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Philadelphia, Thursday, December 5, 1918

THE JOYS OF PUBLIC SERVICE
 MADDOO is out. Barnuch is out. John D. Ryan has quit his place at the top of the aircraft board. Doctor Garfield now joins the chorus of the resigners, and there are signs of an outward movement elsewhere in the ranking personnel of the war machine which Mr. Wilson built in a hurry. Mr. Schwab is looking eagerly toward private life and his resignation is supposed to be in the President's hands.

Of Mr. Maddeo it may be said that he is leaving a colorful track behind. He dislocated the railroad system and therefore would seem to be the logical man to aid in its readjustment to a peace basis. Doubtless there is a vast amount of constructive work that the other chiefs in emergency departments might do in the next year. Yet it is hard to blame them for quitting a service which is invariably thankless and without profit.

Doctor Garfield had less reason than any of his associates in the war machine to wish to stay in office. Of all the officials in the war service he was the most insistently criticized. He was the alibi target for thousands of grumbling citizens. Like the others who organized special departments in Washington, he left more congenial work for a patriotic duty. Schwab turned away from the affairs of a vast corporation and imperiled his personal fortune. Maddeo, on his own account, went broke in office. The fellow citizens of these public servants never seemed to remember their existence unless there was cause for complaint.

And yet we wonder in America why a larger number of gifted men do not devote themselves to the service of the commonwealth?

Though William Hohenzollern is emphatically undesirable, he is certainly not uncalled for.

NO EUROPEAN HOLIDAYS NOW
 THE European Governments contemplating continuing the ban against tourists until some time after the signing of peace are wisely considering not only of themselves but of the world-beaters. Reconstruction on a vast scale is the need of the moment in parts of Italy, Belgium and France, and the latter country displays sound judgment in intent to prohibit the entrance of any person not prepared to assist in such work.

But the chronic tourist, although his long-suppressed soul for travel remains without European outlet, has valid cause to applaud the paternal and exhaustive Karl Radeker to blaze the way in "snark" of an alien tongue. Today many of those red-tailed volumes are out of date and void of authority.

Zaberi can no longer be tracked down in the index of "The Blue" handbook. It's Saverne now; while Strasbourg has lost an "s" and gained an "n." "Kaiserplatz" vanishes in favor of "Place de la Republique." New boundary lines mean a complete reclassification of "Traveler's Guides." It will be well for the comfort of unlingual travelers, to which category most Americans belong, to wait until his movements abroad can be easily safeguarded as in the days of old.

Furthermore, there is something suggestive of heartiness in the concept of making a holiday just now and seem eternally halcyon by supreme tragic sacrifice. When France is ready to receive the fat-purged tourist and care for him with the former affectionate interest she will open her arms.

No whistles blow when troops and searers wounded return. Heart thirns pay a tender tribute.

DER TAG FOR AUTOMOBILES
 WHEN gasless Sundays came the heart of all that world that rides—or hopes to ride—on rubber tires struck bottom. It seemed then that the automobile was to be exiled for long. Now the man who used to be King of Prussia and German Emperor by the Will of Gott is in exile. They call him Bill. The war is over—everywhere but in Congress. The War Department seems to have found a substitute for gasoline that is more powerful than gas itself and so cheap as to take all the sting out of joyriding. The war, that threatened temporarily to paralyze the motor industry, has given it new vitality and a tremendous lot of precise advertising. The gasoline engine was one of the great victors at Armageddon. It is no wonder that the joy bells are ringing in the motor trade or that the Automobile Trade Association of this city is to have a jubilee next week.

Even those who do not drive motorcars regretted to see the automobile threatened with temporary extinction. They could always get a thrill out of the advertisements, who does not remember the unbelievably insouciant family of five in a gloriously shining limousine rolling through a panorama of the great cities. The double pages of the

weekly magazines? Looking once at their ecstatic faces—papa drove—we knew that the trouble, upkeep and such terms were the inventions of cranks and hypocrites. Life in a devil-wagon plainly was one long sweet song.

Automobiles won in war a triumph that they ultimately will duplicate in peace. The family car of these days is more affectionately regarded than the family dog, and a million times more useful. It is often given a pleasant name indicative of esteem and personality. At the Philadelphia Jubilee the new 1921 models will be shown, of course, and we shall be glad to see this added sign of blithe peace once more returned to a troubled world. For the motorcar is essentially the plaything of grown men. It renews their youth. And it is the first of thrill-givers. "It's lonely up there," said a returned airman. "There's nothing to see, nothing to show that you're going fast. When I wanted fun I borrowed a driver and drove that!"

BEWARE OF GERMAN KULTUR IN POST-WAR ACTIVITIES

America Must Have a Higher Ideal If It Would Escape the Kind of Blighting Materialism Which Led to the War

WE ARE hearing much about the rehabilitation of America after the war. Congress and the newspapers are talking of what is to be done with the railroads and with the returning soldiers, and with the relations of capital and labor. And much of the talk seems to be based on the belief that if we would avoid disaster we must apply the principles of German kultur to the solution of the problems.

But nothing could be more disastrous to American civilization than to remake it on the German model. The oak is in the acorn. The oak is the ideal which the acorn is fated by the law of its being to realize. Soulless, conscienceless, greedy Germany is the realization of the ideal of German kultur. The ideal of a nation, the intangible, invisible shape into which the dreams of its people would force it, is the most powerful influence at work in shaping the form of its civilization. And the ideal of the nation is the combined ideals of the people who compose it.

It is about time that we began a searching of hearts to discover just what we want America to be, for many things are in solution just now, and their re-shaping is easier than it will be in a few years. One voice has lately been heard deprecating German kultur. It is that of Nicholas Murray Butler, president of Columbia University. In the course of a recent address at Princeton he reminded us that there are three fundamental aspects of life which must be considered if we are to do anything more than drift. They are:

- First, *The aspect of ethics, which is determined as the doctrine of conduct and service.*
- Second, *The aspect of economics, which is the doctrine of gainful occupation.*
- Third, *The aspect of politics, which is the doctrine of the reconciliation between the two and of living together in harmony and helpfulness.*

Doctor Butler concludes that if we face the future with a realization of the truth that ethics, economics and politics are not three different and contradictory disciplines, but three aspects of one and the same discipline, we shall put behind us the German-made psychology without a soul and the German-made economics with nothing higher than gain as the end.

If the American people believe that the mission of politics in its broader aspect is to bring about harmony between conduct, inspired by the theory of service, and business, entered upon for profit, the tasks of the future will be comparatively easy. We shall then have an ideal, the attempt to realize which will shape to the highest ends everything that we do.

Apply this to the railroad situation, for example. Do we want the Government to own the railroads because we are jealous of the private citizens who now own them and because we seek to deprive them of their sources of wealth? Or do we want the railroads to be returned to their owners in order that they may be protected in their property and continue to get rich from it? Or are we seeking the best way to solve the problem of railroad transportation for the greatest good of the greatest number? Can the enemies of capital and the owners of capital meet on a common platform of desire for the common good? If they can, the rest is easy. If they cannot, we are doomed to a conflict of interests and to an attempt to imbed in our national life the principles of German-made economics with nothing higher than selfish gain as the end, where we ought to have a unity of interest and a conflict only of zeal in seeking the best way to serve the whole people.

The labor problem can be solved as simply if we choose to apply to it the combined ideals of ethics and economics and politics as set forth by Doctor Butler. But thus far certain of the labor leaders appear not to be considering the larger ethical ideal, with its theory of service, because they are insisting on the economics of gain, and they are demanding that politics shall not attempt to harmonize ethics and economics, but that it shall ignore every consideration save that which will insure to labor the high wages which it has been receiving during the war regardless of the needs of the rest of the community. And there are also some employers who are equally blind to the ethical side of their function in society, and are considering only how much work they can get for how little money.

It is too much to hope that there will be a practical and complete application

of Doctor Butler's ideal at the present time. But there are some men who are shaping their conduct by it and there always have been such. When they are in the controlling majority that millennium of which poets have dreamed and prophets preached will be upon us. Yet men who love their kind will not hesitate to hold this splendid ideal aloft at every opportunity in the hope that it will ultimately draw all men unto it.

Now that the P. R. T. has informed us that "skips" are not responsible for any increase in accidents, it should go a step further and tell us what it will do with a slogan we have the right to know.

THE GOWNSMAN

"Amiability and a Sense of Proportion"

AMBIABILITY and optimistic correspondence recently sent the following letter to our desk and it was printed as inconspicuously as possible, but he remembered to the good, that it was printed.

Sir—In the world really so black as The Nation paints it? I think not. The person isn't perfect, that Mr. Creel in his unreliability, that Mr. Gompers isn't Mr. Lightened, that Mr. Roosevelt lacks the judicial temper, that security organs and councils of safety are often blatant and myopic, that Republicans are protectionist and protectionists not always unselfish, that negroes are discriminated against on account of race, color and previous condition of servitude, that judges impose excessive sentences, that conscientious objectors are persecuted, that the personal liberty is annoyingly curtailed, that war provokes passion, and I think that the Nation that it would be better if it were otherwise. But after all, is it so bad as you make it out? What are the objections to amiability and a sense of proportion?

THE ELECTRIC CHAIR

A Visit to Amerongen

I FOUND the Countess Bentinck going over her household accounts with a gloomy face. "Is Mr. Hohenzollern anywhere about?" I asked. "Oh, he is here, but he is left out of the way."

"Yes," she continued, "everything is so dear—that is, except some of the soldiers. We have rather a beautiful room, you know. So sorry, I can't offer you the spare room, but the Count is sleeping in the stable as it is. And the expenses—well, we are going to put in a claim for indemnity on account of a government in Berlin to file it with. All the shops in Amerongen have put up their prices since Mr. Hohenzollern arrived. The quality of the goods has gone down, too. I've ordered I don't know how much ground glass, but it doesn't seem any use. The price of sawdust is almost prohibitive—yet I know some people who are using what they've accumulated. When we are alone we have to make our own soap."

"At my rate," I said, "there are some reasons for not being so glad to see the circumstances post-humously feel like hanging up mistletoe for Christmas."

"Practical!" she cried. "Do you suppose they'll stay as long as that? Well, all the servants will be dismissed on the 15th. I'm planning already because Mr. Hohenzollern has been giving them signed photos of himself. And the chambermaid has given me notice, because when she goes to make up Mr. Hohenzollern's room in the morning she finds all the furniture piled around the bed in a kind of barricade. Also he disturbs us a great deal at night by talking in his sleep."

"If I were you," I ventured, "I would pass the word around that Mr. and Mrs. Wilson are coming to spend Christmas with you. I think your guests will leave fast enough when they hear that."

A charming smile spread over her harassed face. "That's a good idea," she said.

AFTER some searching I found Mr. Hohenzollern walking in a dense grove of trees not far from the castle. When he saw me he stopped and advanced quickly behind a thicket and dodged about with surprising agility. At last, however, by waving a handkerchief, I managed to convince him that I had no ill intentions, and he accompanied me to his "Hullo, old chap," I said. "The last time I saw you was in Berlin. Things have changed a bit since then, what?"

"A great many sad things have happened," he said, glancing occasionally at a civilian clothes. "I am particularly distressed to hear of Mr. Wilson's visit to Europe. It shows a disregard for the feelings of the American people, and it is not to be expected. He would do much better to stay where he was. I am glad to talk to an American. I believe that in your country I have some friends still."

"THE GOWNSMAN"

"Amiability and a Sense of Proportion"

AMBIABILITY and a sense of proportion? The first is a question of temper, the second an attitude of mind. Unquestionably this is a very unsatisfactory world, made wrong in the first place, if you will have it so, Mr. Postmist, and ran wrong from the beginning. You and I rather suspect that we know somebody, whose name Innate modestly forbids us to utter, who would have done it much better in the beginning or at any time since, for that matter. And according to our temper, we despair and look black, or we laugh with a good-humored Republican friend of the Gownsmen, taking joy after all in this high joke which the piece of persimmon, the Goddess of Fortune, has played on the innocent American people. "Just think of what a joke it is," he says, "the greatest of all jestures in history, the reversal of the political world, a demand for the sublimated, trained politician, namely that the world has yet required—and only a Democrat in the chair at Washington and even he won't stay there. There has been nothing so funny as the world that line about the mountain in the labor of childbirth, which after earthquake, shivers, throes and horrors, brought forth a ridiculous mouse."

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"BE NICE, YET, CHUDGE; EFFER SINCE HE CATCHES ME I ISS REFORMED!"



How to Keep Our Ships on the Sea

Unless Subsidies Are Paid the American Merchant Flag Will Disappear From the Ocean—Senator Fletcher's Errors Exposed

By GEORGE F. SPROULE
 Secretary of the State Commissioners of Navigation

THE reply of United States Senator Dunham, of Florida, to the statement recently made by P. O. Knight, vice president and general counsel of the American International Shipbuilding Corporation, that because of discriminatory legislation "no man can own and operate a ship profitably under the American flag," as appearing in the columns of the EVENING PUBLIC LEDGER under date of November 27, 1918, is subject to much criticism, and I am of the opinion that Mr. Knight's views are rather ordinary and not of a high order of practical shipping men.

I take it Mr. Knight's remarks apply to American vessels in the foreign trade, because before the war there were some in the protected coastwise trades of the Atlantic and Pacific Oceans.

It is not to be taken that Senator Fletcher's remarks that our shipping laws are not nearly so burdensome as those of England, Germany, Norway and Japan. Have any of these countries laws compelling the masters of their vessels to accept a share of the cost of the vessel, one-half his wages every five days while in port? Is the standard of food on the ships of any of these nations comparable with that on American ships? Is there any other country that does not require that 55 per cent of the deck department, exclusive of officers, shall be certificated sailors? It is not to be taken that Senator Fletcher's remarks that we have no "load-line" law in this country. He has ever observed the position of the "load-line" on the side of an American ship loaded to a greater depth? This "load-line" is so adjusted as not seriously to interfere with the carrying capacity of foreign vessels. It is a fact that ships of foreign nations cannot carry deck-loads beyond certain heights, which in the winter season is very much reduced. Might it be argued that the wages of officers and crew are higher than those of American vessels? I feel that the deck-load restrictions on foreign vessels are not too severe. So far as American vessels are concerned, the size of deck-loads is regulated during the winter season rather from a humanitarian standpoint.

Now another point he makes in the favor of American vessels is that our seamen are excluded from the provisions of the compensation law, while those from England, Germany and Norway are included. I am of the opinion that our seamen are not better off than those of other nations. The United States Supreme Court on May 21, 1917, decided that the enforcement of its provisions of the compensation law of any State, against the crew of our vessels not having to pay hospital dues required of vessels of foreign nations.

Let me state that the wages of American seamen deserting must be paid to our United States shipping commissioners, who in turn transfer this money to the United States Treasury Department to help maintain the marine hospital service. In foreign vessels, wages left behind by deserting seamen revert to the ship owners, so this about equalizes itself. The statement of Senator Fletcher that the wages of officers and crews constitute only a small percentage of the gross operating expenses of a vessel will be challenged by all shipping men. Take for instance, the annual failure on the part of the United Fruit Company to operate between Philadelphia and the West Indies, the Ameri-

can steamships Admiral Farragut, Admiral Schley, Admiral Sampson and Admiral Dewey. These vessels were constructed soon after the Spanish-American war and because of the expense of operation they were replaced by steamers of similar class under the foreign flag, and the cost of operation on one round trip to the West Indies dropped 50 per cent. Other instances of the failure to operate American steamships in competition with foreigners were well and forcibly brought to the public view by the late William B. Winsor, who was financially interested in the Boston Steamship Company, which constructed the steamships Shawmut and Tremont for service between the west coast and the Orient. It had been stated by the government authority as P. A. S. Franklin, president of the International Mercantile Marine, that in normal times it costs from 37 to 47 per cent more to build a ship in this country than in England, and indeed the president of the Newport News Shipbuilding and Drydock Company, one of the largest yards in the world, once made the statement that an ordinary freight-carrying steamship of 10,000 tons could be constructed in England for about 75 per cent less money than in this country.

Again reverting to the statement of Senator Fletcher that the wages of the officers and crew constitute only a small percentage of the gross operating expenses, let us quote John Donald, one of the present members of the United States shipping board, in the operation of a small steamship called the David, in the West India trade. While operating this vessel under the American flag her wages per month were \$1235, and when placed under the Norwegian flag they dropped to \$680. These were normal times, but normal times are what we must reckon with as soon as the peace treaties are signed. There is no gratifying fact that with the present rates of freight, American vessels can be operated successfully in the foreign trade, but can any one figure out how they are going to succeed when, for the sake of American vessels, case brought from Philadelphia to Japan drop to from eighteen to twenty cents?

It is an economic problem that cannot be solved otherwise than by a complete revision of our navigation laws, or the equalizing by subsidy, or other means, of the difference in cost of operation.

The world war demonstrated the need of a merchant marine, and all practical shipping men would like to accept some of the theories of Hurley's theories, were they not confronted with the stern realities of past experience. It has been stated that the basis of the American flag is to accept some of the theories of Hurley's theories, were they not confronted with the stern realities of past experience. It has been stated that the basis of the American flag is to accept some of the theories of Hurley's theories, were they not confronted with the stern realities of past experience.

I have always inclined to the belief of the Seawalls of Bath, Maine, once the largest owners of sailing vessels in this country, that a direct subsidy must be given American vessels to keep them going. I might mention that the French Government, besides paying a building bonus, gives a mileage subsidy of so much per ton per hundred miles sailed, which practically covers the operating expenses of a vessel.

By reason of this subsidy the French ships played havoc with the California trade, and freight went down to figures where no ship, without assistance such as the French ships have, could compete and make a dollar. This practically sounded the death-knell of the American sailing ships in the "deep-water" trade, but even as a mere left-foot passed into the hands of concerns such as the Alaska Salmon Packers Association, the Ameri-

HYMN TO FREEDOM

MOTHER of man's time-traveling generations, Breath of his nostrils, heartbeat of his heart, God above all gods worshiped of all nations, Light above light, law beyond law, thou art.

We have known thee and have not known thee; stood beside thee, — Felt thy lips breathe, set foot where thy feet trod, Loved and renounced and worshipped and denied thee, As though thou wert but as another God.

The crowned heads lose the light on them; it may be Dawn is at hand to strike the loud feast dumb; To blind the torch-lit centuries till the day be.

The feasting kingdoms till thy kingdom come. I have love at least, and have not fear, and part not From thine unavailing and wingless way; Thou farthest, and I have not said thou art not.

Nor all thy might long have denied thy day. Come, though all heaven again be fire above thee; Though death before thee come to clear thy sky; Let us but see in his thy face who love thee; Yes, though thou slay us, arise and let us die.

—From "Mater Triumphalis," by Algernon Charles Swinburne.

Mr. Schwab gave Philadelphia a rap on her port delinquencies, and she seems to have answered with an Auch.

What Do You Know?

- QUIZ**
1. What former position does Doctor Garfield assume on resigning as Federal fuel administrator?
 2. Where and what is Gretta Green?
 3. Where is the volcano of Orizaba, after which the ship bearing the newspaper correspondent to Korea is named?
 4. Who wrote the opera "Martha"?
 5. What notorious politician is still awaiting a French trial in France?
 6. Who was called the "American Fabius"?
 7. What is meant by "oleoanna"?
 8. Who was Klitzzy and when did she live?
 9. Who said "Gratitude is excellence"?
 10. How should the word "and" be pronounced?

- Answers to Yesterday's Quiz**
1. The German form of Treves, the Prussian city recently seized by the American troops.
 2. The metronome is an instrument marking time by means of a pendulum. It is used by musicians and was invented by Bartolomeo Cristofori of Padua.
 3. Kurt Eisner is Premier of Bavaria.
 4. Fletcher wrote in Greek the "parallel lines" of famous Greek and Roman. His dates are A. D. 50-100.
 5. Piusa Arsenau, in Chile, is the southernmost town on the American continent.
 6. Black Friday is the name applied to two disastrous days in the financial history of the United States—September 24, 1869, when Pink and Jay Gould tried to corner the gold market and September 18, 1871, when the widespread "panic" of that year began.
 7. The original Cyrano de Bergerac was a French dramatist. His dates are 1619-1655.
 8. Le Manin, name of a French daily newspaper.
 9. The American Constitutional Convention met in Philadelphia in 1787. For years after the signing of the treaty of Peace with Great Britain.
 10. Michael William Balfe, an Irish composer, wrote the song of the Bohemian Girl, in Act 2 of 1845.