

Evening Public Ledger and THE EVENING TELEGRAPH PUBLIC LEDGER COMPANY

CYRUS H. K. CURTIS, President. Charles W. Lindbergh, Vice President. John C. Martin, Secretary and Treasurer. Philip S. Collins, John H. Williams, John J. Spurgeon, Directors.

EDITORIAL BOARD: CREW H. K. CURTIS, Chairman. DAVID E. SMILEY, Editor. JOHN C. MARTIN, General Business Manager.

Published daily at Franklin Square, Philadelphia, Independence Square, Philadelphia. ATLANTIC CITY, Press-Union Building. NEW YORK, Metropolitan Tower. DETROIT, 701 Ford Building. ST. LOUIS, 1000 Pine Building. CHICAGO, 1502 Tribune Building.

MEMBER OF THE ASSOCIATED PRESS. THE ASSOCIATED PRESS is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper, and also the local news published therein.

A PATRIOTIC SHRINE IN NEGLECT. TWO-THIRDS of the State House group of buildings accented effectively with the festal columns and colorful decorations which framed the Iron Division's parade as it marched past the shrine of liberty on Thursday.

DELIMITING "FLYTIME". TIME was when even the most careful housewife might have scoffed at a call to battle against mosquitoes, flies and other summer pests.

UTILITY NOT EVERYTHING. ONLY the professional musician makes money out of his music. But the business man who goes home at night and plays for half an hour on his organ or his piano gets something that is worth more to him than dollars and cents.

One More Favor Asked. Let there be no further delusions about war. We know now, if we didn't know before, that the soldiers don't want to march.

The Last Rivet. Congress will be under no misapprehension as to the views of shipworkers after Saturday's parades and mass-meetings. Now, if the men anxious to serve in the new merchant marine would follow them up in equally emphatic fashion it would be a clincher.

China and Japan Ware. Though the pen is mightier than the sword, the Peace Conference proves that the might of the implement depends on the quality of its material.

Senator Kellogg will doubtless be considered by Mr. Burleson, U.S. Senate's chief policy-maker.

and bridges and settlement houses and the like may be named in honor of the soldiers, but they should not be built to the exclusion of memorials, the sole value of which will lie in their appeal to the spirit.

Our memorials must be of such character as will reveal to the future the soul and heart of the nation which fought the war, and typify that belief in democratic freedom which is the glory of the American people.

In this state we, fortunately, have created an art commission, which will pass upon the suitability of all monuments to be erected in public places, and, if we mistake not, its members will act on the principles laid down by Mr. Root.

PHILADELPHIA'S INTEREST IN THE ACTS OF CONGRESS

Its Representatives Are Expected to Fight for Legislation Needed by Local Industries

WHAT effect will the action of Congress have upon this city, upon Pennsylvania, New Jersey and Delaware? This is the question which most intimately concerns us today.

But we are particularly interested in the effect upon our own industries and in our own material development of what Congress does and leaves undone.

Take the matter of railroad legislation, for example. We have great railroad companies incorporated in this state and serving its people. They are now operated under the direction of the national government.

It has been suggested that laws are to be passed for the co-ordination of rail and water lines of transportation. We are also vitally interested in this matter in both ends of the state because of the great volume of traffic carried by water from Pittsburgh and from this city.

Still further, the Delaware river channel needs more attention than it has ever received. If the nation is to develop its foreign trade it is of the first importance that every port on the Atlantic seaboard should be improved as fast as conditions warrant.

But it is not enough to improve the Delaware. The canal which connects the river with the Chesapeake bay is to be taken over by the government. A large appropriation is needed to provide for widening and deepening it for the accommodation of large steamships to ply between this city and Baltimore and supplement the railroad transportation between the two cities.

The Delaware and Raritan canal ought to be enlarged into a waterway for the accommodation of shipping so that we could send freight to New York harbor and bring it from New York harbor to this city and to Chesapeake bay points at a lower rate than the railroads can afford to carry it.

These improvements are only superficially of local concern, for when they are made the whole West and South which find an outlet for their products on the seaboard will be benefited by the increased demand for what they raise and by the greater facility provided for sending it abroad.

And the shipping program of Congress affects the Delaware river industries more deeply than it affects those of other parts of the country. The great shipyards of the nation are here. Hog Island, which is the biggest shipyard in the world, has been developed since the beginning of the war. Congress is aware of these facts. Its members have been here and have been astounded at what has been done.

When our congressmen point out to them the importance of legislation which will keep these yards busy and provide employment for the thousands of shipbuilders now on the payroll and offer a market for the steel produced in the mills of the state the congressmen from other states have knowledge enough to see the force of the argument.

We have no specific suggestion to make at this time for the solution of the ship

problem. It is enough to say that Congress is expected to pass such laws as will insure to us a merchant marine sufficient to carry a large proportion of our foreign trade. If such laws are passed then our yards will be kept busy building ships. And every merchant and every business man on both sides of the Delaware will profit directly by the prosperous industry here at home.

We are not unconcerned in the tariff. An intelligently applied protective tariff law has developed the industries of this state beyond computation.

It has built our great steel mills. It has made possible the factories engaged in the manufacture of textiles. It has put dollars into the pockets of hundreds of thousands of workmen born here and has attracted hundreds of thousands more from other parts of the country and from other parts of the world.

It is expected that our representatives will look after the old industries and it is expected, too, that they will demand sufficient tariff protection for the new industries developed out of the war to enable them to survive under foreign competition.

We are making dyes and chemicals which we used to buy from Germany. We bought them from Germany because no one thought it worth while to give their manufacturers here that protection which was needed to build up a new industry. Within the metropolitan area there are dye and chemical works which cannot survive unless they are taken care of by the government before the German manufacturers again enter the world markets.

The war taught us how dependent we were on the rest of the world for certain commodities which we could produce right here at home. It would be a fatal mistake to drop back into that state of dependence, but unless the Pennsylvania and New Jersey and Delaware delegations in Congress, whose members understand what has been done by their constituents, unite in insisting on the right kind of legislation there is danger of making that mistake.

WINGING TO HORTA

IT CANNOT be said that the impossible was wrought in the American seaplane flight to the Azores, the first flight over so wide a stretch of the ocean. Expectation of the miraculous is the temper of the age, perhaps its most significant aspect.

In the intervening years I have progressed, made many friends; friends I am proud to know, proud to be associated with, both in business and private life.

The glory of the American navy's exploit is best realized by stimulating the powers of retrospect. Less than a decade ago Walter Wellman's ill-starred attempt in a dirigible was reckoned almost absurd.

Yet so breathless was the progress that the nature of the feat itself did not constitute the sole claim to intense popular interest. The world had faith in a cross-ocean flight. A prime question concerned who would be the first to make it.

It is obvious that the practical effect of this victory in the air is not imminent. Flights such as the NC-4 took from Tripesay to the Azores, twelve hundred miles away in the Atlantic, are not likely to become common for some time.

I donned a United States naval uniform within a day or two after we entered the conflict, because I had, as a good citizen, prepared myself for the call which I expected from the organization of which I was a member.

My wife—a Philadelphia of German extraction—and two children under four years I left in our home when my ship sailed. Never have I met better men than the American officers I had the honor of serving under.

There is now a very successful fly in the ointment of the aviators remaining in New York City on the fifth of May. The massive delirium of its way. Inquiry and contumely naught availed. Twice the indignant audience assailed. The sender with remonstrance. "Lo, I pray" (He wrote), "Inform me, gentlemen, what your check was sent, for I am still unalred."

There is always something to be thankful for. No one so far has been infamous enough to put senatorial speeches on phonograph records.

ANGLO-AMERICAN FRIENDSHIP

An Englishman, Now a Citizen of Philadelphia, Joins in William McFee's Hope for a Better Understanding Between the Two Countries

To the Editor of the Evening Public Ledger: Sir—Engineer Lieutenant William McFee's expressions on Anglo-American understandings and misunderstandings were right to the point, and I suppose he could have gone on, as I believe I found, indefinitely citing many surprising instances of absolute ignorance of the other fellow's country, habits and ideals, especially on the part of the Britisher.

It has built our great steel mills. It has made possible the factories engaged in the manufacture of textiles. It has put dollars into the pockets of hundreds of thousands of workmen born here and has attracted hundreds of thousands more from other parts of the country and from other parts of the world.

When my grandparents died and I went to relatives in Liverpool I had an opportunity to hear more of Philadelphia, but I was not taught that the Declaration of Independence was signed here or any other facts concerning the Revolution.

By this time I had learned more of the United States of America in general and Philadelphia in particular, because I was employed near the water front and the tang of salt water was in my veins.

When the work became particularly hard I kept humming over the old song and thinking of my old grandmother, who had always proudly predicted a brilliant future for me despite a handicap of being orphaned at an early age.

In the intervening years I have progressed, made many friends; friends I am proud to know, proud to be associated with, both in business and private life.

The days went by: at last on May thirteenth in New York City on the fifth of May. The massive delirium of its way. Inquiry and contumely naught availed. Twice the indignant audience assailed.

There is always something to be thankful for. No one so far has been infamous enough to put senatorial speeches on phonograph records.

Is it true that the three-cent postage is to be reduced to two cents on July 1? We wish some one would authoritatively inform us. It would be pleasant to know that that date will have some compensations.

When will the parents of young children issue their declaration of safety independence?

It is a sad commentary on human nature that many of us have got to such a pass that whenever we hear an organ played we imagine we are about to see a movie.

You may talk of sports alluring. You may speak of fame enduring. Won by golfers, racers, fishermen and men who wield a cue.

Bowling's good for those who like it; Many men are proud to "hike it"; And the deadly game of football has its boosters and its clan.

There are some (no doubt they're brutal) Who think every sport is futile Unless some one's getting hurt or maimed; all right, but now for mine— Take a little skill or dory— Craft that's famed in song and story— Hit a leg o' mutton sail and go a-scutting o'er the brine!

THE SALVATION ARMY DOESN'T HAVE TO EXPLAIN 'WHY' TO US!



THE CHAFFING DISH

The Shortest Poem on the Greatest Topic Harry Hawker. You're a corker.

A man in Missouri says he has attained the mellow age of 101 by never arguing. We applaud heartily and have written to him asking him to be honorary president of our Taciturnverein.

Mr. Morgenthau says the United States will have to go to war again within twenty years to save the world. If that be so, we doubt whether it's worth saving.

A LETTER was addressed and stamped and mailed in New York City on the fifth of May. The massive delirium of its way.

There is always something to be thankful for. No one so far has been infamous enough to put senatorial speeches on phonograph records.

Is it true that the three-cent postage is to be reduced to two cents on July 1? We wish some one would authoritatively inform us.

You may talk of sports alluring. You may speak of fame enduring. Won by golfers, racers, fishermen and men who wield a cue.

Bowling's good for those who like it; Many men are proud to "hike it"; And the deadly game of football has its boosters and its clan.

There are some (no doubt they're brutal) Who think every sport is futile Unless some one's getting hurt or maimed; all right, but now for mine— Take a little skill or dory— Craft that's famed in song and story— Hit a leg o' mutton sail and go a-scutting o'er the brine!

No woman can be called old until she ceases to be inflamed by rummage sales.

We nominate for gold chevrons those footballists who, through all these perilous times, still sell safety matches for one cent a box.

What kind of a parade will there be when the forgotten Grover Borgdoll comes home? Has the League of Ovations made any preparations?

What would have happened to the mailed list if it had been mailed by Mr. Burleson?

And friend Tasso wouldn't have been so sure about Jerusalem being delivered if he had put one of Albert Sidney's special delivery stamps on it.

Reaction equals action. So publicity, in growing, increases circulation. Oh, this all results are showing.

In the minds of many soldiers the Salvation Army has made the humble doughnut a symbol not much less inspiring than the cross.

There is now a very successful fly in the ointment of the aviators remaining in New York City on the fifth of May.

There are some (no doubt they're brutal) Who think every sport is futile Unless some one's getting hurt or maimed; all right, but now for mine— Take a little skill or dory— Craft that's famed in song and story— Hit a leg o' mutton sail and go a-scutting o'er the brine!

'T WAS EVER THUS

'T WAS ever thus from childhood's hour I never yet, on warm spring day, Eschewed my winter underwear.

And when our boys come back from Camp Dix may they get jobs as full sized as the welcome we gave them.

The 4500 words from Wilson will not be sung to Congress to the tune of "Forty-five Minutes From Broadway."

What Do You Know?

- QUIZ 1. What is a "Nancy"? 2. What are the Skoda works and where are they located? 3. Who is Hsu-Shih-Chang? 4. What is a consortium? 5. What is a pinnace? 6. What is the real name of Anthony Hope, the novelist? 7. Who said: "Censure is a tax a man pays to the public for being eminent"? 8. Who was Charles Lutwidge Dodgson? 9. What is the meaning of the prefix "tree" in such words as Treawney, Trepassy, Tremanne? 10. What is a crenellated tower?

- Answers to Saturday's Quiz 1. Edward N. Hurley is chairman of the United States shipping board. 2. A grangerized book is one illustrated by inserted engravings, etc., especially from other books, named after Rev. James Granger, whose "Biographical History of England" (1760) was so illustrated. 3. John Cabot and his son Sebastian discovered North America in 1497. 4. The second syllable takes the accent in the word Trepassy. 5. Herman Melville was an American author and traveler, noted especially for his semi-autobiographical sea stories—"Typee," "Omoo" and "Moby Dick, or the White Whale." 6. A paravae is a mine-cutting device, a highly important invention of the war period. 7. The jack in cards is usually known in England as the knave. 8. The emblem of the city of Venice is the lion of St. Mark. 9. A monsoon is a wind in south Asia, especially in the Indian ocean, blowing from the southwest in summer (wet monsoon) and from the northeast in winter (dry monsoon). It also describes the rainy season and other winds with periodic variations. 10. Misprision: wrong action or omission, especially "misprision of felony, misprision of treason," concealment of one's knowledge of transmissible diseases, etc.