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NO RELIEF FOR BROAD STREET
DIRECTOR DATESMAN took exultantly that "very important avenues of traffic in and out of the city, such as Broad street, Girard avenue, Lansdowne avenue, Ridge avenue, Island road and Woodland avenue" are to be repaved or repaired.

The blast is as pretentious as performance will be meager. Ruts, holes and abominable paving will continue to disfigure the main longitudinal highway of the city and harass its traffic save in a precious little sector in South Philadelphia. Less than a block of Broad street between Moyamensing and Oregon avenues is to be made tolerable to motorists.

IT CUTS BOTH WAYS
FARMERS in New Jersey who sell tomatoes for twenty-five or thirty cents a basket are naturally grief-stricken when they visit the big towns and see these same tomatoes on sale at a dollar and a quarter a basket.

THE SCALE OF CRISES
MILAN newspaper reports that the Fiume problem has been settled and that the still undisclosed decision of the Allied commission of the supreme council will give universal satisfaction.

MR. BAKER DOESN'T CHANGE
DAILY it becomes more fashionable to say of Secretary Baker that he is a well-meaning and amiable gentleman hopelessly bossed and intimidated by an army general staff composed of officers who hate change and detest even the thought of innovations.

Mr. Baker objects. The army general staff doesn't want a secretary of aviation in the cabinet. Why? Because things are more comfortable as they are. Yet the aviation section is about as hopelessly established now as the navy would be if it were run by the army.

MOORE VS. PATTERSON: THE MEN AND THE ISSUE
A Consideration of the Merits and Demerits of the Rival Candidates and the Vital Principle Involved
IF THE contest for the Republican nomination for Mayor were merely a greedy struggle between two jealous factions for party spoils the self-respecting Republican voters might be justified in maintaining an attitude of cynical or disgusted indifference.

THE LIMIT
BOSTON and its street-railway system provide an example in economic development that labor men, capitalists and producers of all sorts might study with benefit in a time when many people delude themselves with a belief that theorizing can be made a substitute for work.

THE CHAFFING DISH
The Dear Dead Days
NICE-MINDED Philadelphians, we think, will be glad to be reminded that today is the twenty-fifth birthday of Charles Godfrey Leland.

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2. What vegetable was formerly called love apple?

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office, there can be no question of fitness. Moore has proved his talents for direction, organization and vigorous performance many times.

Judge Patterson's best qualification is his personality. That is winning. He has a large circle of friends and he deserves them. Like Moore, he is amiable and tactful. He, too, has force in getting things done, is a good organizer and has the faculty of good fellowship, no mean asset in a Mayor when properly exerted.

But there is the difficulty. Already the judge reflects the "regular" organization point of view by ignoring completely the one great principle involved in the campaign—contractor government.

Nobody can quarrel with the neatly worded program he laid down as his platform. But the omissions are telling.

Words of wisest hue cannot divert public notice from the fact that the judge is the candidate of the organization control against which the new charter is aimed.

The judge is going to find it difficult to prove that it is better to intrust the enforcement of the new charter to the hands of a candidate backed by the very interests against which it was enacted than to a candidate whose only hope of success will be to enforce the law to its utmost limits along the line of its intention.

Under the circumstances, there is only one sure course for Republicans who believe in democracy as opposed to autocracy in their party and official government as opposed to unofficial and hidden government and that is to resolve all doubts in favor of the anti-boss candidate.

That is why we unhesitatingly endorse Congressman Moore.

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RIVER BOATS ON THE SEA
Exciting Trips in Ferry Craft and Other Vessels on Waters Where They Were Not Intended to Sail
By GEORGE NOX MCCAIN
IMAGINE a thrilling trip on a ferry boat? It is like discussing a storm-tossed canal barge. This episode, however, is not a dream of fiction. It is a cold reality of the last two weeks.

Captain Frank G. Edwards, who represented Bucks county in the Legislature for three sessions, was until he retired some years ago, the best known river captain on the Delaware.

Within the past month a big industrial concern of this city engaged him to inspect some ferry boats with the purpose of purchasing one or two. The captain knows all about river ferry craft.

This is where the thrilling part of the voyage on a ferry boat begins. The heavy rains of last month raised the waters of the Champlain canal to an unprecedented height.

But even this was not sufficient to settle the boat deep enough in the water to get through. He had ten tons of coal stored in his bunkers, and 15,000 gallons of water put into her fresh water tanks.

This sunk the boat low enough so that he was enabled to get her through. But it was a mighty close shave. Many a time the deck was only a few scant inches from the sides of the bridges beneath which they passed.

WHEN New York was reached the craft was restored to its original condition. Then came a wait of a week. The lake and river ferry boat had to be put into shape to meet the swells of the Atlantic.

There was no way of getting her to Philadelphia except to run out to sea and down the Jersey coast from New York to Cape May. After nine days' waiting the meteorological bureau gave the word and the captain and his crew steamed out of New York harbor.

Fortunately the weather was fine. The trip at sea was successful and right as they were about to start on their return to Philadelphia the boat was run out to sea and down the Jersey coast from New York to Cape May.

The rapids lie beyond the White Pass, between the foot of Lake Bennett and the town of White Horse. The waters, racing like mad horses, are confined between high canyon walls.

In the early days of the gold rush to the Klondike a small steamer operated between the foot of Lake Bennett and the town of White Horse. The completion of the White Pass Railroad put it out of commission.

The Bostonians, like the rest of us, had almost forgot how to walk. They began to learn again and led the income from the street railway lines is not yet sufficient. It tends actually to decrease!

There is a moral in this for every sort of profiteer and for every one who supposes that alternate upward flights of prices and wages can somehow bring about peace and contentment.

It is through this instinctive reaction that a good many price and wage boosters may yet be made to realize that the general public, too, has a will even if it hasn't an organization.

Wake-Up Campaign Needed
Because Philadelphia lacked adequate elevator facilities the city lost a shipment of 1,000,000 bushels of grain to a foreign country.

Juice in Tomatoes
Tomatoes sold by Westville, N. J., farmers for twenty-five cents a basket are being sold in Philadelphia and Baltimore at \$1.50. This rises above the level of plain profiteering and hits the plane of high finance.

While certain thoughtful citizens point out the danger of giving the government power to regulate prices the government cheerfully goes ahead and does it. Sugar, for instance.

In connection with the threatened shortage of coal next winter, it is interesting to note that Italy has already had much coal from this country and desires considerably more.

Recent happenings in Korea remind us that a rebel is sometimes simply an unsuccessful patriot even as a patriot is a successful rebel.

The Swiss Government spent \$40,000,000 during the war in regulating food prices, thus making a big hole in the financial sheet.



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(United States District Attorney Kane says his department will look after the big food congers, but the best weapon against the "little profiteer" is publicity, and he urges the reorganization of the food administration.)

PUBLICITY is needed
To bring food prices down
The warning should be heeded
By every one in town.

The baker or the grocer
Or little butcher man,
Ah, very well we know, sir,
Will take what'er he can.

Perhaps when we have socked him
The big fish will be caught,
Else vainly we have knocked him,
And knock amount to naught.

The Warfield plan and the Plumb plan alike suggest the question: If profits in excess of a certain amount are to be divided between labor and the people, what chance will there ever be of a reduction of fares or freight rates?

Though the wares of the profiteer come high his methods are low—not to say common.

The game from now on is "Codlin's your friend, not Short."

What Do You Know?

- 1. When does the harvest moon occur?
2. What vegetable was formerly called love apple?
3. What is the difference between "de facto" and "de jure"?
4. According to a recent estimate what American cities are tied for fourth place in population?
5. Why is brandy called cognac?
6. What is the origin of the word sycarite?
7. What is a joss?
8. Name two noted commanders of southern birth who fought for the North in the Civil War?
9. What is a gymkhana?
10. What possessions of the United States lie within the Tropic Zone?

Answers to Yesterday's Quiz

- 1. Omsk, Siberia, is the capital of that part of Russian territory controlled by Admiral Kolehak.
2. Francis Wilson is president of the Actors' Equity Association, now striking against the theatrical managers.
3. Charlotte Bronte wrote "Shirley."
4. Euterpe was the classical goddess of music.
5. Dapple; variegated, with rounded spots or patches of color or shade.
6. In England the word lieutenant is pronounced as though spelled "leftenant."
7. Connecticut is the smallest state in the Union after Rhode Island and Delaware.
8. Montmartre hill is a quarter in Paris particularly noted for artistic associations and Bohemian traditions.
9. Ferdinand de Lesseps was the projector and engineer of the Suez canal.
10. Asteroids are small planets revolving round the sun between the orbits of Mars and Jupiter.