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Philadelphia, Thursday, May 27, 1920

A FOUR-YEAR PROGRAM FOR PHILADELPHIA

Things on which the people expect the new administration to concentrate its attention:

The Delaware river bridge.
A drydock big enough to accommodate the largest ships.
Development of the rapid transit system.
A convention hall.
A building for the Free Library.
An Art Museum.
Enlargement of the water supply.
Homes to accommodate the population.

MR. PENROSE'S ILLNESS

DURING the last week there has been cumulative evidence to indicate that Senator Penrose will be unable to attend the Chicago convention. The culminating report of yesterday, which appears to prove the senator's physicians and friends have decided that the journey would be unwise, may be denied, but it is none the less obviously true.

The absence of Mr. Penrose will leave a large gap in the party councils at Chicago. Without the man who was depended on to act as a presiding genius and final arbiter in successive emergencies, the convention may be expected to depart widely from prearranged programs. The outcome never seemed so uncertain as it seems now.

Even those who disagree with Mr. Penrose in matters of national and party policy recognize the force of his driving talent for organization and his ability to keep a cool head in any sort of storm. His leadership is not modern. But it is objective, forceful and without the hindrance of qualms or doubts. He would have been a steadying force for the Old Guard at Chicago. And the suggestion that he will direct and advise lesser leaders from his sickroom here will mean little to trained party men, who know how swiftly affairs may move at a national convention and how easily great masses of delegates may be swept beyond control.

Governor Sproul, as matters stand now, will have to shoulder the responsibilities of leadership in the Pennsylvania delegation at Chicago. What unexpected change may occur in party councils, suddenly deprived of Mr. Penrose's leadership, no one knows. Almost anything seems possible, particularly in view of the disclosures being made by the Senate committee which is investigating campaign contributions. The convention may yet blunder to the light. It may even be led in the ways of progress.

DRY-DOLLAR EDWARDS

THE Senate committee investigating pre-convention expenditures evinced a far greater interest in the kind of money spent than in the amount in the case of Governor Edwards, of New Jersey. Certain members of the committee seemed to hold convictions that the Edwards money had not the requisite element of dryness required in a presidential campaign.

However, no evidence was produced that the money used by the friends of the governor was in any way unsatisfactory, either in the amount or in condition of non-liquidity. New Jersey, in addition to its many other great gifts to the nation, has produced a worthy successor to the title so long and honorably held by the late Dry-Dollar Sullivan, of Tammany fame.

HIDDEN SUGAR

THE ease with which conscienceless speculators evade alike the law and the efforts of the administration to stop speculation in foodstuffs is again strikingly shown by the fact that an agent of the Department of Justice has located almost 1,000,000 pounds of sugar sequestered in the railroad yards of Chicago. One syndicate sold tons of sugar which had been sold and resold ten times, all the while remaining in the yard.

It is conditions like these which discredit the force and the adequacy of our laws in the eyes of the people. There is little popular inclination to feel indignation at a reasonable profit when supplies are scarce, but there is much and justifiable anger at sheer speculation in the necessities of life.

It seems strange that so great an amount of sugar could be successfully held in the yards of a single city for mere speculative purposes and yet for so long a time escape the notice of the officials whose duty it is to find just such cases.

Under present conditions food speculators are hard to catch and almost impossible to convict. The American people will not have confidence either in the laws or the officials until this condition is remedied.

ELKTON

TIME was when Elkton, which is in Maryland, was a refuge only for poor young lovers who fled from parental bonds to be married in a hurry. But nowadays the high-powered motors of the rich are wearing a smooth path to that place.

Yesterday a scion of the Wainwrights, of New York, thundered in to be married to Miss Edith Gould, who sat ecstatically beside him in an automobile that could do everything but fly. They followed the example of some of the sons and daughters of the elite in this city who have been going to Elkton in order that they might live happily ever after.

Elkton used to be a quiet and idyllic spot. One of these days it may put up a tiny marriage chapel of marble and have parsons working in eight-hour shifts and advertise itself as a national institution. Even then something may be said upon its side. For the growing popularity of the community shows that there are some among us still unafraid of the high costs of living. And an elopers' paradise has one very definite meaning of its own. Most elopements are unconscious protests against the terrible dullness of the modern fashionable wedding.

TRANSIT NOW SQUARELY UP TO MAYOR MOORE

Conclusions of the Ten Responsible Citizens Commend Themselves to Unbiased Judgment

COMPLETION of the report of the transit commission puts the question of improved transit facilities in this city squarely up to Mayor Moore.

Upon him and, in the last analysis, him alone depends the dictation of a policy to be adopted and pursued earnestly and vigorously with the whole force of the municipal administration and the support of public favor behind it.

No other conclusion is possible after a perusal of the report.

Mr. Moore has a wonderful opportunity before him. Decision upon many points involved in the formation of this policy may be difficult, but decision is not going to be helped by further temporizing and procrastinating in a situation where there has already been too much of this sort of thing. And the very difficulties when overcome will reflect all the more credit upon the success of the Moore administration after two others have deplorably failed.

The public wants action—not haste—along well thought-out lines, and only that kind of action will justify the faith and confidence in Mr. Moore which the people of Philadelphia have emphatically expressed at the elections last year and this.

The report itself blinks none of the conditions of the problem, and the solution which it offers ought to commend itself to the judgment of every disinterested citizen. The fact that the men on the commission, representing all sorts of predispositions, have unanimously agreed does credit to their sense of public obligation.

We have been told that vested interests are sacred and that contracts must be kept inviolate, but the ten men who have signed the report declare that where private interests and public interests conflict the public interests should be supreme.

There is that conflict in the transit situation at the present time. Because an attempt has been persistently made to sustain the supremacy of private interests over public interests it has been difficult to make progress. But public sentiment has been rapidly changing, and the Mayor's commissioners, when they insist on the supremacy of public interest, are merely reflecting what tens of thousands of other citizens have begun to believe about the transit conditions.

The report contains a multitude of recommendations about detail. But the substantial thing which it recommends is the formation of a new company to take over the franchises of the underlying companies on an appraised valuation and to own and operate those franchises and to be empowered to make such extensions and improvements as conditions warrant. Under this plan the Philadelphia Traction Company and the Union Traction Company would cease to exist. They are operating companies and the city has no power to force them to build extensions. They own no franchises, but are simply lessees of franchises.

This plan cannot be carried out under the present powers of the city. The General Assembly during its last session adopted an amendment to the constitution which, if adopted a second time next winter and ratified at the succeeding election in November, 1921, will give the city power to acquire, either by contract or by condemnation proceedings, the franchises of any company owning or operating transit facilities. The commission, however, is of the opinion that if this power be conferred upon the city it would not be necessary to condemn the old franchises for public uses, but that the owners of them would consent to their surrender for an equitable sum. The plan proposed is that the securities of a new company should be exchanged for the securities of the old companies on the basis of a fair valuation of the old franchises.

The most important statement in the report, after the recommendation for wiping out the underlying companies, is that there can be no really satisfactory solution of the transit problems until the necessary additional high-speed lines have been built. It says, also, that the existing surface system needs improvement; that a strong operating company should be created; that all the transit facilities should be operated as a unit, and that suitable provision should be made for the proper development and extension of transit facilities as occasion may require. But the need of high speed lines is placed first in the list of requirements.

Strange as it may seem, however, the report recommends that nothing be done toward their construction until there has been a new study of the situation and until the new company is organized and until arrangements for the operation of the new lines can be made. The commission, of course, favors the completion of the Frankford elevated line, and it thinks that the proposed line from Front street to Broad and Erie avenue ought to be built, but the Woodland avenue-Darby line and the Broad street line, with extensions to the northeast and the northwest, should wait two or three or four years until the ground is cleared for action. There are plausible arguments in favor of such a course, but if adopted it will mean still further delay and will force the people to endure conditions which long since became almost unbearable.

One of the arguments in favor of delay is that no new lines should be built until arrangements can be made for operating them. The expediency of this is doubtful, however good in principle. The plan recommended by the commission, if it can be carried out successfully, will give the city the whip-hand in all negotiations. It can dictate terms and conditions if it is so disposed and it can make what arrangements are necessary for any high-speed lines ready for operation when the new company has been organized.

Consequently it would seem to be the part of wisdom to agree at the earliest possible date on the construction of at least one of the proposed high-speed lines. There may be a line more needed than the one in North Broad street, but unless that can be shown it would be well to begin letting contracts for short sections of that line, so that work could proceed on it continuously during the preliminary arrangements for the reorganization of the whole system. As prices of construction came down each succeeding section would cost less than the last, and as the work proceeded there would be time for making arrangements for the transfer of funds from those set apart for other lines so that it could be completed as far as originally proposed. The transfer of funds would be necessary, for all expenses of construction have increased since the preliminary estimates were made.

Unless some such course as this is adopted relief will be pushed indefinitely into the future, while such a course would put the city in shape to reap more benefits from transit reorganization than any other plan in sight. It would mean simply carrying two projects ahead at the same time and adjusting them in such a way that they would be consummated together.

In the meantime the city should be grateful to the public-spirited citizens who have courageously handled a difficult and complicated problem.

THE DEADLY SPOTLIGHT

SENATOR HI JOHNSON, as the merciless little Spotlight Man in the odd drama of the campaign preliminaries, has done more in a week to earn the money that the government pays him than he has done during all his time in the Senate and than he would be able to do if he spent the rest of his life in the White House. His withering beam, directed with awful skill, will send more than one important candidate reeling for the permanent shelter of the wings.

The light burned cruelly on General Wood yesterday and revealed some ugly cracks in the armor of that dignified warrior. These are days in which a man who receives half a million dollars in a single campaign contribution will properly be regarded with suspicion if not with actual dislike. Even very rich men do not give gobs of money away for nothing. What moved Mr. Procter in this instance? Campaign money is usually bread upon the waters. In what form were Mr. Procter's loaves to return? Battered and spread with jam?

It was when Mr. Johnson got his focus on Mr. Palmer, however, that he did the greatest devastation. Mr. Palmer has been presenting himself as a modern, a follower in enlightened ways, a true preacher of the Word, a disciple of the New Freedom. And we are permitted to contemplate him now as an attorney general whose campaign for the presidency is being vigorously managed by a lawyer for a corporation which, since it is charged with having defrauded the government out of $10,000,000, is supposed to be under examination by—the attorney general! Mr. Carlin, the attorney in question, gave his testimony under oath.

What he said before the Senate committee ought to be interesting reading for the people who have been led to accept Mr. Palmer as the inspired guardian of American principles and the self-appointed custodian of the national honor.

Hi himself, safe in the gloom of the top gallery, swinging a light that is more deadly than a sword, is in a position of great advantage. A spotlight does not work both ways. It will reveal much that ought to be revealed on the surfaces of affairs. But in all fairness, after every defect in other candidates is made clearly visible, the light ought to be turned backward on Mr. Johnson.

If it could be made to illuminate the dark places of Senator Hi's mind, the people of the country would revolt at what they saw as quickly as they will shrink from the disgraceful spectacle of dollar manipulation to which they have been treated since the inquiry began.

MR. MORGAN'S HOUSE

THE offer by J. Pierpont Morgan of his London house as the American embassy building will be received with mixed emotions by the American people. It is true that the American embassies in most of the great European capitals would present better fronts to the world were they housed in buildings like the Morgan London home, but it is equally true that the richest nation on earth should provide its own foreign representatives with residences and official offices second to those of no other nation.

The parsimony of the government of the United States with regard to its ambassadors has long been the subject of adverse comment, both at home and abroad. The salaries are so inadequate to the demands for expenditure that only a rich man can afford to accept one of the higher ambassadorships. The sum allowed for the maintenance of the embassy is correspondingly low.

This situation naturally militates against our country getting and keeping the respect of the general populations of the foreign countries. In diplomacy, as in everything else, appearances count, and a nation which does not keep up an outward appearance commensurate with its wealth suffers.

Mr. Morgan's offer will probably bring up the whole subject again. Congress should make such provision for our foreign representatives that it will not again be necessary for any private citizen to feel impelled to come to the rescue of the United States Government.

Prof. William Starr Myers, of Princeton, after declaring that President Wilson had made the mistake of turning leadership into dictatorship, predicts that there will be a reversion to the Taft ideas of government, the executive head occupying a rather aloof attitude from the action of Congress. But with all due respect to Professor Myers, what will happen will depend entirely on the type of man elected, and it is yet too early even to guess who that man will be.

In the province of Carnia, Italy, the unemployed set up a government which lasted only a day. A general strike was then called over the whole province and later extended to Friuli. This sounds like a combination of Mexico and an American building operation.

Bergdoll is again showing his ability to be in half a dozen places at once.

The difference between success and failure in politics, as in other things, is the difference between nerve and nerves.

THE GOWNSMAN

The Way to Dollar

THERE are three ways to Dollar, and a fourth which you think, dear reader, is the way is not a way at all; for Dollar has nothing to do with what you think it has to do. Now if you live in the Villa of Harvestoun, in the flower garden, through which dashes whenever it rains a delightful little bourn speaking of the joys of the hills—if you live in the Villa of Harvestoun, even there, there come times when you feel that you must away from its blossoms and its cool green shadows, its miniature stretches of turf and the Portuguese laurel which spreads its dark varnished branches over the lower eaves at the back of the house. And you bethink you of the way to Dollar; for from Harvestoun one always goes to Dollar, Stirling with its castle being far off the other way.

THE first of the roads to Dollar goes forthright, passing in front of the house to the left as you go out. It is good, hard, macadam, straight, well-graded and properly ditched, and it reaches the heart of the town with expedition as it fades imperceptibly into the High street. By this way go the big coaches which ply between Dollar and Stirling, passing Tillicoultry by the way, which is busy and dirty. On this road is the kirk of the auld licht and also a chapel of the "new darkness," as "a bitter speaking body o' Dollar" once called—we shall not inquire what new sect. The heavily burdened and the weary travel this road whether they come out of Dollar or go thither. And any man, inquired of on this high road, will tell you that this is the best, the only way.

BUT there are other ways to go to Dollar. Leaving Harvestoun through the arbored gateway across the road, you can go down through the meadows to the bankside of the Devon river, which, flowing in dimensions little beyond what we should call a creek in America, laughs over shallows and bubbles through weirs on its way to Dollar and later to the Frith of Forth, that great white arm of the North sea which embraces Scotland in the middle, running the fingers of its open palm far up into the land. As you go down over the meadows you may start here or there a plover, which, whirling on wings that seem suddenly reversed, goes off with a wild cry. Gulls are heading up irregularly against the wind, and if you go cautiously you may see the bright-eyed, long-eared folk of the warrens, especially about twilight, disporting themselves in playful and fitful curves and gambols on the edge of the thicket, here called a spinney or dingle.

HOWEVER, the third way to Dollar is the way of ways. To go by this way you steal out of Harvestoun through the rose garden, by the wicket gate in the rear, and skirt the valley just at the hem of the mantle of the Ochils, where the hills begin to straighten out before becoming valley, where declivity becomes decline. This is a way of ups and downs, of doublings and turnings, of wooded copses and little glades, of bits of sunlight and shades obscure. And here the birds sing, the twitterers and the warblers, and on the higher ground to your left the skylark wings his upward musical spiral till he fades, both bird and song, into fleecy white clouds. This way to Dollar is full of guile, for if you do not watch carefully—and who can "watch his step" over moss and in bracken, when skies are blue and birds are singing?—if you do not watch most carefully, you will find yourself neglecting the turn to the right which takes you down through the well-tramped yard of Dollar Academy into the heart of Dollar, if Dollar have ever a heart. If you do not watch, you will find yourself off on the path which leads to Castle Campbell—in which Mary of Scots was entertained by Bothwell or somebody else in one of her various flittings to and fro—Castle Campbell, from the fine old ruins of which you can see much with the naked eye and more with an imagining mind: beauty enough in any event. If you do not watch, you may not find yourself until you have wandered up through the tall grass and bracken, across little runneling brooks where the waters fall in fairy music and the trout jump on their way upstream; you may not find yourself until you are half way up Ben Clengh in the land of the pixies, knee deep in heather. When the sun shines this upland is lovely. When the mists drift it is lovelier, for then there is ever the expectation of what is beyond; over the knoll, the rise, is romance, inspiration, adventure; all things are possible and joy that we are is alone certain.

"BUT," says John B. Practical, Esq., "what has become of Dollar?" John is always keen on this topic. Dollar, dear, sensible reader, really is an actual place, and you can find it on the map of Scotland. But this is not in the least important, nor is it a matter of the slightest consequence whether you or I ever reach thither. Dollar, with its fine old academy, founded, it is reported, on dirty money made in the African slave trade—though that story must serve another turn—Dollar, with its comfortable inns and neat stone villas, with its kirk of the auld licht and its chapel of the new darkness. The important thing about Dollar, as about so much in this unimportant world, is the way thither and what it is that you see by the way. For there are those who, expeditiously seeking Dollar, tarry at Tillicoultry, which is busy and dirty, and then journey straight on to the end, if they do not turn back to Stirling with its castle and its pounds, too, for men and beasts. Their tread is on the king's way, which is good, hard, macadam and properly ditched, and they heed not the rippling of streams nor scent the odor of beanfields. They see nothing special in rabbits sporting in late twilight in the spinney; the rise of a plover suggests only the possibility of plovers' eggs. As to the upland way, let them not defame it, for they believe not in pixies, nor does the rise beyond with drifting mist upon it lure their sensible steps into bracken glistening with dewdrops or away from the forthright way to Dollar, wherein let such abide.

"Because of bitter feeling in Germany against America," members of the Reformed Church will delay erecting a tablet to the memory of Ursinus, one of the authors of the Heidelberg catechism, in Naustadt, Germany. Outsiders might reasonably acquire the notion that bitter feeling in America against Germany would also have a little to do with it.

Now that the New York Times is advocating John W. Davis for President and is receiving the approbation of Martin W. Littleton, James M. Beck and others, in all fairness it should be stated that The Oracle, of St. Marys, W. Va., has been boosting him editorially for months.

A dispatch from Chicago says that vegetables have dropped from 5 to 30 per cent, but the Young Lady Next Door But One opines that her green grocer has not yet heard the news.

With the Bryn Mawr Hospital in mind, patrons of the Devon Horse Show will not lose sight of the fact that it is money makes the mare go.

TROUBLED DREAMS

PATIENCE PART OF PRICE WE PAY FOR GOOD ROADS

Two Hundred and Thirty Projects on Pennsylvania Pikes Necessitate Exactly That Number of Detours

PART of the cost the people of Pennsylvania are paying for durable roads is the occasional inconvenience to which they are put when they travel the detours made necessary by new construction.

Contractors are now at work on approximately 230 projects in various portions of Pennsylvania. Each construction project necessitates a detour. These detours are of necessity over roads which will bring the traveler back to the main highway as quickly as possible. In many instances these detouring thoroughfares are state highways, but in the majority of cases they are merely township roads—such roads as were to be found everywhere in Pennsylvania not so very many years ago.

THE ordinary township road is not capable of carrying modern traffic. It is usually an earth road. The passage of motortrucks of great weight quickly cuts the thoroughfare to pieces. After even a light rain the roadway is deeply rutted. The continual passing of trucks in these ruts creates a condition which arouses the ire of the drivers of all cars. They complain that the state Highway Department does not maintain these detour roads as they should be maintained.

As a matter of fact, the department under the law may not spend money on such highways. The upkeep of these township roads is a matter for the township supervisors or the county authorities, who may aid the township supervisors with financial contributions if they see fit.

THE inconvenience met by travelers because of the scores of detours in Pennsylvania can be offset by patience. It is not possible to rebuild a road and use it at the same time. Topographical conditions in Pennsylvania make it impracticable to construct half of our new roads at a time. These things being true, it follows that in order to secure durable thoroughfares there must be detours.

It should be the aim of the township and county authorities to assist the state Highway Department in properly caring for the immense traffic which is using all of the main thoroughfares in Pennsylvania. The traveling public itself, considering the fact that the commonwealth is at tremendous expense constructing a system of main roads which will be travelable 365 days each year, should exercise patience.

THE state Highway Department each week bulletins the detours which have been established during that week. From time to time it gives detailed information concerning all of the detours which will be found on particular trans-Pennsylvania routes. For example, it will name the locations of detours between Erie and Harrisburg via Brookville and Lewistown. These bulletins are mailed to a thousand garages and to every daily newspaper in Pennsylvania, as well as to motor clubs, chambers of commerce and similar organizations.

There is, therefore, no reason why a traveler over Pennsylvania roads need begin a journey ignorant of the detours which he will encounter before he reaches his destination. The department bulletins all of this information for the reason that it wishes to give the traveler advance information as to what he will find. And knowing that between certain towns he will encounter certain detours, the traveler, the department believes, meets the inconvenience in a better frame of mind than were he to come unexpectedly upon the difficult going.

THERE are very few directions in which a Pennsylvania traveler may go without encountering these detours. This condition will exist not only during the coming summer, but during the summers of 1921 and 1922. Conditions this summer, in so far as detours are concerned, will not be an improvement over those of 1919. The man who drives a truck or passenger car for any distance will eventually be deposited over a township road. This is an absolute certainty. He will find that the side road nine times out of ten is not in good condition when compared with the majority of state highway routes. But the detour road is only an ordinary township road. It is not worse than the greater number of township roads. The difficulty with it is that it is not capable of standing up under modern traffic methods.

This fact should be recognized by all those who use our highways. The system of durable highways is costing not only money, but these temporary inconveniences. The situation is not one peculiar to Pennsylvania, but is met with throughout the United States. No other commonwealth marks the detours so thoroughly as Pennsylvania nor makes a greater effort to have the roadways kept up. In this it should have the co-operation of the local authorities.

Just as the traveler remembers the rough, uneven highways in some isolated borough, so does he remember bad detours over township roads, and charges them in his memory against the account of the authorities, who owe it to travelers to maintain these roads in good condition.

Those who object most strenuously to "European entanglements" do not appear to realize that Germany some few years ago provided the entanglement and that there is little use in blinking our eyes to the fact.

Wolcott has wrested political leadership from Saulsbury in Delaware. Political reputations, like "champs" and tenpins, are simply put up to be knocked down.

The rise and fall of Mexican presidents suggests the life of an aviator, but the occupant of the presidential chair appears to be the poorer insurance risk.

There is apparent no wild excitement over the West Virginia primaries, interest being centered on a congressional committee in Washington.

Members of the Philadelphia Orchestra Association saw Musical Hope bloom in a Rose Garden on Tuesday.

Of course, every politician understands that it is easier to make claims than to make good.

Congress will probably treat the Armenian mandate as though it were an Armenian rug.

The good ship Emma C. refuses to respond to the urgent plea of "Whoa, Emma!"

Perhaps "The Man of Mystery" is hiding with Bergdoll.

UPON PARTING

THE skylark's song delights the sky,
Makes leaden clouds to smile;
Its azure-tenored melody
Embosses all worth while;
And though 'twould love to scatter mirth
O'er eternal roads sublime,
Yet sad that beauties such on earth
Must course their end sometime.

The rivulet's thirst-quenching flow
Delightsome wafts the strains
That, kissed and graced by stellar glow,
Fill zephyr-sprinkled lanes;
And though 'twere well that it be so
For ages on and on,
Yet this delight must sometimes go
Among the joys bygone.

The moon-singed road leads up the trail
Where with each russet lip
It lays a kiss on ev'ry dale
Passed on its winding trip;
And though 'twould do this o'er an o'er
Much to its glad delight,
Yet time can see when it no more
Shall be a pleasing site.

The spiral fumes rise lazily
From ocean-greyhound stacks,
And curling skyward hazily
They source eye-pleasing tracks;
And though this were their one great joy
Which God to them did send,
Yet time shall come and such destroy
For all must toward an end.

The blushing rose perfumes the vale
With heav'nly fragrant scent,
And zephyr-borne, it molds a trail
Where bluebirds nest content;
And though to have this ever be
Were gladsome and divine,
Yet naught lasts through infinity
Though soul-leased to His shrine.

And like the skylark and the rose,
The rivulet and road,
Love, heaven-born, must take repose
'Pon quondam joy-reaped load;
And though 'twere well that Love should be
Eternal and sublime,
Yet, Love of Mine, alas! for me,
Must end by will of time.

JOSEPH CARLTON PODOLYN.

What Do You Know?

QUIZ

1. Is there anything in the constitution that forbids the President to leave the United States?
2. What is a midden?
3. Who was Max Adeler?
4. What is an eclogue?
5. What are synonyms?
6. What is a steelyard?
7. What is a helicopter?
8. Where did the phrase "Praise from Sir Hubert" originate?
9. What notable woman is known as the Lady of the Lamp?
10. What does "Mesopotamia" mean?

Answers to Yesterday's Quiz

1. The first "dark horse" elected to the presidency was James K. Polk.
2. The Bog of Allen is Ireland's greatest bog, with an area of 240,000 acres.
3. "But and ben," Scotch and English dialect, are the outer and inner rooms of a dwelling with but one entrance.
4. A shard is a piece or fragment of a brittle substance, as of an earthen vessel.
5. The United States has no national holidays, though one or two are almost nationally observed.
6. Julia Grant, granddaughter of former President U. S. Grant, is now the Princess Cantacuzene-Speransky, of Russia.
7. An estimate made last year puts the number of foreign-born in the United States at 17,003,000.
8. Joseph Dennie, 1768-1812, was known as the Addison of America.
9. British Liberals who seceded from their party in 1866 on the introduction of a franchise bill were dubbed Adullamites by John Bright, likening them to the discontented people mentioned in I Samuel, xxii.
10. Oliver Cromwell was known as the Almighty Nose.

Ever-recurring proofs are forced upon us that while Herbert Hoover is good advertising material, he does not readily lend himself to publicity.

"Adverse are the uses of sweetness," remarked the professor of unconsidered trifles as he saw sugar marked up another cent.

Old H. C. of L. is the boss mountain climber. Life with him is just one peak after another.

TURKISH NATIONALISTS OPPOSED TO TREATY

Allied Powers, Led by England, Blamed for "Sentence" by Mustapha Kemal

Angora, Asia Minor, May 17 (delayed).—Unalterable opposition to the treaty of peace was expressed here today by Mustapha Kemal Pasha, leader of Turkish nationalist forces. He was asked by the correspondent for a statement, and replied he "welcomed an opportunity to speak on the situation."

"The allied powers, led by Great Britain, condemned Turkey to death," he declared, "and began to apply their decision by the very direct material manifestation known to the world. The Turkish nation naturally has declined to accept such a sentence.

"Our caliph and sultan, the Turkish Parliament and the Turkish Government, the members of which were legal representatives of the Turkish nation, were unable to resist such a verdict and fell into the hands of the British by the sudden occupation of Stamboul.

"The Turkish nation, left without head or government in such a mortal crisis, took the responsibility for its own life into its own hands and created a people's government composed of its own representatives in Angora, calling it the great national assembly and endowing it with legal executive powers. This assembly has chosen its executive department from the assembly itself under the presidency of the chairman of that body, Djellaladine Arif Bey."

Mustapha Kemal said the British were attempting to discredit the Turks and represent them as "mere savages and fanatics." He asserted, however, that the new nationalist government here would use all its resources to combat this campaign.

"The British policy in Turkey is to create civil war and anarchy," he added vehemently. "For this purpose they are using intrigue, money and the sacred power of the caliph."

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The Stanley
Market St. ab. 16th. 11 A. M. to 11 P. M.
LAST THREE DAYS—DE MILLE'S
Why Change Your Wife?
With THOMAS MEIGHAN, GLORIA SWANSON and BEBE DANIELS
Next Week—NORMA TALMADGE in "THE WOMAN GIVES"

PALACE
1214 MARKET STREET
10 A. M., 12, 2, 3:45, 5:45, 7:45, 9:30 P. M.
THE $500,000 PHOTOPLAY SPECTACLE
"Virgin of Stamboul"
The Year's Most Stupendous Photoplay
Added—Booth Tarkington's "His Jonah Day"
Next Week—Mary Pickford in "Pollyanna"

ARCADIA
CHESTNUT BELOW 16TH
10 A. M., 12, 2, 3:45, 5:45, 7:45, 9:30 P. M.
Mary Miles Minter "NURSE MARJORIE"
Next W'k.—"MRS. TEMPLE'S TELEGRAM"

VICTORIA
MARKET STREET Above 9TH
9 A. M. to 11:15 P. M.
CLEMENCEAU'S FIRST PHOTODRAMA
"THE STRONGEST"
Added, CHARLIE CHAPLIN in "Pawnshop"
Nt. Wk.—TOM MIX in "THE DAREDEVIL"

CAPITOL
724 MARKET STREET
10 A. M., 12, 2, 3:45, 5:45, 7:45, 9:30 P. M.
"The Sagebrusher" Featuring Roy Stewart

REGENT
MARKET ST. Below 17TH
9:45 A. M. to 11:15 P. M.
"A MODERN SALOME"

GLOBE THEATRE MARKET STREET AT JUNIPER 11 A. M. to 11 P. M.
CONTINUOUS VAUDEVILLE
JAMES B. CARSON & CO.
"SWEET SIXTEEN," Helene Colene, Others

CROSS KEYS 60TH & MARKET 2:30, 7 and 9 P. M.
"THE RAGGED EDGE"

BROADWAY Broad & Snyder Ave. 2:30, 6:45 & 9 P. M.
BURT EARLE AND GIRLS
MARSHALL NEILAN'S "The River's End"

PHILADELPHIA'S LEADING THEATRES
DIRECTION LEE & J. J. SHUBERT
CHESTNUT ST. OPERA HOUSE EVENINGS AT 8:15
MAT. SAT. BEST SEATS $1.50
OLIVER MOROSCO Presents
CHARLOTTE GREENWOOD
In the new musical comedy
"LINGER LONGER LETTY"

COMING JUNE 14th
THE EYES OF THE WORLD
By HAROLD BELL WRIGHT

SAM S. SHUBERT EVENINGS AT 8:15 Matinee Sat. at 2:15
JOHN HENRY MEARS Announces
CENTURY MIDNIGHT WHIRL
By Arrangement with Morris Gest.
"THE CENTURY MIDNIGHT WHIRL IS VERY FROLICSOME ENTERTAINMENT."—PRESS.

ADELPHI Broad bel. Race Evgs. at 8:20 $1 MAT. TODAY
A TRIUMPH—PRESS
GRACE GEORGE
in "THE RUINED LADY"
"Makes You Roar With Laughter."—Record.

LYRIC EVGS. AT 8:15 MAT. SATURDAY Best Seats, $1.50
OLIVER MOROSCO Presents
WILLIAM COURTENAY
IN
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"A Scintillating Success."—Press

PHILADELPHIA'S FOREMOST THEATRES
GARRICK Four Shows Daily 1:30, 3:30, 7 & 9 P. M.
MAE MURRAY and DAVID POWELL in
ON WITH THE DANCE
A Paramount-Artcraft Picture from the Play of the Same Name.
Added Attraction, "THE RAIDER MOEWE"
Mats., 25c, 50c. Evgs., 25c, 50c, 75c.

BROAD—Last 3 Evgs. Last Mat. Saturday
LOU TELLEGEN
IN A NEW 3-ACT COMEDY
"SPEAK OF THE DEVIL..."
By AUGUSTUS THOMAS

FORREST LAST WEEK Twice Daily 2:15 & 8:15
IRELAND A NATION
BERNARD DALY & HIS IRISH PLAYERS
Nights, 25c to $1.50. Mats., 25c to 75c

WILLOW GROVE PARK
FRANKO AND HIS ORCHESTRA
Soloists Today
EDGAR SCHOFIELD, Baritone
PIETRO CAPODIFERRO, Trumpet
Platter Dinners Served at the Casino Daily

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BEG. SATURDAY AFT.—SEATS NOW
THE FUNNIEST COMEDY EVER MADE
MACK SENNETT'S
REEL CONVULSION OF LAUGHTER
"DOWN ON THE FARM"

KEITH'S
JULIUS TANNEN
SPEAKING THE PUBLIC MIND
Frances Pritchard & Co.
A NEW DANCE PRODUCTION
Grace Huff & Co.; Dorothy Brenner; Duran & Raymond; Donovan & Lee; Others.

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ORPHEUM MAT. TODAY, 25c, 50c
Evgs., 25c, 35c, 50c & 75c
CLOSING WEEK OF SEASON
Mae Desmond and Players "The Brat"

DUMONT'S AND EMMETT WELCH MINSTRELS—20th & Arch
Mats. Mon., Wed., Sat. Last Week of Season
BUTTON-BUSTING BURLESQUE Joining the Elks

TROCADERO Girls, Girls, Girls With Geo. A. Clark