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Philadelphia, Monday, May 19, 1919

A PATRIOTIC SHRINE IN NEGLECT TWO-THIRDS of the State House group of buildings accorded 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. The recent restorations to Independence Hall and Congress Hall have admirably observed the historical proprieties and reverently emphasized the compelling charm and dignity of these venerable structures. The contrast between the Georgian architectural simplicity and serene grace of line with the spectacular exuberance of the victory trappings exerted a piquant

appeal, fascinating to the beholders. That is, if their eyes strayed not to the sad scene of decay at the southwest corner of Fifth and Chestnut streets. The Supreme Court building and former City Hall which stands there is fast becoming a ruin. Ravages of neglect are visible in its shattered windows, its unpainted frames and doors, in the general air of abandonment which pervades one of the most celebrated edifices in the land.

When Philadelphia was the national seat of government John Jay presided over the Supreme Court in this structure. Subsequently, after the removal of the capital, it had a long, distinctively local career as the City Hall. Its lamentable shabbiness was a most unfortunate blot on the memorable picture of last Thurs-

The same expert commission which has directed the reconstruction work on Independence Hail has already its plans in shape for the resuscitation of the deserted courthouse. It is the requisite appropriation by the city which is tardy. Continuation of the delay may have highly regrettable results. The building should be rehabilitated as soon as possible. The present scene is intensely unflattering both to patriotism and to local

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. That was before sanitary experts fully understood the causes for their spread.

The solution of those mysteries, however, gives to the message sent out by Doctor Krusen a practical value that has no relation to impossibilities. Furthermore, the gradual disappearance of horse traffic is removing one of the prime agencies of the fly plague. The sousekeeper can complete the job, especially by the judicious use of flypaper and the tight closing of the garbage pail.

When De Lesseps's men died by the thousands in Panama it was not fully realized that stagnant water meant a mosquito carnival. But that fact is a truism now, and there is no excuse for the accumulation of water in barrels, pans or buckets about the house. Of there will still be mosquitoes in Philadelhis while the reclamation of the swamps in the southern part of the city remains incompleted. But the ordinary citizen can do a great deal despite the municipality's laxity.

Doctor Krusen's sanitary instructions are specific. Complaints about an unclean city lack conviction from any householder who fails to heed them. Unconditional extermination should be the keynote of the anti-pest drive.

UTILITY NOT EVERYTHING

ONLY the professional musician makes noney 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.

Four bare walls, covered by a roof, will accommodate religious worshipers, but the man who says his prayers on Sunday in a church of fine proportions, ned by the symbols of his faith, is brought into a mood for worship by the auty of his surroundings and by the alization that men and women have it a fit temple to the things of the

A pile of rough stones will mark a t a tall column with symbolic figures ta base and on its summit will appeal the imagination much more when it designed by an architect of genius and on the sculptured figures are planned man who has perceived the signifi-

of great deeds. Stitarianism in war memorials needs guarded against in these days when persons are insisting that the of everything artistic and educaald be measured in money.

protest of Elihu Root before the gration of Art against

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. The Nelson column in London has been an inspiration to generations of Englishmen.

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 inti-

mately concerns us today. We are interested, of course, in the general problems of reconstruction and in the restoration of the affairs of the nation to a peace

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. And we expect our representatives in Washngton to exert themselves to the utmost o secure the passage of such laws as will best serve this part of the country.

There is nothing narrow or provincial in such a course. It is the working out of the representative system of government. It is to accomplish such ends that the representative system was established. We have thirty-six members of the House and two senators charged with the duty of looking after our interests. New Jersey and Delaware have their delegates in Washington similarly harged.

They are expected to examine the general reconstruction acts in the light of their knowledge of the needs of this part of the country first and then to assist in adjusting them to the needs of the whole country in such a way that this part of the country will not suffer.

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. We are vitally concerned in their return to their owners in as good shape as they were when they were taken over. Legislation which will protect railroad property here will protect railroad property in other states.

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. It ought to be possible for the railroads to get into intimate relations with the steamship lines coming up the Delaware both in the coastwise and the transatlantic trade and to quote through rates to any port in the world.

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. Our own representatives are charged with the duty of looking after our own port. The representatives of New Jersey and Delaware are equally concerned with them. The port of Camden is part of the port of Philadelphia, as the business men of Camden have recently reminded us by calling our attention to their willingness to co-operate with Philadelphia business men in the work of port improvement. Every Camden pier at which a steamship ties up helps Camden and everything that helps Camden helps that greater Philadelphia included in the metropolitan area.

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 be tween 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 scaboard will be benefited by the inreased 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 ship yards of the nation are here. Hog Island, which is the biggest shippard 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 payrolls 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 we 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. And the nation at large will benefit in a broader way by that expansion of trade which will come through the presence of the American flag in the ports of the seven

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 en-

gaged in the manufacture of textiles. It has put dollars into the pockets of nundreds 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 dyestuffs 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 Reality clows imagination almost out of human consciousness. Confidence in the power of man was never so firm and undaunted.

Herein lies the real thrill of these daring days. Faith that an act never before accomplished will be done in a way perfectly in accordance with an elaborately preconceived plan is something entirely new in history.

The picture of Columbus is the complete antithesis of the current masterpiece. He stumbled upon a new world. Upon the first authentic transatlantic sea voyage he, in a sense, felt his way to Lieutenant Commander greatness. Albert C. Read and his colleagues sought no uncertain goal. They aimed directly for something which no man before had ever reached. There is a signal beauty in such superb self-confidence. There is even more startling daring in Harry G. Hawker's non-stop venture, which now gives such racing zest to the deeds of the birdmen.

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. The fancy of a Wells or a Verne was hardly equal to the task of picturing the prodigious development of the airplane within the brief space of ten years. 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 con-

erned 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 Trepassey to the Azores, twelve hundred miles away in the Atlantic, are not likely to become common for some time. The failure of the NC-1 and the disappearance of Commander Towers emphasized the perilous uncertainties of overseas flights. It is, however, perilous to prophesy. That the future holds for us now inconceivable wonders is undeniable. But it is the present that warrants exultation today.

Daedalus dreamed a dream. With clock-work precision and serene dispatch it is made real over waters and between lands of the existence of which he was altogether unaware. The satiety of wonders existent in this age is incapable of repressing our thrills.

Let there be no further delusions about We know Favor Asked parades. now, if we didn't be fore, that the soldiers don't want to march, All they want is to get home. It is not so much that we honor them as that we ask one last favor of them - that they show themselves to us in line as they marched toward the foe. And then, of course, it is up to us to give them jobs the moment they are demobilized.

Congress will be under The Last Rivet no misapprehensio n concerning the views f 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.

Though the pen be China and mightier than the Japan Ware sword, the Peace Conference proves that the might of the implement depends on the quality of its material. The Japanese steel, instance, more readily made its mark than the Chinese goose quill.

Senator Ketlogg will doubtless he con-sidered by Mr. Burleson 179 Senate's chief wire puties.

ANGLO-AMERICAN FRIENDSHIP

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

To the Editor of the Evening Public Ledger: Sir-Engineer Lieutenant William Me-Fee'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 could, indefinitely citing many surprising instances of absolute ignorance of the other fellow's country. habits and ideals, especially on the part of the Britisher. I was born and raised in a north of England seaport town, later living in Liverpool. Like Lieutenant McFec, salt water seemed to run in my veins, and as a youngster I lost no opportunities to board the foreign vessels coming in to my town to listen to the tales of foreign lands, oft told in broken English. Of particular import to this story, however, I heard a gentleman at one of our church concerts sing a song, then nopular with many Irish and English folks, I'm Off to Philadelphia in the Morning."

Childlike, I wanted to know where Philadelphia was, what was it like and did ships ever go there. I learned the song and as I rogressed in school I became more and more interested in Philadelphia, knew it was sitnated on the Delaware and gathered a slight mattering of information about it. As I was an orphan, my grandmother was my guardian, and I often told her that some day I was going to Philadelphia. She indulged in my childish beliefs, neither of us probably at that time considering that some day I would actually be as proud of seeing Billy Penn's statue on top of City Hall after an absence from this city as the native son.

When my grandparents died and I went o 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. to me-at fifteen-was a wild west devoid of cities and civilized labits. That it boasted schools, churches or theatres, factories, real omes with bathtubs or hotels was not known to me, and at school I was usually at the head of my class in most subjects. In Liverpool I met men who sailed on ships to Philadelphia, saw Americans who debarked at the landing stage and rode up to the Adel phi Hotel in Lime street (a favorite hostelry better-class tourists at that time, 1903). and they seemed to be law-abiding, dignified folk who dressed well and had ample means. I even peeped through the hotel windows on dark nights to see them dining under brilliant lights-and that song. "I'm Off to Philadelphia in the Morning." continually rang in my cars.

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. Before I had yet learned to shave I found an opportunity to work my way to Philadelphia as a 'trimmer' or coal-passer, and I left my desk, picked out some old clothes and duly signed on.

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 the handicap of being orphaned at

an early age.
After twelve days of the hardest kind work below deck. I arrived here and had a job before night-a hard one again, sure, but a job nevertheless.

In the intervening years I have progressed, made many friends; friends I am proud to have know me, proud to be associated with. both in business and private life. Yet the thought has always been with me-and emphasized greatly on many occasions on reading or hearing things about Britain or reports on this country from across the pondwhy cannot these countries understand each

Even aboard the ship none of the crew and any desire to live here. America only through the "lager saloon" near the wharf and their opinions were governed accordingly. Deep down in my heart I realized that each had many things in ommon. 1 studied American business men in my early years here and imagined these men transplanted, say to Liverpool or London. Little difference in appearance, but with perhaps more pep, certainly as much real dignity and sincerity. As I study sterling executives I meet, workmen, women in the homes, in fact. Americans in every walk of life. I more and more feel confident that these two peoples can hold the peace of the

world in their hands without difficulty. Prior to the war one heard many sarcastic expressions about England—the England of George the Third, principally, but always the speaker merely applied his remarks to just England. Yet the average Britisher to day has but the slightest conception of the whole affair, which, after all, was the best lesson that the British nation ever had, even though the war with the colonies did not have the support of right-thinking Britishe The main fact is, of course, that that affair is in "the official records" and thus stands

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 exected from the organization of which I was member. My wife-a Philadelphian of German extraction-and two children under four years I left in our house when my ship sailed. Never have I met better men than the American officers I had the honor of serving under. Never have I met a liver, onest-to-goodness bunch of good fellows, who could be trusted to go the limit in a pinch, than the several hundreds of Yankee boys that made up our crew. And I was one of them.

I met Britishers in uniform, too, but somehow, and rightly so, I liked the old United States uniform better, liked to haul the Stars and Stripes up on the morning watch to the accompaniment of our own ship's band.

A body of Philadelphia troops were for a me encamped in Liverpool, and a close relative, writing to me after the armistice, said it was like losing home boys when our laddies marched away to troopships and home. Surely actual contact cannot but have been highly educating for both, particularly for those Britishers who have been looking at America through badly focused glasses.

I don't expect to see our lads come home with a passion for afternoon tea or eye glasses, popularly supposed to be two of the principal pastimes of the average English nan, but at least they will know at first hand that the English are human if somewhat slow to give vent to their emotions. And certainly the cynical Britisher who has tried to get Lieutenant McFee's goat, your goat and mine with his nusty but dispassionate opinions of the United States of America must now retire to his last line of trenches and quit entirely.

We are both really human, both fair: we both have ideals that, together, can accom-plish much. May one of the outcomes of the war be that better understanding. And, incidentally, let us again popularize my old song all over England, that Philadelphia may come into its due as the world's greatorld to it for its products.

Philadelphia, May 17. AMERICAN. 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 Tactiturnverein.

But we are sorry that he says nothing about smoking a corpcob, for one of our pet theories is that the faithful use of a Mis souri meerschaum is one of the best ways of postponing dissolution.

Mr. Morgenthau says the United States will have to go to war again within twenty

If that be so, we doubt whether it's worth saving. As the father of a two-and-a-halfvenr-old urchin we are seriously considering painting him with stripes and raising him as a zebra. If we did it right now, he would probably never know that he wasn't

A LETTER was addressed and stamped and Burlesonnets

mailed In New York city on the fifth of May. The missive dallied gently on its way, Inquiry and contumely naught availed. Twice the indignant addressee assailed The sender with remonstrance.

(He wrote), "Inform me, gentlemen, what Your check was sent, for I am still unkaled."

The days went by : at last on May thirteen The letter reached the hopeful addressee In Philly, its appalling journey done. Now these are facts. narrated without spleen By J. M. Shields, who tells the tale to me. Three cheers for Albert Sidney Burleson!

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? 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 pindepend

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 magine we are about to see a movie

The Game of Games You may talk of sports alluring,

You may speak of fame enduring Won by golfers, racers, fishermen and men who wield a cue; You may rave of tennis, cricket, Baseball and defense of wicket. But you cannot beat the bracing game of sailing on the blue!

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; Ride a horse if you enjoy them ; Toss up targets and destroy them-But to me the rolling billows are the making of a man!

There are some (no doubt they're brutal) Who think every sport is futile Unless some one's getting burt or maimed; all right, but now for mine-Take a little skiff or dory— Craft that's famed in soug and story—

Rig a leg o' mutton sail and go a scudding the brine! ROBERT LESLIE BELLEM.

the dore it take twice an long to re

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

We nominate for gold chevrons those tobacconists who, through all these parlous times, still sell safety matches for one cent

We have heard many cuphemisms for a pawnshop, but one of the best is that we observe on a Market street pledgery, viz, 'collateral banking house."

Dove Dulcet, our sub-caliber poet, says that if he linew the name of the intrepld man who placed a flag on the hat of William Penn above the City Hall he would write a poem about him. We mention this merely to warn the courageous steeplejack to remain anon-

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

What would have happened to the mailed fist 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.

Circulation and Publicity

You'll find it true, from shore to shore, Across this mighty nation. No magazine or man may live Without good circulation.

Publicity is craved by all-Paper or politician; How craftily they hide their bait, Whene'er they go a-fishin'!

Publicity is not attained. Except by circulation. Of man or paper, far and wide, Throughout this far-flung nation.

And wider as the circle grows It sets a power in motion Publicity is thus achieved, From ocean unto ocean

Reaction equals action. So Publicity, in growing, Increases circulation. Oh, This all results are showing. MARGARET W. MOODY.

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-Did Read and his mates cry "Forgive

us our Trepasseys" to their well-wishing

rivals as they hopped off for the Azores? Patriotic Finas say that General Mannerheim, who is now besleging Petrograd, is the greatest Finn of the century.

The Finn de siecle, evidently.

Desk Mottoes

The world belongs to the enthusiast who keeps cool.—WILLIAM McFEE.

The first estimate of President Wilson's message was 'a few hundred words.' Ther we were told "approximately three thou-Now, as we sit here lighting our pipe, 4500 words is the rumor. Evidently the "May I nots" were omitted from the first count.

Congressional leaders have decided that the cable is the logical method of notifying President Wilson that Congress has assem-bled.—News Item.

TWAS EVER THUS

WAS ever thus from childhood's hour! I never yet, on warm spring day, Eschewed my winter underwear But what it froze, right straight away.

never packed my winter clothes With moth balls compassed round about But that the mercury took a drop And I had to go and haul 'em out.

I never took my tender flowers Out where they'd summer see gain, But what a heavy winter frost Would make me go and drag them in.

We never broke our backs and necks To get an early garden in But what the cold, bleak winter clung And hung, like grip of siu.

To miss the chill and wet of spring But what the summer early came And burned up every blessed thing!

And yet-since childhood's earliest days-I've dearly loved Spring's jocund mood, And, warm or chill, bleak, wet or dry, I would not change it if I could. -Mrs. W. E. Ewing, in the Missouri Ledger.

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

4. What is a consortium?

1. What is a "Nancy"? 2. What are the Skoda works and where are they located? 3. Who is Hsu-Shih-Chang?

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 "tre"

in such words as Trelawney, Trepassey, Tremayne? 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" (1769) was so

illustrated 3. John Cabot and his son Sebastian dis-

covered North America in 1497. 4. The second syllable takes the accent in

the word Trepassey. 5. Herman Melville was an American author and waveler, noted especially for his semi-autobiographical sea stories—"Typee," "Omoo" and "Moby Dick, or the White Whale."

6. A paravane 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, blow-

ing from the southwest in summer (wet monsoon) and from the northeast in winter (dry monsoon). It also dethe rainy season and other winds with periodic variations.

Misprision: wrong action or omission, especially "misprision of felony, misprision of freezement of one's knowledge of treasonable fe-