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Philadelphia, Saturday, February 7, 1920

WHOSE HAT?

"IT IS preposterous," said Mayor Moore, speaking of Mr. Weglein and the row in Council over appropriations for clerk hire, "to suppose that a president of Council should have his office in bis hat."

True. It is preposterous to suppose that a president of Council should have his office in his hat. But it is even more preposterous to suppose that a president or a member of Council should have his office in some other man's hat. That sort of thing worried the people of this city greatly in the past and it may worry them again. Even now the thought of it seems to be worrying the Mayor.

It is possible to imagine a member of Council keeping his office in his hat and doing fairly well. But there will be a rumpus if any one in the new chamber sets up in business and hangs out in any of the hats that now seem to be for rent.

PALMER NEEDS A FOURTH DOWN THERE seem to be three planks in the platform on which Attorney General Palmer will run for the Democratic presi-

dential nomination. They are: Down with the profiteers! Down with the criminal corporations! Down with the revolutionary aliens!

These are perfectly safe propositions. No one disagrees with them. If the revolutionary aliens have a friend outside of their own ranks he has not yet lifted his head high enough to be seen. If any one has arisen to defend the criminal corporations a careful search through the files of the Congressional Record and the reports of court proceedings has failed to bring him to light. And if any one has said that profiteering is a good thing he has whispered it so quietly that not even a dictaphone has been able to detect the sound of his voice.

Mr. Palmer's Chicago interview is interesting, but it is not important. When he begins to express opinions on controverted issues the country will listen to what he has to say.

As the football boys would put it, he has three downs and many yards to gain. His fourth down may lose the ball.

DELIVERING THE LABOR VOTE THE idea that the labor vote can be de-

livered en bloc persists and is now affecting the thinking of the leaders of the American Federation of Labor.

Plans are making to oppose the election to office of every candidate who does not pledge himself to support the principles of organized labor. There are 4,000,000 members of the federation a number large enough to hold the balance of power if their vote can be controlled.

In the past labor union members have voted for the candidates of the party with whose principles they were in sympathy. They are likely to do so in the future. All they want is fair play and most of them are persuaded that they are more likely to get it through one or the other of the old parties with which they are affiliated than through either a labor party or through defeating the candidate of their own party in order to elect a man who agrees with them in nothing except a labor program.

IS MINCE PIE A BEVERAGE?

IT HAS been asserted that a pair of trousers in the hip pocket of which there is a pint flask of whisky is a vehicle within the meaning of the Volstead act and is subject to confiscation.

It remains to be seen whether it will be asserted that mince pie, frozen punch, wine jelly and rum omelets are beverages within the meaning of the constitutional amendment.

That amendment, as a large number of thirsty citizens know, forbids the manufacture, sale or transportation of intoxi-

cating liquors as beverages. The federal prohibition agent in New York has announced that permits will be issued to hotels and restaurants to keep a stock of brandy, wine and whisky for culinary purposes so that mince pies properly flavored and wine sauces may continue to be served to customers.

So far as appears, he is acting within the law. At the present writing no one has been known to drink a mince pie however highly flavored with brandy it may have been, and a rum omelet is usu. ally eaten with a fork and wine sauces are consumed with a spoon. But no one

knows what may happen. Mrs. Hayes was an ardent prohibitionist and during the administration of her husband no liquors were served at the White House with her knowledge. But chef, gware of the tastes of the diplonatic guests, made a frozen rum punch to be served at state dinners that was so ent that the foreign ministers were ent to call it the oasis in the "dry" din they awaited the approach to it or the arid courses with the same pleasnation that thrills the traveler

desert land. ere should be no premature re-

Volstead law may at any moment ask the courts to insist that alcoholized mince pie and omelets and frozen punches are beverages within the meaning of the constitution and their consumption must be forbidden. If they do not some enterprising restaurateur will make a mince pie of such consistency that it will have to be eaten through a straw.

AUTOBUSSES HAVE TRANSIT RELIEF POSSIBILITIES

Congested Philadelphia Could Learn Something From the Speedy and Convenient Motor Lines of Other Cities

THERE are times when Philadelphians are inclined to wonder whether William Penn has not been a shade over-

Unwilling sentinels crowd the car-stop corners. Traffic jammed in the narrow streets halts long lines of trolleys. In such close quarters it is evident that even a transportation system run by supermen must break down. Possessed by that dismal thought, the average pessimist is in a mood to scowl back through the ages at the founder.

Penn, the benign William Penn, metallically magnified atop a marble tower, is to blame. He designed our narrow thoroughfares and they're woefully out of date. Hands are wrung and sighs breathed. We envy other towns which can do something with transit.

It is conceivable that an inquiring stranger might view the case differently. He could not fail to observe Broad street-a Penn creation. It is unlikely that the Parkway would escape his admiring gaze, and were his explorations sufficiently thorough he might notice the Roosevelt boulevard, Girard avenue, Spring Garden street and the spacious roadways in the Park region, now almost completely surrounded by built-up parts of the city

By that time a singular conclusion would be well-nigh inescapable. Philadelphia would be revealed as that exceptional town which chiefly confines its transit facilities to its narrowest streets.

The situation is not paralleled anywhere. Paris would not think of cluttering its busy and, for that metropolis comparatively narrow Rue de Rivoli with trolleys. Electric cars are routed on roomier avenues or boulevards, on St. Michel, on Quatre Septembre, on Mont-

In the heart of West End London not a "tram" is to be seen. They start from the periphery of that animated district and the streets served by them are broad. As is perfectly well known, motorbusses in the French and British capitals scurry through those vital arteries that are wide, well paved and channels of metropolitan life.

Busses have been suggested in Philadelphia for generations. On several occasions they have in a half-hearted way been introduced here. Tradition was against them-the tradition that our narrow streets must bear the traffic and that the designs of William Penn made the transit riddle insoluble, except by the construction of costly subways.

Motorbus relief has been proposed again. Despite its failure to accomplish much in the past, it is worth considering. Nothing can be done, of course, while the wide streets, which we possess in more abundance than we usually realize, are regarded as sacrosanct. We shall have to accustom ourselves to the revolutionary idea of using the Parkway as a transit channel. We shall have to arm ourselves against the deep-rooted notion that the worst conceivable blockades on Thirteenth and Fifteenth streets are justifia

ble in order to keep Broad street inviolate. Most important of all, motorbus transportation will have to be conducted on a comprehensive, practical scale or the experiment will be worse than valueless. In fact, another bus-line failure would be apt to bury us permanently under mossgrown misconceptions.

The arguments against the omnibus routes are not nearly so formidable as the scoffer sometimes thinks. While it is true that private and commercial autos flock to Broad street, the traffic there is not nearly so heavy as on Fifth avenue in New York, which has long had a motor line, and that street is no more crowded than London's Piccadilly Circus, whence busses radiate to many parts of London.

The Parkway is never deadlocked. In-

deed the avenue, which has the finest potentialities of any in town, frequently has the aspect of a desert. Bus lines on this boulevard would be enabled to serve several sections of the city. A possible route could make the contemplated new structures on the Parkway accessible and could then tap West Philadelphia via Spring Garden street bridge. Another could utilize Fairmount Park, providing a new means of communication with Falls of Schuylkill and Manayunk, thus relieving some of the pressure on Ridge avenue, while a third could be extended up roomy Thirty-third street, facing the Park, with a terminus at the Dauphin street entrance.

Broad street from Logan to League Island suggests an obvious bus route. There could be "arms" or spurs for Girard avenue, Spring Garden street and Diamond street. Once the public distrust of bus lines is allayed the possibilities are vastly extended. Transportation experts properly supported could speedily wipe out much of the existing prejudice.

If the job is scientifically handled, whether by the Philadelphia Rapid Transit or outside concerns, it is inconceivable that it would not be a valuable adjunct to our transit facilities.

The early enterprises hardly deserved to succeed. Philadelphians have gloomy memories of the old horse busses or Broad street, with their rattling windows and their intolerable bumping over the rough belgian blocks with which that

thoroughfare was then paved. The storage-battery electric line is hardly more agreeable in retrospect. The chief trouble with that service was that there was not enough of it. Busses often fifteen minutes apart proved more an irri tation than a convenience.

What London, Paris and New York have accomplished with their omnibus equipments can guide us profitably. In the British capital the "upper decks" are an alluring transit feature. It would be quite feasible to operate two-stofied at the easitic prospect. It may busses on Broad street since, fortunately, busses on busses of busses on busses of b

way, as is the case with so many of our

For reasons which have never been con vincingly expressed, the new Paris built since the war-are all bussessingle-decked. Their entrance arrangements, however, with a single low step in the "stern," are superior to those of either London or New York and the transverse seats are an appreciable boon. A combination of the best features of all these tips to improved transit would be the ideal.

It is naturally somewhat easier to insist on the advantages of motorbusses in this city than to materialize them. Any of the proposals under contemplation, however, should consider seriously the fact that Philadelphians seldom realize how many available wide streets are existent; that the "lessons" of the past have made them skeptical of bus relief; that the public is bitterly and yet too unpro testingly used to congestion on the narrowest thoroughfares, and that the only hope of a necessary psychological change lies in expert administration of speedy lines. It must be an admirable initial service to convince us that an auxiliary to trolleys and subways is sane. Poverty of equipment will mean no

more room in the trolleys and further unfair reflections on the man who gave us Broad street.

HOG ISLAND FOR SALE

THE future value of Hog Island will I depend almost entirely upon the uses made of the vast site and its equipment. This is merely another way of saying that foresight, imagination and a scientific view of the property will be necessary to save the plant as a unit in the development of the city's waterfront.

To suggest flatly that the city or the state buy the yards, without any definite notion of the manner in which the property may be utilized and developed, is idle. Yet it is plain that Hog Island, even as a terminal and ship-repair plant, might be of the greatest imaginable value in any comprehensive scheme formulated to bring to this community all the advantages and opportunities of a great port. Only work and imagination are necessary to realize the enormous potentialities of the Delaware approaches.

One of the best harbors in the world is here neglected. It is not advertised. And until some one devises a plan by which it may be systematically developed the Hog Island plant, necessarily the pivot of any new scheme, can be of only doubtful value to the city itself.

Representative Edmonds's letter to Mayor Moore, carrying a suggestion from Washington that the city consider an early purchase of the yards, must again direct general attention to the matter. It is difficult to say what the Mayor can do. He can refer the matter to the

Council. He may even ask the advice of financiers. A private corporation, efficiently managed, would call a board meeting. The board would not rely upon its own knowledge. It would provide funds for an engineering survey of the most thorough sort. It would endeavor to learn the precise value of the proffered site in relation to the scheme of its, own affairs. It would know what it wanted to do and, because it knew what it wanted to do, it could measure the opportunity without any great delay.

Some such course ought to be opened to

the city before Hog Island is permitted to disintegrate under the attacks of specula-

Any scheme for the purchase of Hog Island would have to be a detail in a larger scheme for the revision and revitalization of older plans of port improvement. If it were possible to be assured that future commercial and social development toward the South will be orif railway and shipping interests could be brought to the Philadelphia point of view and if the people were made to realize the practical advantages to be gained by a great concentration of world trade and shipping in the Delaware river, Hog Island would be worth much to this city. Otherwise it might be the whitest of white elephants.

The price of caskets has gone up. A casket Loud Tumbrel! company has declared its quarterly dividend of 11/2 per cent. with an extra dividend of 1 per cent in cash and a stock dividend of per cent to be distributed in March; and "flu" is still with us. Yet Death per sists despite high prices.

Dr. L. O. Howard, chief of the United States bureau of entomology, told the memhers of the New Jersey Mosquito Extermina tion Association, in session in Atlantic City that New Jersey in its warfare on the pes tiferous insect had blazed the way for the whole civilized world. "Smudged the way" might have been a more appropriate phrase

Without desiring to hasten the orderly rocedure of the presidential mind, we can not help voicing the thought that a communication from the White House might facilitate the matter of treaty ratification.

International exchange is demonstrating the fact that in the matter of providing the groundwork for a panic deflation has inflation beaten to a frazzle.

Germany asks for war trials before neu tral tribunals. Where are they to be found? strong ideas on the war.

The one thing certain is that it would be the height of folly not to realize on the immense investment already put into Hog

H. P. Davison, of J. P. Morgan & Co. sees financial events ahead "too big print." Wrong. Not too big—too hazy.

The fact that speeches printed by the overnment cost \$442,000 a year disproves the assertion that talk is cheap.

What we are anxious to see is a Travel Philadelphia written from the top of

The fair price committee's greatest task to identify the profiteer when it sees him, The absence of a governor's staff will be as a rod to would-be colonele

After March 1 when trains are late we'll ick with a clear conscience.

Perhaps Germany would like to be tried before the Mexican courts.

It is Old Man Politics that is devilin'

THE COCKPIT OF EUROPE

Odd Features of Life in the Balkan Peninsula-American Faces in Ragusa-Queer Results of Attempts to Ape the Life of Western Europe

By GEORGE NOX McCAIN THE Balkan Peninsula is again in a fer-

ment. This is not by any means a surprising or unusual announcement, for there has been scarcely a moment in the last fifty years when some portion of that vast and pic-turesque region has not been in a state of political upheaval.

It is not without historic reason that it

has been aptly described as the "cockpit of the Near East," "the tinderbox of Europe." Today the specter of interracial hovers over the entire collection of turbulent nationalities. From Belgrade on the north to Salonica on the south, from Cattaro on the Adriatic to Varna on the Black sea, brigandage, fear, starvation and Bolshevist revolution threaten the peninsula.

It is because this great and sparsely set-tled territory is so little known to Americans that interest in its racial and internaaffairs appeals so lightly to us. It is the hazy territorial borderland of the greater and still less known further east; south Russia, the vast spread of the mysterious Black sea, and further down Turkey in Asia, the handlelike geographical extension of the Arabian

BULGARIA is threatened with a Bolshevist uprising. Sofia, the capital, is

the center of the threatened disorder.

It is one of the least attractive cities of the so-called Near East. Architecturally speaking, it is a rude blending of the Mont-martre section of Paris and the rickety wood and mastic structures of Stamboul on the

More than any European capital today east of Vienna does it represent the meeting of East and West. All of its attempts at fine building suggest the work of amateur architects. Even its mosque and cathedral suggest this impression to western eyes.

The life, amusements and art, what little

there is of the latter, are an aping of the middle class and poorer sort to be found in Paris, Budapest and Brussels. Even New York contributes its share to the jumbled

Crossing the poorly illuminated public square in Sofia one night, I was astonished to hear a gipsy orchestra in a gaudily decorated and brilliantly lighted cafe playing a popular American air. That is, it was popular in the usual ephemeral way two years before in the United States. It had for long however, reposed in the discard of neglected melodies. But it was new in Sofia, so my interpreter informed me, and was all the rage in the cafes and wine houses.

EX-CZAR FERDINAND, "the fox of the Balkans," who should be on the black list of the Allies with Wilhelm and Prince Rupprecht, was the curse of Bulgaria. He had the most repulsive face I ever saw on any individual claiming right to the title of nobility. His great nose resembled the beak of a hawk, his lips were sensual and, with his heavy jowls, they suggested ferocity, brutality and cruelty.

He was a German prince picked up at raniom in a wine house in Vienna by a committee of three sent there by an ad interim government to select a ruler. He was a German from one of the petty principalities. The first act that distinguished his caree was the instigation of the assassination of

Stambouloff, "the Bismarck of the Balkans" and the ablest statesman Bulgaria ever produced. But the statesman stood in the way of Prince Ferdinand's ambitions. He was Prince of Bulgaria then. That was thirty years ago, and in all the

intervening time the occupant of the throne swayed Bulgaria to his own purposes. The cathedral of the Greek Church in Sofie, which is plainly visible from the windows of the Orient express and which has been completed only within the last few years, was the gift of Czar Nicholas of Russia. Russia saved Bulgaria from the Turk after 300 years of semi-slavery; then when repay the obligation she drew her sword in favor of Germany.

But it was not the Bulgarians who were guilty of this supreme act of treachery and ingratitude. Ferdinand, against their tests, forced his people to take up arms against their ally.

TN SPALATO the Italians and Jugo-Slavs are slaughtering each other. It is one of the fairest cities of the eastern Adriatic.

The great attraction to American travelers who reach this little-known city are the remains of the wonderful palace of Diocletian Diocletian was the wonder of the Roman world, for the reason that he voluntarily laid down the imperial crown and retired to Spalato, where he spent the remaining years of his life in building and adorning this wonderful structure.

One of its outer walls, ten feet thick in places, faces the harbor. The palace was not one building, but a cluster of them. When completed it sheltered, it is said, nearly 5000 persons, all of whom were at tached to the imperial household. It was

The odd feature of the ruined palace today is that presented by this wall facing the harbor. Shops and dwellings have been built into it, some of the latter reaching the top of the wall three stories in height. Narrow streets with dark little stores and gloomy residences have been cut through the old palace, with wide spaces between, of what were once corridors and rooms of the palace,

but now open to the sky RAGUSA in one respect is the most Ameri Not in its physical features, however, but

in its people. One can see more faces in Ragusa suggestive of a crowd in New York. Philadelphia or Chicago than in any other city not only in eastern Europe but in any country outside the United States or Canada. Yet they are all Dalmatians.

The reason, doubtless, is that this seaport for 1500 years was the meeting place of East and West. It was a vast melting pot. The nations of the Occident and near Orient met and mingled here. At various times during the centuries it had the greatest commerce of any city on the Adriatic or Mediterranean excepting Marseilles. In the course of time the physiognomy

the Ragusans came to be what might be termed of the cosmopolitan type; a merging and softening of the characteristics of In a way Ragusa up to the beginning of

the world war retained some of her ocean supremacy. Her sailors were to be in every port of the world. A maritime corporation with a capitalization of millions, and with its steamships on every trade route east and west, had its headquarters in this heautiful city. The captain, a Ragusan by birth, of the steamship that carried me from Fiume to

Ragusa lived in San Francisco for sixteen His children had been born there,

and be informed me in fluent English that his

family so longed for their California home that he had decided to return to the United States the following year. It is even as the fashion experts assure Women get their ideas of undress from

FROM DAY TO DAY

Independence in Clothes

New York Defies Paris

Revolt May Fizzle Out

Art of Being a Woman

IN A great exhibiwith the perfect 36 mannikins parading up and down a miniature posrdwalk the fash ion designers of New York are declaring their independence of

Financial Crisis Near Paris. America Must Give Aid The American woman will owe her allegiance to America's Tokio is declaring her allegiance to Paris. argest city and France's capital.
All this is very fine, but will it work BUT if the capital of woman's world is likely to remain Paris, the capital of man's world—the business world—has defiinless Attorney General Palmer puts into his sedition law a provision for clapping women in jail who age the Paris fashions?

models with one eye upon what the great Q Q Q

Won't the American designers make their

DID you ever look at the figure on our latest quarter of a dollar and that on the French franc side by side? They are silver pieces of about the same size. Each has a full length female figure on one side. Look at them carefully and you will see why Paris is the capital of woman's

The lady on the American piece is a substantial creature. You can imagine her frying potatoes, not exactly in the robe she is wearing; but still she could do it perfectly. Or she would ook quite natural nursing the baby. The lady on the French coin is a sprite

As she goes on her way, sowing the seed her feet do not touch the earth. There is nothing of the earth earthy For the life of you you cannot imagine her as a housewife. She is "La Femme,"

not Mary, Adeline, Jane or Ruth. Like Verlaine's unknown woman, "Her name, I remember, is sweet and sonorous.' You look at the American lady and you have none of Verlaine's troubles. perfectly sure that in private life her name is Ann. She is prose.

The lady on the franc is poetry. Q Q Q

BEING a woman in Paris is a fine art.

Being a woman in America is a noble profession-something like being a preacher. A preacher may wear his collar ward, which he could not do if his calling were a fine art. The French woman dresses as becomes on

of the fine arts. The American woman always is reminded by some inward monitor that she must in dressing bear in mind that hers is a nobl-She looks to Paris for the art of dress and

to herself for the conscience of dress.

A ND will she ever look elsewhere?
In this League of Nations of ours things are bound to center somewhere. Beef and pork center in Chicago, steel in Pittsburgh, ships in Liverpool and dresswoman's dress in Paris.

It is not an accident that Paris is the

capital of woman's fashions.

It is precisely because being a woman is a fine art in Paris, an art worth cultivating for art's sake. And every woman, no matter how much hers is a profession, remembers also that hers is an art and looks to Paris,

In no place does art flourish except as it is rooted in the consciousness of the people and in no place is the art of dress rooted in the consciousness of the people as it is at

COME people say that we are in tor a

period of decentralization; that Pittsburgh will cease to be the capital of steel and Chicago pork. And in a similar way Paris might cease to be the capital of fashions. But listen to this:

The women of Japan, even the working omen, are about to abandon their national costume, the picturesque and easy kimono for the costume of the western world, because-women may always find a reason for what they want to tume of the western world is most conveni-

While New York is ringing the new lib-erty bell at the fete de la mode de printemps (sounds very French, doesn't it?)

g g g

a two-dollar dollar, a cross of gold and

crown of thorns dollar, to borrow from the

The French call the money we have over

They call America the "war profiteer."

They reason, and all allied Europe with

"America was just as much interested in

beating Germany as we were; the victory is

just as much her victory as ours; yet we did

nost of the fighting and suffered most of

the burdens. Why shouldn't America, at

least, assume her share of the costs of the

Things will naturally occur to any one

to be said on the other side of that aren.

q q q

THE situation is similar to the situation

Allied Europe was impatient with us.

which existed before our entrance into

An American was hardly safe from insult

Germany had sunk our ships, killed Amer-

cans; why didn't we come in and help them

We finally went in because we had to.

financially because we have to.

We may finally go in to save Europe

We will not go in because we admit the

force of the arguments made flow on the other side or because of the harsh words—

The torpedoing of values on the stock ex-

The issue will be settled on the basis of

q q q

BIG war in Europe turned out to be a A world war-a thing we couldn't keep

President Wilson once said, "In the next

great war there will be no neutrals," mean-

ing no power of any consequence would be

able to avoid being drawn into the whirl-

A big financial crisis in Europe, the great-

est in the history of mankind, is likely to

In the crashes on exchanges and the with

ering up of values solemnly stamped on pieces

of paper by governments there are likely to

tuyn out, similarly, to be a world crisis.

hance cannot long be safely overlooked.

lips of Bryan.

ment.

the war.

London or Paris.

beat Germany?

war profiteers."

be no neutrals.

national self-interest.

ere "blood money."

BR-R-R-R. HAS ANYTHING ELSE HAPPENED THIS WEEK?

Where their sons have gone?

Not alone the enemy There in front where all may see. Death is rifled of his powers, nitely been shifted by the war to New York. Harmless in defeat. We call our dollar here in America a fifty-cent dollar, but looked at from London or Paris it is a particularly bloated dollar,

> "I am here!" Shout and sing and march ahead! Who fears death now they are dead? -Clara Pratt Meadowcroft, in Contempo-

The man who carries his office in his bat

has to have it well furnished. Every time Civic Righteousness sights a Deal be scents a Biff.

1. Who is Kurt von Lersner? 2. What is helium?

3. How-is the government to dispose of now in its possession? 4. Where is the Obl river?

Washington?

bage that has gone to college"? 7. What is the significance of biting one's thumb before a person?

Mexican War?

9. What is ecarte? 10. How should the word eclat be pro-

1. The East Indian island of Timor, part of which is owned by the Dutch, been mentioned as a place of exile for William Hohenzollern.

From Denver comes the story of the arrest of a man who carried gold from the mint in his hollow wooden leg. The fact that federal agents recovered \$100,000 worth of

bullion proved it a leg worth pulling. The allied demand for the extradition of war criminals has resulted in the Germans letting the Rhine whine flow again.

The Newberry case again develops the fact that the politician believes that the easy mark and the dollar mark are synonyms,

Senator Reed just knows that it is improper for anybody to disagree with him.

Humpty Dumpty has had a fall, but we doubt the rest of the nursery rhyme.

A few baby tanks might help street traffic while the snow is on the ground.

ROAD SONG

GIVE in song your happy breath; March along the road to death, Head erect and heart set high. They have shown us how to die They have sent their boyish laughter Ringing back along the way: All who walk this road hereafter Must like them be gay.

Shall men fear to follow on

They went out to meet: They have stormed the shadowy towers:

Youth has overrun his kingdom Made the land familiar, dear, Every highway, every street, Echoes now to trampling feet. Whistled signals, noisy cheer, Sudden greetings : "Brother !" "Brother !"

rary Verse.

What Do You Know?

the former German merchant ships

5. Who was the architect of the Capitel at 6. Who said "a cauliflower is only a cab-

8. Name three American generals of the

nounced? Answers to Yesterday's Quiz

2. A viola is a tenor violin, having four strings, the two lowest being covered with wire. It is slightly larger than a violin. The technique of the viola is practically the same as that of the violin, but as the viola has a rougher and more veiled tone it is infrequently

sed as a solo instrument. Blizzard is said to be derived from the old Lancashire word "bleasard." 4. John Milton became totally blind at the age of forty-four.

5. The Gulf of Carpentaria indents the north coast of Australia.

6. Portugal and France have still some small possessions in India. 7. The free silver plank was first incorporated in the Democratic presidential platform in the campaign of 1896.

8. Thucydides was a celebrated Greek historian, born about 401 B. C. He is especially known for his uncompleted History of the Peloponnesian War." 9. Pidgin English, the jargon consisting chiefly of English words with Chinese endings, is used in business transac-

the East. Pidgin is a corruption of 10. The Confederate General Richard Taylor was the son of Zachary Taylor, who had been President of the United

tions between Chinese and Europeans