bread with that shiny crinkly crust. And turning down toward the waterfront, we found a sign that seemed to us very romantic. It read: Birdsong & Co., Foreign Nuts and Fruits.

On Second street, just below Callowhill. lovers of the picturesque ought to be interested in the Black Horse Hotel, for it has a stableyard that looks just like those in the old English taverns. There are long galleries looking down over the yard, like those at the Tabard Inn. Just outside the hotel we had an adventure. Two little boys were quarreling, and one in anger seized a little black purse that the other was holding and threw it into a puddle in the street. The poor little purse flew open and its contents-one cent -dropped into the puddle. The small owner burst into tears, and I came to his rescue to help salvage the treasure. He picked up the purse and I went dabbling in the puddle to find the coin. And, by some magic, which need not be explained, we found three pennies in the mud. He was greatly cheered by this, and so was I.

The Abdication of Congress

TN THE course of the debate in the Senate on the extension of the age limit for military service, Senator McCumber, Republican, of North Dakota, had the following things to say, as reported in the Congressional Record, about the surrender of its judgment by Congress to the judgment of the executive officers:

"We are continually asserting that the American people have not yet begun to realize that we are in actual war. But why should this tardiness of the American mind elicit comment when neither the Congress itself, as a whole, nor the War Department, not the shipping board, nor other kindred boards have yet fully awakened to that realization? Certainly Congress must admit either that it does not realize the full importance of this war, or that while conscious of its gravity and immensity it has nevertheless transferred congressional functions and responsibilities pertaining to the war to another branch of the Government.

"I wish to plead with the chairman of the Committee on Military Affairs to recall the constitutional functions and to exercise the war powers of Congress. Is he in the least degree uncertain as to where rests the authority to conduct and direct this war

The Constitution creating this Governmen imposes on the Congress the duty to declare war, to raise and support armies, to provide and maintain a navy. And, Mr. President, the sole authority to declare war, to raise and support armies, and to provide and maintain a navy, per se, imposes upon Congress the sole duty to determine and character of any army or navy

"Certainly the chairman of this war committee will agree with me upon that declaracise legislative judgment as to the number of fighting men necessary to achieve a victory. Congress has no right, legal or moral to relieve itself of or to shift that burder upon the shoulders of another, whether he be the Secretary of War or the President of

"Mr, President, so far—and I think the chairman of this war committee will agree with me—Congress has wholly failed to assume that duty or to exercise any judgment whatever in relation to it. So far all Congress has done has been to enact whatever revenue measures or other legislation the mend; to make appropriations as per execuschedule; and has exercised only

jects. "I want to say that Congress, upon whom is laid the duty to raise armies, has not once asked itself how large an army do we need to make a success of this war; what tonnage of ships will it require to support that army. Congress has not once asked itself those questions since we entered this

"I say had the Committee on Military Affairs-and this is another committee the Committee on Commerce been active in the performance of war functions which Congress of itself took away from them, had it enacted its judgment into positive legislation with direct and certain purpose, we would not have been a year or two years behind time in meeting the submarine ray ages; we would not have lost six or eight months before we did anything toward im-

proving our shipping situation.
"I repeat, Mr. President, that these are not criticisms aimed at either of thes tees, but rather at Congress itself, which, by its own legislation, has seemed overwilling to surrender its functions and delegate in authority, and thereby escape its responsibili tics. There is where the fault lies.

"Mr. President, in the light of our dere-liction and of our total failure to shoulder our great constitutional obligations in this would it be impertinent for me to asi to return to its ancient functions?



Gasoline's Silver Anniversary

By BART HALEY

labored unhonored and unknown to fame. He grubbed at odious tasks in the kitchens of the land. He cleaned carpets and took out stains. He was supposed to be especially talented at the business of lighting fires in stoves. He seemed condemned to inglorious travail for all time. And yet he ached for polite society. Occasionally, to display his talent, he would rend the walls of a house and send a cook or two hurtling magnificently into the blue sky. Now he is universally courted. He moves with the best people. It is even said that he will win the war for us.

TTE IS the obscure devil that bides in II gasoline.

THURSDAY will be the silver anniversar; of his deliverance from hateful bondage because the first American-made gasoline automobile turned its wheels on July 4, 1893. At Greentown, Ind., Elwood Haynes climbed upon a fearful looking contraption and moved off while the populace fied for safety. Mr. Haynes's machine could average seven miles an hour, and you could hear it three miles away. Now there is a motorcar for every twenty-four persons in the United States.

THE amazing thing about most auto-I mobiles is that they go at all. Few men know why the wheels turn round. A gasoline motor is a seething furnace of exploding gases kept cool by water. Gasoline, oil, air and water are needed constantly in such a machine. That is all that most drivers know. Of the mysteries of the pumps and the electrical equipment most men prefer to be ignorant. Most cars are sadly misused in consequence.

THE automobile is not unlike the age we live in, since it is bursting with mixed impulses of good and evil. It came upon the age suddenly and stealthily, just as if the age were a gentle old lady trying to cross the street. It has compelled extensive revisions in the street plans of cities. And as it continues to crowd and multiply engineers have been driven to desperation in efforts to adapt the established order of city streets to its uses. In the future motor traffic is sure to have streets and avenues reserved and even especially built for it.

DUNDITS have feared that the automobile may make this an age of liars. There is, indeed, danger of some such calamity. The men who used to lie insistently about the fish they caught now devote their talents to the glorification of their automobiles. It is rare that a man can be found who will say anything un gracious about the car he drives. Indeed, a man who is meticulously candid and truthful in every other relation will lie like a German diplomatist for the honor of his automobile. He will lie about its speed, its agility, its getaway, the miles it will "do" on a gallon of gasoline and its might upon the hills.

THERE is a reason for all this. An automobile is more faithful than a dog. And, like a dog, it takes unto itself something of the character of the man who drives it. The versatile devil that bides in gasoline is nothing if not adaptable. Thus the automobile that takes a man demurely to church on Sunday morning may often be seen the next night lolling in state at the doors of a cabaret or brawling at sixty miles an hour over a country road to show that it is as game and as various as its

Not so long ago there was a forlorn. | master. It is a machine that has brought diminutive, low-caste demon that bomething of the go'len age of youth to something of the go'len age of youth to many men because it gives them something to play with. It has been said that married men are invariably fascinated by the motorcar. They find in its obedience an enchanting novelty.

> ELWOOD HAYNES, when he made his first American automobile, reserved his trial flight for the Fourth of July, because he wished to make the occasion one of national significance. He gave John D. Rockefeller and Henry Ford good reasons for celebrating the greatest day of the year with an altogether new fervor of the spirit. Gasoline was selling at eight cents a gallon in those days. Now it costs twenty-eight. Mr. Ford was in the bicycle business. He, too, was experimenting with gasoline engines. He became enormously rich because, after the motorcar had been developed as a rich man's luxury, he determined to bring it within reach of the great mass of the people.

> TEORGE H. McFADDEN, Jr., is believed to be the first Philadelphian who ever used a horseless carriage in this part of the country. About twenty years ago he imported one of the first French Panhards. Mr. McFadden lived on the Main Line. It is said that parties of sightseers were frequently organized to watch him coming into town at the appalling rate of fifteen miles an hour. You could hear the crash and rattle of Mr. McFadden's Panhard when it was about half a mile away. The French had improved greatly on the first American cars. It is to the French that the world owes its obligation for the automobile in its present form. The early American builders clung to the scheme of the familiar wagons and carriages of the period. The French devised the first machine with small wheels, and they were the first to put the engine under a hood forward of the driver's seat.

> A N AUTOMOBILE, if it be not too heavily stricken by the years, can indeed be the servant of every impulse. It is as versatile as imagination. It will take you to an ignoble death in noisy collision with an elevated railroad pillar, or it wil magic you out into the still enchantment of a summer midnight, when the roads are lonely and the lights in front reveal a passing world of new peace, new colors, new wonders and new illusions. If you want to know the character of a man observe his car and the manner in which he drives it.

"No, Gertie, dear, the You're Safe, Child! headline 'Debs Arrested' does not mean that any harm has come to young girls making their bow to society. The Debs mentioned here will insist on turning his

Mr. Giragosslan should Speaking of Freedom have made his experiment in the less costly days of peace. "Free energy" is just as unattainable nowadays as anything else at that

We have been looking for the misprint that would spell it "Monte Grabba." It would so neatly express the spirit of Italy's impetus.

Although Kerensky insists that the Russian front still exists, it is noticeable that most of his conversation relates to "back-

Paradoxically enough, the peace efforts Kuchimann will lead to the kind of frost that will make him extremely hot.

THOSE AT HOME

OH, THE spring was made for loving, When the glad birds sing: And the summer made for mating, Faithful to the vows of spring: And the autumn made for roving, When the birds have taken wing; And the winter made for sleeping For a long and restful sleep, Like the slumber of the weary, And as dreamless and as deep.

WHO can think of spring or loving While the marching armies sing? Who can think of summer mating While the cries of battle ring? Who can think of autumn roving While their souls are taking wing? Who can think of rest or slumber While the bugles sound to war, Till the marching feet come homeward

-PHOEBE HOFFMAN. "Paris," says a distinguished French reneral, "will never be the Germans' prey." Nevertheless its acquisition still remains their prayer.

Kuchimann says that Germany wishes blive within the frontiers traced by history, Does he refer to past history or future

We have such confidence in Germany's honesty and chivairy" that we have nearly million men in France to give it the once

Germany declares that the great frus-trated attack on Rheims was only a surprise. It certainly was. The French saw to that

Germany has named a "danger zone" for neutrals along the Atlantic coast, but ap-parently did not consider it necessary to mention Coney Island specifically.

Congress's disinclination to take a recess seems to cast a doubt on the authenticity "all-clear" signals in politics.

Poor Motive Power Austria's battle line in Italy is really a

Names is, as somebody once remarked, names. Which makes it all the more disap-

pointing to learn that I. Cookwell, of Manchester. Eng., isn't in the restaurant busi-ness.—Springfield Union. Conservation of Suet

Those who claim the Kaiser is insane should explain to us why he keeps himself splendid sanity.-Savannah News,

A Timely Version They also serve who only save and swat !--

What Do You Know?

OUIZ

What is meant by cartegraphy?
Who is the Grand Duke Nicholas Nicholale vitch? 3. What is the force of the suffix "vitch" in Russian names?

What is a suffix?

7. What are the colors of Cornell University? 8. Name the author of "A Tale of Two Cities." 9. What is the capital of California?

Answers to Yesterday's Quiz

1. Radeliffe is the college for women affiliated with Harvard.

2. General von Kluck: One of the German com-manders in the 1914 drive on Paris.

Augusta is the capital of Maine, "God Save the King" is the national air of Great Britain.

5. "The Lady of Shallott": A poem by Tenny-

6. Beris Bukhmetieff is the Russian envoy to the U-ited States.
7. The landing of the Pilgrim Fathers was in

8. Czecha: The most westerly branch of the Slave, found mainly in Moldavia and Ba-hemiu, in Austria.

9. Jumes Monroe was the fifth President of the

10. Camp Devens is the cantonment of Aver-