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Philadelphia, Wednesday, July 9, 1919.

AN ENDOWMENT FOR PENN

ALUMNI of the University of Pennsylvania are numerous and influential Their energetic and patient co-operation as a unit would be almost adequate to insur: to the university the endowment fund which, like Princeton, it finds imperatively necessary at this time of new beginnings.

The University of Pennsylvania has had a rapid physical growth in recent years. Only a lack of funds has served to retard it in other ways. Harvard. Yale and Princeton have profited more greatly through the practical devotion of old graduates and the appreciation of the public at large. If the university is to retain its place among the leading educational institutions of the world its salary rolls will have to be revised and there will have to be a taking up of slack at many places in the faculty.

Pennsylvania men might as well realize that their university is badly in need of their help. They have an opportunity to atone for past omissions. Even a "drive" for funds might do. Though drives seem to have lost favor with the general public, a drive inspired by the army of the university's alumni might yet be conducted successfully among people who are best able to appreciate the work of Penn and the magnificence of its present opportunities.

THE FIELD OF WAR ART

TT HAS been said that, although France lost the war of 1870 in the field, she won it in art. Though the public has forgotten who commanded the Prussians at Gravelotte, it is thoroughly familiar with "The Last Cartridge." The brush of a Detaille or a Neuville has evoked thrills for more than a generation.

What the victors will make on canvas of their overwhelming theme remains to be seen. America, which was virtually negligible in painting in the Civil War era, is now one of the most vigorous contributors to artistic progress.

The work of the lately returned students of the Pennsylvania Museum and Industrial Art displays erable distinction, informed by the unmistakable flavor of personal acquaintance with the subject matter. It is not flamboyant to imagine a more vital and a maturer artistic treatment of the war emanating eventually from this source.

In some quarters the performance will assuredly be made. The extent of civilization's triumph is too solemn and won by too much travail for the pictorial talent of the winners to be stultified as was Germany's in the age of Bismarck.

America has as good a chance as most of her allies to realize her artistic opportunities, and Philadelphia, one of the active centers of good painting, is worth attention. Never before have so many wielders of the brush been enlisted in government service. The sense of truth in the art should be instinctive.

THE PARKWAY'S REALITY

CLOUD-CAPPED towers, gorgeous palaces and solemn temples revealed in the Fairmount Park Art Association's attractive pictorial record of the Parkway development, just published, are not to be disdained as merely the baseless fabric of a vision. Fact gives validity to fancy in this handsome and interesting volume. The companion photographs showing the view northwest from the City Hall in 1907 and the same territory today, with the spacious boulevard in being, are significant and stimulating.

Reactions against the Parkway plan assumed in the past two phases, both of which now seem both false and petty. Expense was the burden of the first jeremiad. Tardiness of the work was the substance of the second. The magnitude of the improvement and the abundant possibilities it foreshadows are sufficient to give the aspect of narrowness to such

It is true that the Parkway was long in the making. Eminent engineers, architects and city designers dreamed of the project twenty-five years ago and been studying it ever since.

The thoroughfare first appeared on the micipal plan in 1904. The commission of experts authorized by the Art Assocompleted its comprehensive cheme for the improvement three years

Disposition of the major obstacles, however, has at last been made. The enue from the plaza to Fairmount, save the presence of one temporary angle at that terminus, is finished and is fast ming comely. The Logan Square planned after the style of the "rond point" of the Champs existent and betrays foreht and good taste. There is no that the new public library will

partly frame this green area and there should be none that the art museum will crown the old reservoir hill as the climax of the boulevard.

Both these structures and a number of others are charmingly pictured in the Art Association's illustrated brochure. It is a myopic vision which beholds them as dreams. With the actual impetus already under way, civic pride should immediately respond to the inspiration of these drawings. Sincerely to believe in them is to make them real. Already the present state of the Parkway is sufficiently impressive to make the skeptic feel uncom-

A MEDIEVAL FERRY SYSTEM SHOWS NEED OF A BRIDGE

Something More Than the Railroad Administration to Blame for Blocking Holiday Traffic Over the Delaware

F A collision such as occurred on Monday afternoon between two Delaware river ferryboats had happened on the Fourth of July or on Sunday evening. when the train boats were weighted to the limits of their capacity with holiday crowds, a catastrophe would have been almost certain.

Even after the ban had been placed on excursion traffic, the ferries were crowded uncomfortably and dangerously. What was lacking was a bridge.

Business men at the shore resorts who are tabulating the losses due to the withdrawal of excursion trains can do better than blame the railroad administration officials. They can blame their own politicians and ours and, in the end, themselves and the general public for a habit of mind which delays almost every great public improvement in America for a generation or two, while those in authority grope and wrangle and make their

The furtive and foolish method adopted by the railroad officials to discourage shoreward traffic, the talk of mythical 'troop movements," reveals the hand of the amateur in railway affairs. Apparently, what the railroad administration's representatives were thinking about was the Philadelphia-Camden ferry system. The river boats could have carried no more people. The medieval inefficiency of the whole ferry system in any crush was demonstrated again. If the traffic had been increased by 20 or 30 per cent there would have been endless confusion or worse. This fact palliates the railroad administration's refusal to sell special excursion tickets. It does not relieve it of blame for an unnecessary and silly fib.

There is little or no room for additional ferryboats on the river because almost all the workable slips are in use now. The railroads may be excused if they refuse to build others while a bridge is almost within sight. Whoever suffered loss or inconvenience must prepare to suffer again under similar circum-

If business men and commuters, motor owners and hotel men and the public generally had been less tolerant of official inefficiency, if they had turned a sharper scrutiny in the past upon the methods and motives that delayed the construction of a modern bridge between Philadelphia and Camden, they would not now be subject to losses, inconvenience and even danger by an outworn and weakened link in a most important line of communication and travel.

New Jersey was twenty years late in getting seriously started on the Delaware bridge project. Pennsylvania and the Pennsylvania Legislature were even more backward-minded. Now Philadelphia City Councils are furthering the delay.

In the course of time the bridge will e built, just as the Parkway was opened after generations of futile criticism and discussion. Yet the need of a bridge to Camden was made apparent when the first practical automobile made its anpearance. In the meantime every commuter, every traveler and every one who drives an automobile to or from New Jersey for one purpose or another contributes enormous tolls to political ineffi-

If it were possible to estimate the costs of the ferry system to the general public in money, in energy and time wasted it would be demonstrated beyond a doubt that enough money has been frittered away in the last twenty years to build not one bridge, but two.

When people are ordered to stay at home on a holiday because the railroad system cannot accommodate them, it might be supposed that there would be a general desire to inquire into the reasons for so unusual an edict. General complaint should be aimed beyond the railroad administration.

The public is continuing to pay for its own negligence. It is paying in increased annoyance and inconvenience as well as in money.

New Jersey and Pennsylvania, Camden and Philadelphia should be as closely related in any modern system of transportation as they are related in their business and social affairs. The two states and the two cities are, in fact, divided by a barrier and that barrier is the Delaware ferry system. The sort of development that is normal elsewhere has ceased in parts of Philadelphia and Camden and in large areas of New Jersey and Pennsylvania to await the construction of an adequate connecting link over the Delaware river.

The attitude of City Councils here is regrettable. It has served to nullify temporarily all of the work accomplished by forward-minded men in the two states. The Legislature at Harrisburg and the Legislature at Trenton finally admitted the necessity of a bridge between this city and Camden-after the need had been apparent for twenty years. Councils ought to find the money at once. By withholding a relatively small appropriation that might easily have been made before the summer adjournment the preliminary work on the Delaware bridge has been delayed for six months or longer. Are mass-meetings or a river catastrophe necessary to force action?

MARK TWAIN STILL LIVES

ONE cannot read without a shock of surprise the announcement that 558,-

of Mark Twain have been sold since its original publication in 1912. And this is so in spite of the fact that Mark Twain is admittedly one of the greatest men of letters America has produced.

The books which Mark Twain himself wrote have been deservedly popular and are still selling in large numbers, but there seems to have been an insatiable curiosity about the man himself. The biography is not a cheap book. It costs between five and ten dollars. American public has paid out more than two and a half million dollars to learn the story of the life of its favorite author. The figures mean that in about one family out of every forty throughout the country there has been interest enough in the man to lead to the purchase of the book, and that at least 10,000 copies are on the shelves of the private

libraries in this city. If the genial philosopher, in whatever state he may now find himself, is aware of these facts they must be most gratifying to him. They certainly are gratifying to those who are watching the development of a reading public in America interested in something besides Pollyannaniasing and Haroldbellwriting.

A MYTH-NOT A LEGEND

WHEN a great historic legend has been traced back to its origins it has sometimes been found that they were trivial and insignificant. The facts had been adorned and dramatized by men who wished to use them for their own pur-

Consequently, it is possible that a great historic legend may be built up about Wilhelm Hohenzollern, whether he is tried or whether he never faces a jury of his betters.

But it is not probable

There has been some talk about a new Napoleonic tradition growing up around the deposed monarch, as though there were any similarity between the Corsican and the Prussian.

Napoleon was a great soldier, who led his own armies in the field. He was the "Little Corporal" to his men to the last. There was something magnificent about him, which stirred the imagination and drew men to him and held them there by bonds of personal loyalty; not men who would profit by his power, but men who found something admirable in the spirit of the soldier who had added new glory to the armies of France. Napoleon typified the France which overthrew the Bourbon kings, cast down privilege and set up the common man in the seats of the mighty. This is why there is a Napoleonic legend and why the name of the son of the family of Bonaparte is one to conjure with.

Wilhelm Hohenzollern is the last of a ine of tyrannical kings. He is the Louis XVI of the present epoch. But he is worse than that. He fled like a coward when his armies were defeated and now he is permitting his chancellor, his supreme general and even his younger sons to plead that they be punished in his stead on the ground that he was not responsible for anything that happened.

A more puny and contemptible character never strutted across the stage than he. The world does not make heroes out of such stuff. And not even the perverted German mind can distort the facts to suit any heroic theory about the man who is permitting others to take the blame while he skulks in a foreign land.

Twenty-one hundred members of the Fifty ninth Infantry, with seventy officers, most of them members of the old First Delaware Infantry, on Monday and Tuesday left Camp Dix for pic counter." Not one of them wishes to reenlist. The only thing about pioneering that appeals to them is the first syllable.

that he has just heard the whistle blow and realizes that he has nothing to do till tomorrow. And every man is entitled to a pleasant evening.

The Day's

Work Done

John D. Rockefeller at

eighty says he has just

begun to live. It may

Just when things calm down a bit, up bobs the Thaw case again.

General Maitland's log seems to prove that the careful observer must inevitably be-

their "tea." Many Russians who think they are seek. ing a stable government are merely looking for a mare's nest.

We trust that a full report of the Fryatt funeral services in London appeared in the Berlin newspapers.

Coatesville for successfully keeping out of the limelight when publicity threatened. Glass bottle blowers are holding con-

cention in the one place apparently where they may blow themselves to a bottle. Willard and Dempsey, if you chance to remember who they are, are both men of let-

ters. One's O. K. and the other's K. O. The merry-go-round is the name of the latest "soft" drink. We are willing to bet

a nut sundae that all the spin is in the name.

It is a queer kink in public ethics that permits Ohio to stage a prizefight but re-fuses to allow moving-picture exhibitions of

"I, W. W. Cox," began the St. Louis

radical in Columbia, Pa., and proceeded to roast America. After he had been severely beaten, no one questioned his ability to raise Hail Columbia. Maybe the President intended the

Franco-American treaty as a substitute for Article X in the peace treaty in case said article received the k. o. in the United State Senate.

Declaring that burglar alarms no longer alarm burglars and are an annoyance to all would-be sleepers, including night watch-men, the New York district attorney has or-dered the nuisance abated. It is a fair com-promise. Not being able to arrest the bur-600 copies of Albert Bigelow Paine's life | glar, the police will arrest the slarm.

CONGRESSMAN MOORE'S LETTER

How Congressman Vare Secured the Fourth of July Orator-"Tony" Biddle's Interest in Athletics. John W. Wescott as Orator at a Boxing Match

Washington, July 9. THERE is a suspicion, a very strong suspicion, that the insistence upon continuing many of the war activities in Washington has some relation to the presidential campaign of 1920. Careful political managers like A. Mitchell Palmer, Joseph P. Tumulty and Vance McCormick are linked up with the gossip that has to do with this situation. It is not difficult even for the uninitiated to see that the longer the power of the administration is permitted to thrive upon the machinery which the war forced upon the country, the better it will be for Mr. Wilson's followers when the next presidential battle comes along. It is by no means certain that Mr. Wilson's foreign negotiations have made a hit with the country so far as presidential aspirations are concerned, but it is certainly a fact that no President has ever had so much money or so many men at his disposal as President Wilson. No other President was ever given \$100,000,000 and more to spend as he saw fit, nor did any other Chief Executive have the power to create and employ bureaus, agencies and commissions to do his bidding.

Congress is not altogether free from responsibility for the tremendous powers con-ferred upon the President, but since the armistice and the more recent peace negotiations it has been making a heroic effort get back to earth. The administration managers have watched this tendency with concern, and finding that Congress meant business, have already "covered in" by executive order some of the war agencies that were marked for slaughter. of the administrative and legislative wits to determine the fate of many supposedly useless government war appendages-and they involve thousands of offices held by deserving Democrats or designing incumbents-is undoubtedly pending.

SCORE one for Congressman Vare. The downtown leader is a member of the appropriations committee, and just now that very important committee at the Capitol. The congressman holds high rank on committee, so much so that he was appointed by Speaker Gillett, former chair nan of the committee, a conferee with the Senate on the sundry civil bill. Here in the secret counsels of the conferees the Philadelphia member became the eight bower of the chairman of the committee the Hon. James W. Good, of Iown. Under these favorable auspices enters John H. Baizley, chairman of the Councils' Fourth of July committee. From time immemorial it has been the prerogative of Mr. Baizley to lead the procession of speakers to the plat-form at Independence Hall on the nation's great holiday. Mr. Baizley wanted a speak er of national prominence. The question was put up to Congressman Vare. The congressman put the clamps on his fellow onferce, the chairman of the appropriations committee, and so Philadelphia se cured its Liberty Bell orator for the Fourth of July.

MATTHEW C. BRUSH gets a big salary for being president of the American International Shipbuilding Corporation. which controls Hog Island, but a good many Washingtonians are beginning to believe he is worth it. The secret seems to be in the newfangled trade term "Efficiency." Mat-thew—he calls himself "Matt" and induces others to do it on short acquaintance—is a hustler, or rather a hustling engineer with very broad views. Given plenty of money Brush would probably take a contract for tunneling the Atlantic, or pontooning itsuch is his faith in the power of organization directed by the "knowing" human animal The Hog Island president believes in the systematic application of human energy, He has appeared before congressional comnittees and surprised those appointed to interrogate him by his breadth of vision He surprises the boys at the island by his ability to get in with them on the practical side of shipbuilding. And as a speech-maker-well. Speaker Gillett, Earl Red ding. Samuel Compers and others pretty well up in the game can testify as to his adaptability in that regard.

WHAT a variety of topics engage the John W. Jordan, librarian of the Histori cal Society of Pennsylvania, for instance a veritable compendium of literary thought and information. But who would think of his digging into the prosaic topic of waterways and transportation? And yet Mr. Jordan has just unearthed the "Proceedings of the Canal Convention, assembled at Terre Haute, May 22, 1845, for the pur-pose of considering the best mode of apply-The Canadian border will be a favorite ing the proceeds of the liberal grant of land vacation haunt this summer for men who like by the general government toward extend ing the Wabash and Eric canal to the Ohio river at Evansville." An equally interest ing brochure discovered by Mr. Jordan in cludes a speech in the House of Represen tatives in 1846 by Representative J. A Rockwell, of Connecticut, in support of a river and harbor bill, which, however, he criticized as sectional. The bill carried \$3,678,450, a very large amount, according to Mr. Rockwell; but he said it was ex tremely unfair to the East, since the lakes were to get \$554,000, the Mississippi and its branches \$475,000, Massachusetts and A grateful country extends thanks to Maine \$64,450 and the Hudson river \$75. 000, the Delaware and south of it \$190,000, and Atlantic harbors \$20,000. So the East appears to have been as sluggish in asking for appropriations in 1846 as it is today.

> MONY BIDDLE and Billy Rocap figured I in the big fight at Toledo. What else was to be expected. Both are devotees of the sport and each has a good amateu record with the mitts. As usual, Billy was on hand as a correspondent, but Tony-he was there as a major of the United States marines, the boys who are as clever land as they are on sea and who like to be regarded as "the first to fight." The appearance of Major Biddle was in a measure official, as the army and navy encourage boxing, and efforts are being made to put the sport on a high and healthy plane. Evi dently Billy Rocap was not pleased with the outcome of the fight. Having backed Willard as a probable winner he was disappointed with the pitiable exhibition made that ponderous individual, and naturally o, for in his day Rocap was one of the fairest and pluckiest fighters in the national amateur field. And that brings to mind tha wonderful turnout at the Academy of Music years ago, when the sporting fraternity of Philadelphia and vicinity tendered Billy a testimonial. The proscenium boxes and gal-leries were filled to the limit, the blood flowed on the stage as freely as it did in the Dempsey-Willard bout (sportsmen say there is more spirit in an amateur show anyhow) and there were no big "stakes," or "rake-offs" or anything of the kind or "rake-offs" or anything of the walls.
>
> And the orator of the evening! He was none other than John W. Wescott, the Camden lawyer, who afterward nominated Woodrow Wilson for President of the

THE CHAFFING DISH

Our Old Desk

WE SEE that there has been a fire at a second-hand furniture warehouse or Arch street. We think we can offer an explanation for the blaze. Our old desk was

That desk was always a hoodoo. Last autumn, when we gave up commuting and moved into town, we had to get rid of some of our goods in order to squeeze ourselves into an apartment. The very first thing we parted with was our old desk. We did not tell genial Mr. P., the dealer in second-hand furniture, that the piece was a Jonah, for we were nfraid it would knock fifty cents or so off his offer, but now we feel rather shamefaced for not having warned him.

We bought the desk before we were ried, at a department store in New York. It was almost the last article that store, a famous one in its day, got paid for. Soon after selling it the house failed.

We moved the desk out to a cottage in the country. We sat down in front of it. didn't know it then, but we are convinced now there was some evil genius in it. must have been built of slippery elm, knots, cut in the dark of the moon while a brindle cat was mewing. The drawers stuck once a week and had to be pared down with a jack-knife. We sat at that desk night after night, with burning visions of literary immortality. We wrote poems that no one would buy. We wrote stories that gradually became soiled and wrinkled around the folds of the manuscript. We wrote pamphlets culogizing hotels and tried to palm them off on the managers as advertising booklets. hotels accepted the booklets and went out of business before paying for them. We composed sparkling essays for a newspaper in Toledo sitting at that desk, and after the paper had printed a bunch of them we wrote to the editor and asked him how about a check. He replied that he did not under stand we were writing that stuff for actual money. He was quite grieved to have mis-He thought we were understood us so. merely writing them for the pleasure of up-lifting the hearts of Toledo.

There was another odd thing about that desk. There was some drowsy sirup in its veins. Perhaps the wood hadn't been properly seasoned. Anyway, we couldn't keep awake while sitting at it. Night after night, assiduously, while the jolly old Long Island mosquitoes hummed in through the open windows like Liberty motors, we would begin to scribe. After an hour or so we would always fall asleep over the fawny keys of our ancient typewriter. It may be that the trouble lay partly in the typing bus, for we were so inexpert that we couldn't pound rapidly enough to keep ourself awake. We remember memorizing the letters on the first row of keys in a vain hope that if we could say qwertyuiop off by heart it would help us to move along faster, but it did no good. We started a novel, but after six months of wrestling we decided that as long as we worked at that desk we would never get it done. We tried writing on the kitchen table in front of the stove-it was winter by that time-and we got the novel done in no time.

When we moved to Marathon, the van containing that desk broke down near a novelty factory in Trenton. Probably that novelty factory was its home and the old flat-top had nostalgia. In order to get the desk into the Marathon house its top had to be unscrewed and the screws were lost. After that, whenever we were trying to write a poem in the small hours of the night, when we got aroused in the heat of composition and shifted round on our chair, the whole top of the desk would slide off and the inkwell would cascade on to the floor.

There was one drawer in that desk that we look back on with particular affection. We had been asked by a publisher in Chicago to contribute the section on Etiquette for a Household Encyclopedia that was to be is sued. That was about 1914, if we remember rightly. We knew nothing whatever about Effiquette. The article was to deal with the origin and history of social usages, coming

WHAT wondrous love from out this war ners, accepting and declining invitations. has sprung; specimen letters dealing with every social Love for the aged, and for babes denied emergency, such as being invited to go to t The boon of hope; for girls who glorified clambake, a wedding or the dedication of a sanitary dog-pound. We had an uproarious The menial tasks, and women brave among Their bodies to the guns, and those who time compiling the essay. It was to contain at least fifteen thousand words and we were

in this Household Encyclopedia, writing de-

for imaginary functions.

morning.

mure and stilted little regrets or acceptances

The manuscript of this article had to be

uches on The Etiquette of Courtship and

School. Never having been a young girl at

retical, but still we thought they were based

on sound sense and a winsome instinct as to comely demeanor. We threw our heart into

the task and felt that Louisa Alcott herself

could not have counsclet more becoming de-

corum. It was long after midnight when we

finished the last reply of a young girl to the

young man who had called her by her first

name three months before we felt he had any

right to do so. We put these last two sec

tions of the manuscript into a drawer of the

desk, to give them a final reading the next

Late that night there came a damp fog

one of those pearly Long Island fogs. The

desk drawer swelled up and retired from

active life. Containing its precious freight,

it was immovable. We stood the desk upside

down, we tugged frantically at it, we ham-

mered and chiseled and strove, but in vain.

The hour for mailing the copy approached

At last, baffled, we had to speed to a mail

box and post the treatise on Etiquette with

out those two chapters. The publisher, we

knew, would not miss them, though to us

they contained the cream of our whole

philosophy of politeness, containing our prized aphorisms on Consideration for Others

open again. When we sold the desk to Mr.

P. it was still tightly stuck. Some months

was our old desk, covered with dust and dis-

played for sale, but unmistakable to our

recognitory eye. Furtively we approached it

and gave the well-known bottom drawer a

yank. It was still jammed, and presumably

the manuscript was still within. We thought

for a moment of buying the old thing again,

splitting it open with an ax and getting out

now this fire has come along and undoubt

edly the desk perished in the flames. If only

that chapter on Young Girls at Boarding

School could have been rescued We

have a daughter of our own now, and it

might have given us some hints on how to

Ambrose sends us the following, which he

received in the mail recently.

received in the mail recently.

Dear Sir:

You say you want to sele you patented for drink and machen and all of the opatented to for seale cheap and I want to bury you patented at one for drink as you say for seale cheap and I want to bury you patented at one for drink as you say for seale cheap and I want to bury at on any please wright be at one plane and how much do you want for you patented for drink and you came to see me at one for I want to they you patented at one and wright me at one has four how much you want for you patented for you say will seale cheap and wood like bury some milke hald for or just out new for bury some milke hald for or just out new for how at one at Wilson at one and plase wright at one at Wilson at one and plase wright at one plase for I no how much you want for you patented for you say will seale cheap and I want to bury at one and can you come to see me at one plase and please wright me at one plase for I know how much you want for you patented.

Very yours truly, H. WILSON.

In case any one should question the

In case any one should question the

validity of the above we beg to state that

Ambrose has sent us the original letter.

There is a deal of pathos in the appeal, par-ticularly if (as seems likely from the text)

has a private still for an

bring her up.

our literary offspring. But we didn't. And

under the Reading Railway viaduct, and saw a familiar sight on the pavement.

igo we were passing along Arch street, just

We were never able to get that drawer

the Basis of Good Manners.

boarding school, our ideas were largely theo

BE IT E-E-EV-ER-RR SO HUMBLE—

Dearest of all, who in our hearts abide to get fifty dollars for it. In the chapter or Forever holy and forever young! cimen letters we let ourself go without restraint. In these specimen letters we Great loves are these, indeed, but greater amused ourself by using the names of all our friends. We chuckled to think of their amazement on finding themselves enshrined

One high devotion must our spirits claimlove for our country. Pure affections thrill Our thoughts at merest mention of her

OUT OF FIRE

name. For her this hope, and this our truest will: A love made perfect in the test of flame. Margaret Ashman, in the New York

mailed to Chicago on a certain date or the fifty dollars would be forfeit. Late the night before we toiled at our desk putting the final Etiquette for Young Girls at Boarding

First Transatlantic Air-Mail Stamps The news dispatch from England that the mailpouch on the Sopwith airplane in which Harry G. Hawker and Commander Mackenzie Grieve attempted their transatlantic flight was salvaged is of interest to philatelists. In this pouch it is understood there were 111 letters, each bearing a three-cent Newfoundland stamp, with the surcharge, "First Transatlantic Air Post, April, 1919," in five lines. "April" appears in the overprint because it had been expected the birdmen would start during that month. of the mailpouch would have lost to collectors what may be destined to become some of the rarest of stamps. Collectors in England are on the watch to obtain the canceled copies of this issue, which, of course, is an unprecedented one. It is reported only 200 copies were printed, twenty-three being spoiled during manufacture and the post-master general of Newfoundland retaining

What Do You Know?

QUIZ

sixty-six in his possession.

1. Where is the present seat of Admiral Kolchak's government?

What is the difference in time between New York and London?

Who was Joseph Grimaldi? 4. What is a henchman in political par-

lance? 5. What country was formerly called the "Hermit Nation"?

Who said, "The philosophy of one century is the common sense of the next"? 7. How many United States senators are

What is a Gorgio?

9. Of what city was Mozart a native? 10. What is recitative in opera?

Answers to Yesterday's Quiz 1. German East Africa was regarded as the

most important of Germany's former colonies. 2. "Papier mache" literally means chewed

paper. 3. Marie Taglioni was a world-famous She was born in Sweden, but dancer. She was born in Sweden, but was of Italian descent on the paternal

side. Her dates are 1809-1884. Borens was the classical god of the-North Wind.

5. A gazebo is a structure whence a view may be had; a belvedere, lantern, turret or balcony.

line is 39 degrees 43 minutes. It separates Maryland from Pennsyl-7. Arcturus is the brightest star in the heavens. This classification is ex-

6. The latitude of the Mason and Dixon

clusive of planets. 8. The Gulf Stream flows at a velocity of

from two to five miles an hour. 9. Tuesday is the regular meeting day of

the cabinet.

10. Piazza is originally the Italian word for place or public square.