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Philadelphia, Friday, December 13, 1918

SOMETHING CERTAINLY IS "ROTTEN" DIRECTOR DATESMAN, of the Department of Public Works, says that the street lighting is "rotten."

Lamps which, according to the contract. are to be lighted, are dark; the illuminating power of the lamps that are lighted is below the specifications, and the gasoline lamps do not give the light which they should. The Director says, "I have made every effort to remedy the matter, but without success."

Every private business man knows that when a contract is not fulfilled he has a remedy. Can it be that the same remedy is not available to the city?

"Hark From the Tomb, a Dismal Sound!"
It's the Reichstag getting ready to reconvene.

WHEN GIRLS SMOKE CIGARETTES

AWELL-KNOWN young lady in Manayunk was blown to atoms when a young man lighted her eigarette. We call her young, because she is possessed of immortal youth. Her name is Diana. And she was posing in a tobacco store with a brass cigarette in her mouth from which gas flame burned for the accommodation the customers.

There are other Dianas who smoke eigarettra not made of brass, but so far as we have learned they have not yet been blown to atoms, even though their mothers have blown them up when they have discovered what their daughters have been doing. The fact that they wish to be in fashion does not fustify them in the eyes of their mothers. Nor does the example of Diana, who was born long before cigarettes were invented, excuse them in the eyes of some young men with old-fashioned ideas. But there is no telling when every woman will be smoking, just as the great-grandmothers of some of the best of them used to light their old clay pipes after each meal and sit in comfort by the fireside.

It begins to appear as if the Run inight soon experience some of the inevitable reactions of his own kultur.

K NOW the truth!

"Step lively, lady . Plentya room in the backa the car! . . . Don't take any more on, motorman . . . That gang'll have to wait . . . Oh, my feet! . . . Air! A lady's fainted . . . Don't stop, motorman, there's million of them . . . Ding, ding! . . . We can't put 'em on the roof . . . Let 'em get up an appetite. There's another car comin somewhere behind . . . Lady out! . . . Can't help it, lady, if you are five blocks past your street. I didn't invite this crush in here . . . Ding. ding!"

Your say!

Penrose and the Vares have shaken hands. Now the job at Versallies ought to be

THE BRITISH ELECTION

NOBODY, even in England, is so rash as to say how the election in Great Britain and Ireland tomorrow is to result. The conchise has been extended to eight million new voters by an act passed this year, doubling the electors and including in them six million women thirty years old or over. No one knows how these new electors will vote. This alone is enough to make men chary of forecasts.

But there is a great confusion of issues, some of them new and some old appearing in a new form. No one knows what the people are thinking on these questions. For example, there is a large body of social stions raised by the Labor party on which the nation has never passed at an election. The Labor party has a membership of three million, and : is estimated that there are four or five million other voters who are supposed to sympathize with the aims of that party. But no one cen tell how nearly correct this estimate is until the vote is counted. There were thirty-five Labor members in the House mmons in 1914. It is estimated that this number will be increased to eighty out of a total membership in the House

of about 680. The Coalition Government is seeking apport by securing the nomination of its apporters in various constituencies. Some re Conservatives. Some . them are folowers of Lloyd George, who is charged deserting his old Liberal associates and joining himself with the Conservatives. are followers of Asquith, also a baral. And still others are Conservatives nd anti-home-rulers. But they are all itted to support of the plan to solve after the war problems by the united il of the great parties instead of by

there are the Irish parties-the ats, the Sinn Feiners and the

twenty candidates and are likely to elect

The situation is so complicated that the Manchester Guardian has been saying that no matter what the result the new Parliament will enter office without the authority of the nation behind it, and other observers are predicting for it a short life and regard it as but a stop-gap to serve in the present crisis. We ought to know on Sunday or Monday about how the votes have been

HISTORY STAGES A NEW DRAMA TODAY IN FRANCE

No Legate or Ruler on Foreign Soil Ever Assumed a Role Analagous to Mr. Wilson's

TRAVELING on the George Washington, Mr. Wilson is "constructively" on begins today when he sets foot on French

Whether his presence there will cause to be garnered the full fruits of a vividly expressed idealism, whether they be blighted or realized only in part are prospects too close to mankind's imperfect vision to permit of safe augury. The tone of every forecast as to what will happen in Paris is necessarily colored by temperamental tendencies. Passionate anticipation that awful memory of the war will so possess the souls of the destiny makers that international armed strife will forever become an impossibility stirs millions of hearts today.

There are skeptics also who know how swiftly mankind forgets, how the shambles which the Napoleonic ambition made of many a fair town and countryside in Europe taught the selfish intriguants of the Congress of Vienna in 1814 absolutely nothing, how they betrayed civilization at a crisis in many ways analagous to the present one.

And there are meliorists-sane folk on the whole-who hope for betterment because the world through history and for all its tragic perversity affords evidences of a groping forward toward the light. They envisage not that radiant and elusive supreme justice to which Plato himself was unable to give a working definition, but adjustment, practical, not ignoble, compromise, authoritative reconstruction of the body politic, the body

A few months will demonstrate what hopes or fears or what blend of the two were justified. The greatest mundane drama ever enacted, to which the war was but a tremendous prelude, is about to be played through. Many of its climaxes are unimaginable, but at least the first curtain is lifted. It rises today when the President of the United States opens an unprecedented scene with a pulse-quickening demolition of precedent.

Though analogies to the situation may be drawn they are imperfect. Yet perhaps for that very reason they intensify the importance of a memorable day.

Franklin is in one picture. Up to now few legates in history have ever so profoundly affected its course with a venture abroad as did the indefatigable nurse of an infant democracy. Bourbon France succumbed to his prodigious magnetism. Assistance in money and eventually in men and ships came to the aid of the struggling young republic as a result of his unflagging efforts.

It was a marvelous achievement, but the parallel with Mr. Wilson's situation cannot be accurately traced. Franklin held exalted office during that richly remunerative visit to Paris in 1776. The scene was unstaged for him. He was, as a matter of fact, originally unsought, save by a few enthusiasts.

Deeply desired by all patriots and the inspiration of the most splendid and impressive preparations was Lafayette when America, a generation after the Revolution, had attained already a national maturity. But that unforgettable visit was devoid of political significance. It was a jubilee of gratitude, not a possible index of momentous future accomplishment.

Distinguished national figures on foreign soils season world annals with picturesque interest. It is a fact, however, that where the visitor was signally honored new achievement of a high order either did not result or if sought was nullified. Grant girdling the globe reaped his due share of honors without affecting in any way the fate of mankind. Albert Edward in America aroused natural popular interest and thrilled society. Those were agreeable times with no vital import. Louis Kossuth came in 1851, fervently declaimed, fired enthusiasm for oppressed Hungary, saw it fade and later died, a bitterly disappointed patriot. Garibaldi was a refugee in our land. The realization of the hopes of that persistent champion of freedom could not be foreseen. His visit to us awakened no continued furore.

Crowned heads in foreign lands have been pretentious mummers. There was mockery in the gorgeous scene enacted by Francis I and Henry VIII on the "Field of the Cloth of Gold" in 1520, and such shams as that persisted into our own times. Caesar abroad was an administrative conqueror. Furthermore. countries were no longer foreign after he visited them. They were Roman. With respect to all such figures as he resemblances to the present situation in France today are essentially untraceable

Unique indeed is Mr. Wilson's role That his part may be as enlightening and constructive as it is singular, that his unexampled opportunity to translate the spirit of America to free Europe without vanity or misconception of pur he devout wish of the compatriots.

They, too, sheet reverently regard

the present moment in chastened mood. Our travail in the monumental strife has been brief. Obvious in Mr. Wilson's visit is the implication that Europe, mother of civilization, is willing, even eager, to hear the ardent spirit of a newer world.

Let us be worthy of that privilege.

THE RAILROAD MUDDLE

SECRETARY McADOO'S recommendation that Federal control of the railroads continue for five years from next January professes to be made in order that the nation may have time to develop a railroad policy. The return of the ratiroads to their owners at once, he says, would produce confusion; their continuance under Federa! control for twenty-one months after peace is declared is impossible, for the time is not long enough for the Government to effect American soil. His high adventure any genuine reforms; but in his opinion it would be better for the Government to withdraw at once than to attempt to continue in control under the present arrange ments.

Railroad managers are not agreed on what should be done. Some of them would like the Government to take its hands off at once, and others would prefer that the withdrawal should be made gradually.

At best the railroad situation is unsatisfactory. The pre-war system of railroad regulation was a "demonstrated failure," as the committee of the Investment Bank ers' Association reported at Atlantic City the other day. The railroads have been hampered for years. They have been forbidden by the courts to pool their issues. Adequate freight rates have been denied them by the Interstate Commission. They have been forced to increase the pay of their employes by the awards of arbitration boards and the pressure of public sentiment. Between reduction of rates and increase of wages they have found themselves unable to raise the money needed for betterments and extensions. Twenty years ago the late J. J. Hill said that the railroads needed a billion dollars immediately for necessary improvements. Mr. McAdoo now says that they need two and a half billions within the next five years. This is a conservative estimate.

The injustice of the pre-war treatment of the railroads by the Government agencles was demonstrated as soon as the Government took them over, for it immediately found it necessary to do those things for which the railroads had been vainly petitioning for years. It pooled the lines and routed trains over the shortest routes. It raised passenger and freight rates much higher than the private owners had dared to ask. It ordered common use of terminals and in general freed the roads from the hampering restrictions under which they had been compelled to operate.

It would, indeed, be a calamity to condemn the railroads to return to the old conditions. The nation ought to have learned through what its Government found necessary to do when it undertook to operate the roads that the harnstringing laws are outgrown and must be repealed and that the hampering policy of the Interstate Commerce Commission has prevented the roads from serving the public to the best advantage. It remains to be seen whether the nation has learned its lesson or whether it will be necessary to continue Pederal control under unified direction to work out the problem of railroad management in the best way for the country.

In the meantime the advisory committee of the railway executives is considering the whole question and will make a report at some time in the future. Until that report is made the public will do well to suspend judgment.

It is interesting to observe the difference between the French welcome to President Wilson and the greeting that the former Kalacr received in the Netherlands.

WHAT FREEDOM OF THE SEAS IS NOT WORD comes from London that the British are reassured by the discovery

that President Wilson's theory of the free dom of the seas does not involve a demand for the abandonment of the contraband law, the right of search for contraband or the right to enforce blockade.

The United States has never contended for the abandonment of any of these things, though its historical record for more than a hundred years has placed it in opposition to other restrictions on the free use of the seas. But we have blockaded ports, we have seized contraband and we have searched neutral ships for it, and we have established the principle that the ultimate destination of suspected cargoes, and not the first port at which they are to be landed, is to decide whether they are contraband for the use of the enemy or

By eliminating all the wartime restrictions on ocean trade on which the nations are agreed it will be easy to discover those issues on which there must be compromise; but if we keep in mind that freedom of the seas does not mean that nations must give up their right to make war upon enemy traffic on the seas, or must give up their right to prevent neutrals from giving aid and comfort to the enemy, we shall clarify our thinking.

The various Penns; Fix the Blame vania towns that are suffering in a reviva of the influenza epidemic must meditate with mingled feelings on the local health official in various towns and cities who insisted or flouting the quarantine orders of the State Health Department rather than permit the saloons to suffer by a closing order. If our memory serves, Doctor Royer, the State Com-missioner of Health, predicted the precise condition that is now general in many of the

If you should ask our opinion of the move You Win which world bone-dry" we should not hesitate an instant before making a positive answer We would say that before there is serious thought of drying the world up completely every one ought to do what is possible to

The first thing Gov Joy ernor Brumbaugh did after he was assured of a \$10,000 job as State war historian was to suggest Pennsylvania's need of an official song. One may assume that Doctor Brumbaugh wishes to sing it himself.

The colored folks who wish to obtain the German colonies in Africa seem, by the present look of things, to be at a great disadvantage. They have no navy.

THE CHAFFING DISH

Ballade of Busy Bertha The directors of the Krupp munition works have announced their intention to transform the plant into a factory devoted to the arts of peace.—News item.

the state of the street of the state of

TF BUSY BERTHA turns her bean Toward the arts that civilize, I wonder greatly what ingenlous output she will now devise? In spite of Teuton enterprise All business has its downs and ups-Of all the oddments mankind buys

I wonder what she'll make at Krupp's?

HER hellish trade as Cannon Queen Has made her hateful to our eyes, The world will be a happier scene If she discards her death-supplies. To fear and hate she owes her rise. Blood roofs and clothes her, blood she

sups-Ah, if the world were growing wise!-I wonder what she'll make at Krupp's?

Now she might print a magazine, or make a trap for catching files, Invent a razor always keen, A muffler for an infant's cries; soup-screen for men's satin ties, Unshatterable plates and cups, Or sausage links, or apple pies-

I wonder what she'll make at Krupp's?

Envoy FRAU KRUPP, we wait in hot surmise The details of your peaceful guise: If but a home for friendless pups,

Make something human out of Krupp's!

These Amazing Days The Rhine cities seem perfectly delighted to see the Allied troops, and it is said that the Krupp works are to be devoted to the arts of peace. Nothing now would surprise us any more. Even if the Kaiser were to admit that he was responsible for the war or a Swedish match were to light at the first scratch, we would feel only a faint flutter of emotion.

Torn Out by the Roots

The Kaiser is said to have taken to chopping down trees for exercise. But the tree that he was most successful in felling was his family tree.

Mr. Hearst's remark about two Cabinet officers, that they "are so crooked that one of them could lie in bed on top of the Woolworth Euflding and the other on the floor and look down and up forty-seven flights of winding stairs into each other's eyes and understand each other perfectly," was a pretty poor attempt at a metaphor. Because who would take the trouble to east such a corkscrew gaze when the elevator shaft was handy? Moreover, it is our impression that the Woolworth has more than forty-seven stories.

No. William Randolph, it isn't up to the standard of Billy Sunday's remark, which a friend of ours is so fond of quoting, about the sinner who had fallen so low that he would have to climb a tree in order to look a snake in the eye.

Of course Mr. Wilson will be eager to show off his French and M. Clemenceau will be bursting with all the English he has picked up in the last four years, and we wonder who will be polite enough to

A wireless message from the George Washington asked the newspaper correspondents on the Orizaba to stay on board that ship until the Washington had landed. But they had already escaped to Paris. If Mr. Creel was afraid to let those chaps get out of his sight he should have gone on the same ship with them. Think of it, two whole Creelless days!

Perhaps M. Creel doesn't want them to get two whole days' advantage over him in our new national sport of learning the French language.

The Kaiser never did his bit, but he still has a chance to do his obit.

It might hasten matters if we were to let the Kaiser know that the Chaffing Dish has his obituary notice all written and standing in type ready for the joyful day. All that will be necessary will be to insert how and when and describe the last hearty meal. Then we can chaff merrily to press

The three quietest men in the world just now are Lenine and Trotaky and George Sylvester Viereck.

Every time we write a poem we you never to inflict another. Sometimes this is our own idea; sometimes it is suggested

As Fridays the 13ths go, this seems to have done pretty well. In spite of all the apprehension in suburban smoking cars. the captain of the George Washington doesn't seem to have mistaken Brest Litovsk for Brest. SOCRATES.

THE READER'S VIEWPOINT

To the Critics of Woodrow Wilson To the Editor of the Evening Public Ledger: Sir-Paint not a blinding halo round his head.

That those who look, the light alone may see, Each blemish buried 'neath the glory shed: Nor let the searchlight of your vision be Cast full upon each petty scar it finds.

Until the nobler outline is destroyed, But, with the larger view of many minds, With ample brush and broad, free stroke Of prejudice that either blurs or blinds. Portray the living man. Then let the light of truth fall full on him—and is he great His greatness doth loom large, absorb each

blight: .

s when a mighty peak we contemplate, We care not though the sides be scarred defaced, But note the God-hewn form, the splendi

The lofty brow, screne, where stars are whirled Like some great caryatid, God hath placed. Supporting Heaven yet springing from the

Weigh well your words, then, ponder them

full oft.
O you who seek his deathless fame to mar, Lest, shouting that a glowworm's set aloft, You blindly tear from Heaven a burning NIRGINIA JEFFREY MORGAN.

The fejune lieutenante assigned to tra-student corps at the University of Penr vania, said Provost Smith yesterda ted Une regular major generals." Whi ambittered Dottor bindin against med-

Philadelphia, December 10.



Let all the ends thou aim'st at be thy country's. Thy God's, and truth's."

Mr. Pennell Sketches the Great Coast-to-Coast Road as It Would Be Trans formed Under a Nationalized Plan of War Memorials:

THE FUTURE LINCOLN HIGHWAY

JOSEPH PENNELL, who originated the suggestion that all future war I memorials be grouped on the Lincoln Highway in a manner to make that transcontinental motor road itself a monumental record of American achievement, has sketched the prospect of the completed work as it appears to the imaginative mind of an artist. Virtually every great association of artists, architects and sculptors already has manifested great interest in a scheme which would make the Lincoln Highway the noblest open road in the world. The plan was suggested to Mr. Pennell by an editorial suggestion in this newspaper for a memorial bridge from the Parkway to West Philadelphia. In the following article the noted Philadelphia artist suggests the general aspect of the Lincoln Highway of the future:

By JOSEPH PENNELL

THE Lincoln Highway is the great na- | tion be? A bridge is planned to cross the tional artery for free traffic. Soon it will be international. All that has been suggested is to beautify it and to make it more useful and more significant. In the future it should be lined with great trees to keep off the snow and mud. Add, in the general decorative scheme, great arches, the great memorials of war and peace that now are contemplated in a thousand communities, and build on the highway's edge such other monuments as may be erected to our achievements in the arts of peace; in the cities place public buildings on the line of the highway, and at convenient stages there would naturally arise great hotels.

The traveler on this road would pass across the country through the most interesting cities and the most beautiful villages. He would come upon vistas of country as beautiful as any in the world. He would read on his way the splendid narrative of our national achievements written in bridges, in campaniles, in majestic tombs, in the very milestones. So it was that the Romans treated their great arteries of commerce and pleasure. Napoleon treated those he built.

Every one who has ridden or driven out of Rome knows this. We can make better roadbeds now. Every one who travels from Paris to Milan remembers the magnificent approach to that marvelous city. Looking back as you pass the great Arch of the Simplon, you see far away the glowing mountains, Mount Rosa, the gloom of the Alps that are crossed on that amazing highway. Memories seem actually to crowd the road that stretches to the horizon. The world is full of pictures. There is the church of Brieg, the hospice at the top, the wonderful gallery of Gondo and the great causeway that leads to the lovely lakes with their uneven ovals and their matchless beauty.

We have equal natural beauty upon ou own roads in this country, and we should be moved in these days of new vision to do at least as well as the ancients did with the material in our hands.

THE Lincoln Highway leaves New York by way of Staten Island and proceeds in an undistinguished way to Trenton, Camden. Philadelphia, Gettysburg, Johnstown, Pittsburgh, Fort Wayne, Chicago, Cedar, Rapids, Council Bluffs, North Platte, Cheyenne, Salt Lake, Sacramento and San Francisco. These are big jumps, but this in a big country. The Lincoln Highway is

Hudson River to Staten Island. At the New York end of that bridge there should be a great square and in the center of that square a great shaft. There should be a colossal figure of an American-we can decide later on the type-reared against the sky, pointing to the glorious, golden glittering West, pointing along the Hero's Highway. There is such a square at the

foot of Manhattan Bridge. In San Fran-

cisco in 1915 such a figure was erected

Then there is Jersey-a State of good

tentporarily. Make it permanent!

To silence envious tongues. Be just and fear not:

roads. With memorials and arches erected after Government-controlled designs along its main highways, it would be a far more attractive place than it is. If a State can uild good roads it can employ great artists o decorate them. The traveler would cross o Philadelphia on the Delaware Bridge from Camden and would reach Pennsylvania soil at Washington Square in Philadelphia. At both ends of the Delaware Bridge there should be great groups commemorative of the parts played by the two States in the evolution, the ware and the peaceful development of the country. At Washington Square the Lincoln Highway would be carried past independence Hall and other buildings that represent all America. Then it would ron to the Parkway, over the bridge to West Philadelphia between the great structures that are to be erected as temples of all that is best in our art, literature and science. It would pass the art gallery, whigh, the architects have an opportunity to make more noble than the Acropolis.

THEROUGH the Park the traveler would make his way to the marvelous Penn-sylvania valleys in the direction of the Alleghenies. All slong there will be great aqueducts and reservoirs—they are already built; here and there eloquent distance marks designed to perpetuate the nietnory of some soldier or the feats of a regiment. And what more splendid pedectal could there he for a monumental building or a vast group than the Alleghenies them-selves? What symbolism an artist could make of a great group gaproing the mountains!

The oil lands and the bieel and the coal country could write the history of their own tributes in bronze or marble or granite along the way. Then would come the flat land, a glitter, the Great Lakes and Chicago. We can imagine what Chicage would do in an enterpr am sure that in twenty years the aid be few miles of the great franco-ents highway slong which you wou first compthing suggestive of the great

ness of the free American spirit. If it were not a bridge or a group, it would be a milestone or a cross lifted to some man who was brave by those who knew him best. So you would go to the plains over a shaded endless road which, but a ribbon before, would blossom here and there with domes and spires - just as St. Peter's grows from the Campagna, as Chartres Cathedral springs from the plains of St.

Beauce, as Rheims grew over Burgundy. There will be shrines and chanels where one may rest and give thanks for a safe journey. Somewhere the road will lead to a great temple, a hall of fame for great Americans, and then will come the long drive to the Rockles and the vast cliffs where sculptors of the future may can vast reliefs to commemorate the heroes of peace and war. Here we might see some of the mightlest art in the world. In California the Lincoln Highway is already made and shaded. It needs only decora-

Is all this impossible? I do not think so. It needs only imagination. We have all else that is necessary. Other great roads are being built north, south, east and west, and ultimately they will be linked up to help us toward a better civilization and greater happiness and longer life.

THERE will be no more war when men's minds are engaged with work like this. There will be peace, and all the world of other nations that pass at some time or other on our long roads will know that we have become truly great.

Coroner Knight's charge that the monidoesn't discourage us. It is a relief to find anything at City Hall that isn't a tragedy.

It is safe to bet that the piles of printed matter going ashore at Brest today contain a number of reassuring copies of French Verbs at a Glance."

The German-Irlsh Society of Berili is said to have asked the Crown Prince to be-come king of the Emerald Isle. Who said he was sore on strife?

What Do You Know?

OUIZ 1. Who succeeds Charles M. Schwab as director reneral of the Emergency Fleet Curpura-

2. When and by whom was the famous nolace of the Tulleries in Paris destroyed? 3. What is samm?
4. What is the alleged origin of the Special What is the alleged origin of the Special Country and what does it describe?

5. Where are the Straits of San Juan de Fuen? 6. What celebrated French povelist and dramatist had negro blood in his reins?

10. How long after the onthreak of the fivil

Answers to Yesterday's Quiz

Answers to Yesterday's Quiz'

1. About 46 per cent of the American troup which crossed the seas during the war were spraid on American vessels.

2. The French have recently used the war tanks along the Marun (anal for towing barges, "The French have recently used the war tanks along the Marun (anal for towing barges, "The French are of Chilon was Francis de Bontvard, a tenevese patriot. His dates are 1905-1970.

5. Resannesque architecture is the styla which prevalled in Rally and biter parts of western Europe between the Roman and Guttle periods. Characteristica of its were the round arch and vault, the narrowing and leightening of the nave, the substitution for columns of the nave, the substitution for columns of the nave, the substitution of columns of the nave, the substitution of columns of the nave, the substitution for columns of the nave, the substitution of columns of the nave, the substitution of columns of the nave, the substitution of columns of the nave that the provinces of Prince Edward's Island, New Yorks, New Branseyte, Sunberg, Marten Periods, New Branseyte, Sunberg, Su