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Philadelphia, Thursday, December 3, 1916

patches herein are also reserved.

THE JOYS OF PUBLIC SERVICE M'ADOO is out. Baruch is out. John D' Ryan has quit his place at the tor of the aircraft board. Doctor Garnele now joins the chorus of the resigners, and there are signs of an eatward 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. McAdoo it may be said that he ie leaving a colossal task half finished. 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 casamount 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 Garffeld had less reason than ans

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 in sistently criticized. He was the alluring 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 per sonal fortune. McAdoo, on his own necount, 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 who a larger number of gifted men so not devote themselves to the service of the commonwealth!

Though William Hohenzolben e- einphatically undestrable, he is certainly not uncalled for

NO EUROPEAN HOLIDAYS NOW

THE European Governments contemplating continuing the ban against tourists until some time after the algning of peace are wisely considerate not only of themselves but of the would-be visitors, 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 also attraced his long-suppressed zeal for travel remains without European outlet, has valid cause to applaud the arrangement. Formerly he relied on the paternal and exhaustive Karl Randeker to blaze the way in lands of an allen tongue. Today many of those red tell-tale volumes are out of date and vold of authority. Zabern can no longer be trucked down

in the index, of "The Ithine" handbook. It's Saverne now; while Strassburg has lost an "s" and gained an "o." "Kaiserplatze" vanish in favor of "Place de i Republique." New boundary lines mean a complete reclassification of "Traveler". Guides." It will be well for the comfort of unilingual travelers, to which category most Americans belong, to wait until h movements abroad can be could safe guarded as in the days of old.

Furthermore, there is something suggetive of heartlessness in the concept of making a holiday just now amid scene eternally hallowed by supreme tragic sucrifice. When France is ready to receive the fat-pursed tourist and care for him with the former affectionate interest she will open her arms.

No whistles blow when troop stips learing wounded return. Heart throbs pay 2 tenderer 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 overeverywhere but In Congress. The War Department seems to have found a subetitute for gasoline that is more powerful then 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 priceless edvertising. 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

jubilee next week." Even those who do not drive motorcars regretted to see the automobile threatened th temporary extinction. They could ways get a thrill out of the advertisements. as not remember the unbelievably Family of Five in a gloriously shir

weekly magazines? Looking ence at their ecstatic faces-papa drove-we knew that tire 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 affect tionately 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 ! borrowed a flivyer 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 re-habilitation 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 reshaping is easier than it will be in a few years. One voice has lately been heard decrying German kultur. It is that of Nicholas Murray Butler, president of Columbia University. In the course of a recent address at Princeton he reminded up 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 he deveribes as the doctrine of conduct and

Second. The aspect of economics, which is the doctrine of gainful occupation. Third. The aspect of politics, which is

the ductrine of the reconciliation beharmony 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 a soul and the German-made economics with nothing higher than gain as the

If the American people believe that the mission of politics in its broader as pect 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

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 sught to have a unity of interest and a conflict only of zeal in seeking the best way to serve the whole

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

It is too much to hope that there will olling through a panorama of 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. Tales of a Wayside has informed us that Takin-stons are not remonsible for any increase in accidents." It should go a stepfurther and tell us what is. With verity as

a slegar we have the right to know We should not have

The tups that Jeer lost the battle of the Marne," says the ex-Grown Prince, "if the chiefs of our general staff had not suffered from a case of nerves." "And a case of champagne," might be added by Marshal Fech, who saw the less of preunptuous revelry when he entered Chalons.

In one way it is hard The "Old Man" is to see why so much Hoes. objection was raised to Mr. Wilson's sea trip Captain McCaurey, and not the President. is really the boss of the George Washington. Elven Senator Sherman might soothe

With the restrictions off, it's a glorious are of sugar "hoe-rations" nowadays,

is uneasy soul with that reflection

If only Mason and Dixon could be resus citated for the Paris conference some permanerals of boundary lines could be asif the cables keen on telling of the class-

rate \$3.25 meals consumed by American conrespondents in Germany, home restauram keepers will be petitioning for the re-estab lishment of the censorship

THE ELECTRIC CHAIR

A Visit to Amerongen

By Our Special Correspondent FOUND the Counters Bentinck going over er henschold accounts with a gloomy face. 'Is Mr. Hobenzollern anywhere about?" I naked. "Fd like to see him if he isp't out of Not at all? she want. In fact he's very

"Not at all," she want. "In fact he's very as in the ways. I think jou'll find han the garden, taking his morning unconstitutials. Look out for the barbed wire." "Housekeeping is expensive these days, at 12" I said, seeing the mourning way in hich she turned to her pile of bills. "I hope ere in sauring in these parts."

there's no shortage in these parts."
"No shortage of guests, anyway," she said.
She seemed quite pleased to be able to confiste in a discreet man.

WYES, the continued benefitting in so dear-that is, except some of the visit the description of the visite of the visite we have rather a monoful new, you know. So sarry, I can't offer you the spare room, but the Count is sleeping in the stable us it is. And the expenses—well, we are saling to put in a claim for indemnity as soon there is a claim for indominity as seen there is a Government, in Berlin to file it is All the shaps in Amerongen have put their priers since Mr. Hohenzellern their the quality of the goods has gone wan, too. The ordered I don't know how on created plays has it done. The price of sausage is almost prohibitive; you know some people insist on having what they re newstoned to. When we are alone we live tunin more rimply—
"At any rate," I raid, "there are some

tween the two and of living together in the circumstances you'll hardly feel like

hanging up mistletee for ("bristmas." "Gracious." the cried. "To you suppose they'll may as long as that? Why, all the servants will leave. They've been plaining aiready because Mr. Hohenzellern has been giving them signed photos of humself. And the chambermaid has given me notice because when she goes to make up Mr. Hehenzollern's room in the mornthe same discipline, we shall put behind ing she finds all the furniture piled around us a great deal at night by talking in If I were you, I ventured, "I would

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

A charming smale spread over her har-assed face. "That's a good idea," she said.

A STER some searching I found Mr. Hohennot far from the castle. When he saw meaning he skipped quickly behind a thicke and dodged about with surprising agility. At ast, however, by waving a handkerchief, I managed to convince him that I had no crior motive, and he autroached

"Hullo, old chap," I said. "The last time saw you was in Berlin. Things have enged a bir since then, what

A great many sad things have happened, said, glancing unconsciously at am particularly disit shows a disregard for the feelngs of the American Reichstag that I cannot help deploring. He would do much bet-ter to stay where he was. I am glad to alle to an American. I believe that in your country I have some friends still." untry I have some friends still "Very still, indeed," I replied.

IN A DISTANT part of the estate I heard reports that sounded like shooting. "I the I'm not interrupting your sport." I said.

Perhaps you're out for game?"
He looked a bit pallid, "Oh, no," he said. Thats only a little sniplng-I mean snipe bunting. As a matter of fact, two or thre staff have been kind enough to wall around the grounds wearing some of ing were. That gives me a bit more freedom and time to read the news. There's not much in the papers nowadays, do you

"It's queer what some people will do." I sald, meditatively, cho were acing as targets.

"Isn't it."' he said brightly. "What do you think can be the frame of mind of a man who will deliberately shoot an another human being? It seems almost incredible, don't you think?" he added, as though eager to be convinced. "It is always the incredible that happens," being? It seems almost incredible was the only remark that occurred to me.

GTVE BEEN thinking a bit about coming l over to America," he said, "You know need to visit a good dentist, and if that ellow Pavis is still practicing I might let

"Yes," I mused, "that's about the only way you'll be likely to get a new erown." "I'm not at all pleased with the attitude of the Dutch Government," he said has been altogether too much talk about atradition. But extradition is rarely fatal.

"Your apprehension is well founded," I said. "One of these days The Hague is going to send a statement to Versatilles headed by the words To Bill Bendered."

Across the lawn we saw Mrs. Hoherzof. lern approaching, and her husband looked get out of the way. My wife keeps on urging me to but I must get out of the way. My wife keeps on urging me to but myself right with posterity by telling all. Now you know I have considerable posterity of my own, and I haven't

much regard for it shook my hand thinply and vanished

SOCRATES.

THE GOWNSMAN

"Amiability and a Sense of Proportion"

CHEERFUL and optimistic correspond-A ent recently sent the following letter to our dark and despairing contemporary. The Nation, and it was printed as inconspicucusty as possible; but, be it remembered to the good, that it was printed.

Sir—Is the world really so black as The Nation paints it? I know that Mr. Burleson isn't perfect, that Mr. Creel is a bit unreliable, that Mr. Gompara isn't Mr. Henderson, that Senator Lodge is unenlightened, that Mr. Roosevelt lacks the judicial temper, that security leagues and councils of safety are often blatant and myopic, that Republicans are protectionists and protectionists and protectionists and protectionists and protectionists. Sir-Is the world really so black as The ists and protectionists not always unselfish, that negroes are discriminated against on account of race, color and previous condi-tion of servitude, that judges impose ex-cessive centences, that conscientious obters are submitted to indignities, personal liberty is annoyingly curtailed, that war provokes passion, and I thingwith 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?

66 AMIABILITY and a sense of proportion" A 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. Pessimist, and run wrong from the beginning. You and I rather suspect that we know somebody, whose name innate mod-esty 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 Gownsman, taking joy after all in the high joke which the piece of per-versity, 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 junctures in history, the re-cording of the entire political world, a demand for the subtlest trained political sa-gactry that the world has yet required and-only a Democrat in the chair at Washingten; and even he won't stay there. There has been nothing ro funny since Horace wrote that line about the mountain in the labors of childbirth, which after earthquake, shivers threer and horrors, brought forth a ridicu-

THERE is much to say in favor of the climate of Philadelphia, for example, if one cares to say it. But there are times, notably in summer, when we are sorely and protectedly tired. Whether it is our un-confortable civic conscience or the sands of Puritunism in our easy Quaker bearings, the lownsman is not prepared to say, but certain t is that our temper no to the weather has seen permanently spoiled. It is a current n among us to dawn the weather or every, jessible occasion, and we do this often with a happy variety of epithet which is far from discreditable to our ingenuity. Now the Gownsman can personally affirm that the summer climate of Chicago can be as moist, as hot, as dank and drippingly disagreeable as anything which his relies of the summer climate. as anything which his native city can produce. The Chicago mercury is as given to antics in climbing as our own, and is as likely to stay up all might. The torridity of the one city, in a word, is the torridity of the ether. • But does Chicago complain? No, everything is right in Chicago. Where-fore, on a day which most potently suggests a heated place whither neither the virtuous a heated place whither neither shall ever Gownsman nor any of his readers shall ever go, the Chleagoan merely exclaims, "What a glorious summer day!"

WE HAVE lived through events without precedent and we have matched the unprecedented with the unprecedented; and we shall continue to do so. We are not only making history; we are making example for future time to noint to and, let us hope, to follow. Our place among the nations has suddenly become the foremost; not because we have suffered as others have suffered or given, as others have given, but because a great idea, an tilea involving a large gener-osity, a splendid disinterestedness, whether by accident or design, has taken possession of us and inspires in the world a new hope for ion at the frequent littleness of our temper of mind, our quibbling and pettifogging, our blekering and small talk, our congenital dis-satisfaction with whatever is, whatever has been, whatever is promised. A sense of might cause us to reognize that o be an American in such a time as this is in honor above the price of party; that to be sharer in the events which have taken place to be a partaker in the radiance of an im perishable glory. We are feeding as we have fed, the hungry: we are protecting, as we have protected, the weak against the strong nave protected, the weak against the strong hand of wrong; we are "intermedding" graudly to give the downfrodden an uplift into a freer world. And our hand has been against the Colossus of tyranny which, with the help of other hands, we have toppled from its pedestal of authority and power. In proportion to all this, for what do the lalities of procedure count, the nicetles of outworn precedent, the question of who's who in this instrument of our national will

Willy not be amiable, good-humored, kindly? Great things are doing, why not a help to them, not a captious obstacle much that is going right despite going wrong. It is going to be is true; but inevitably thereafter will again be spring, and winter may b d by those who keep warm the cocknjoyed by those who keep warm the cock-est of the heart, as spring may be made alserable by those who complain even in he sun. After all, we get in this world retty much the things which we go out o seek, though there are often surprises a their coming. For all things are accomto seek, though there are often surprises in their coming. For all things are accompanied by their shadows; but which is the shadow, which the reality it is often difficult to tell. Possibly our momentary testiness is mainly a matter of nerves. We have been keyed up high, now, for nearly five years; our feedings have been wracked, our countings stirred our fountains of inour emotions stirred, our fountains of indignation, admiration, patriotism, generosity drawn on to the very dregs. And now the high tension is, in a measure at least, relaxed, and we turn back on the little things about us which we had forgotten under the sterner stress. BUT why not try amiability? Why not start out today to discover everything

that is at least extenuating in conduct which at first flush we think we are going to dis-approve? Why not find out whether after It really is a low and selfish motive alone ich has prompted this act, that or the ier? Why not look for the fine quixotic idea that has led some one with whom we habitually disagree into what we conceive to be his folly? It is surprising how the habitual search for what is admirable and praiseworthy lifts the searcher and clarifies his colloquial judgments of men and affairs. contrastedly the habitual search sinister motives and knoble purposes bends a man double like a ragpicker whose pack of dirty linen bears him down. And should you meet with hated Dr. Fell, though why ou hate you cannot tell, do not think out with other ingenious reasons thought out by other ingenious haters, but listen to the good things that may be said. The Gownsman doubts not, even of Dr. Fell, how able a gentleman he is, after all, and how valued in friendship by those who know him; and even if he does hall from Texas, though you still may not like him, not having your. self discovered him, at least be amiable

Ex-King Nicholas of Montenegro declares that "in order to see which way the wind was blowing" his abdication "was a straw." Logically explained, since his throne seems to have been of the same material.

Sweet and pleasant it now is-if yo are so minded-to turn your coffee into a sirup with no longer the slightest twinge of

"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 Dun-can W. Fletcher, of Florida, to the state-can W. Fletcher, of Florida, to the state-Dewsy. These vessels were constructed soon 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 Language under date of November 27, 1918, is subject to much criticism, and I am of the opinion that Mr. Knight's views are rather in accord with these of practical shipping.

I take it Mr. Knight's remarks and American vessels in the foreign trade, be-cause before the war there were some in-stances of American steamships prospeting in the protected coastwise trades of the Atlantic and Pacific Oceans.

TSSUE can be taken with 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 master of a ship to give to the seaman 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? I think not. Do any of these countries compel the production of certificates of competency for able-bodied seamen, at least other than service such as is indicated by the "discharge-book"? Yet our laws make it necessary for a seaman to produce from the United States local inspectors a certificate of competency, and certificates of service on foreign ships cannot be accepted. Do any of these countries require that 55 per cent the deck department, exclusive of officers, shall be certificated sailors? I think not. Do any of these nations, excepting perhaps Japan, require the carrying of so large a crew as American ships. This can also be answered in the negative. Then Senator Fletcher seems to congratulate us on the fact that we have no "load-line" law in this country. Has he ever observed the position of the "load-line" on the side of a British craft? If so, would he wish to see American ships loaded to a greater depth? This "load-line" is so adjusted as not seriously to interfere with the carrying capacity of foreign vessels, He speaks also of the 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 asked, has Senator Fletcher ever spent any time during the winter season at Norfolk or Old Point Comfort and observed the British "tramps" while en route from the Gulf to Europe with timber, that come there for bunker coal? I feel that the deck-load restrictions on foreign vessels are not too severe. So far as American vessels are consevere. So far as American vessess are con-cerned, the size of deck-loads is regulated during the winter season rather humanitarian standpoint.

Now another point he makes in the favor of American vessels is that our seamen are excluded from the provisions of the com-pensation law, while those from England, Germany and Norway are included. I am of the opinion that all but a very few of our States had passed this law when the United States Supreme Court on May 21, 1917, decided that the enforcement of its provisions would come in conflict with the general mari-time law. On October 6, 1917, Congress enacted legislation to remedy this condition, giving claimants the right of appeal to the common law of any State. Again he speaks of our vessels not having to pay hospital dues for sick seamen, while required of vessels of foreign nations.

LET me state that the wages of Amerour United States shipping commissioners, who in turn transfer this money to the Unit-ed States Treasury Department to help maintain the marine hospital service. In foreign vessels, wages left behind by deserting sea-men revert to the ship owners, so this about equalizes itself. The statement of Senator fletcher that the wages of officers and crews challenged by all shipping men. Take, for instance, the signal failure on the part of the United Fruit Company to operate between Philadelphia and the West Indies, the Ameri-

after the Spanish-American war and because of the expense of operation they were re-placed 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 D. 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 has been stated by such eminent authority as P. A. S. Franklin, president of authority as P. A. S. Franklin. 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 country, once made the statement that an ordinary freight rdinary freight-carrying steamship, termed "tramp," could be constructed in England for about 75 per cent less money than in this country.

AGAIN reverting to the statement of Sen-ator Fietcher that the wages of the officers and crew constitute only a small per-centage 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 Ameri and when placed under the Norwegian flag they dropped to \$680. These were normal times, but normal times are what reckon with as soon as the peace treaties are signed. There is no gainsaying the fact that with the present rates of freight, American ressels 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 argument, case oil freights from Philadelphia to Japan drop to from eighteen to twenty centa?

TT IS an economic problem that caunot be solved otherwise than by a complete reision 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 President Hurley's theories, were they not confronted with the stern realities of past experience English navigation act, under which England grew to commercial ascendancy upon the sea, was the principle of reserving the carriage of English trade to English ships.

The late James J. Hill, after building in New London in 1994 two of the largest twinscrew steamships under the American flag for service between the Pacific and Orient nade the statement that it was a mu easier task to construct a thousand miles of allway than one ship. He was confronted with many difficulties and soon realized what a hopeless task it was to attempt to operate American vessels in competition with foreigners He favored as a measure of keeping up our merchant marine the payment of an ex port bounty, but was strong in the belie that when a country has to buy a merchan marine and pay for it out of the general Treasury of the country, it will not last long I have always inclined to the belief of

the Sewalls, of Bath, Maine, once largest owners of sailing vessels in ountry, that a direct subsidy must be given American vessels to keep them going, might mention that the French Governmen esides paying a building bounty, gives a subsidy of so much per ton per miles sailed, which practically mileage hundred miles sailed, which practically covers the operating expenses of a vesse By reason of this subsidy the French ships played havoc with the California trade, and freights went down to figures where no ship, without assistance such as the French ships American sailing ships in the "deep-water" trade, and such as were left soon passed into the hands of concerns such as the Alaska Salman Packers Association,

HYMN TO FREEDOM

MOTHER of man's time-traveling generations.

Breath of his nostrils, heartblood of his heart, God above all gods worshiped of all na-

tions. Light above light, law beyond law, thou

We have known thee and have not known thee: stood beside thee. Felt thy lips breathe, set foot where thy

feet trod. eved and renounced and worshiped and

As though theu 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

The feasting kingdoms till thy kingdom have love at least, and have not fear, and

part not From thine unnavigable and wingless Thou tarriest, and I have not said thou

art not, Nor all thy night long have denied thy day.

ome, though all heaven again be fire above thee: Though death before thee come to clear thy sky;

et us but see in his thy face who love thee; Yea, though thou slay us, arise and let us die.

From "Mater Triumphalts," by Algernon Charles Swinburne,

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

No wonder Mr. Wilson slept peacefullythrough the noises in Broad Street Station the other night. Hadn't he just arrived from Congressional halls?

What Do You Know?

 What former position does Doctor Garfield re-sume on resigning as Federal fuel adminis-trator? Where and what is Greina Green?

Where is the volcano of Orizaba, after which the ship bearing the newspaper correspond-ents to Europe in named? Who wrote the opers "Martha"?

. What natorious politician is still awalting a treason trial in France? . Who was called the "American Fabius"?

What is meant by Golconda?
Who was Kitty Clive and when did she live?
Who said "Gratitude is expensive"?
How should the word gnu be pronounced:

Answers to Yesterday's Quiz

The German form of Treves, the Prussian city recently entered by the American treeps, is Trier.

2. The metronome is an instrument marking time by means of a pendulum, it is used by musicians and was invented by Mackel, a friend of Beethoven. Kurt Eisner is Premier of Bavaria, Plutarch wrote in Greek the "parallel lives" of famous Greeks and Romans. His dates are A. D. 56-120.

are A. D. 50-120.

5. Punta Arenas, in Chile, is the southersmost town on the American continent.

6. Black Friday is the name applied to two distributed way in the financial history of the Fisk and Jay Gould bridge 150, when Fisk and Jay Gould bridge 150, when Fisk and Jay Gould bridge 10, 1873, when the widespread "panie" of that year began,

The original Cyrano de Bergerac was a French dramatist. His dates are 1616. Le Mutin, name of a French daily newspaper means "The Morning."