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Philadelphia, Friday, July 16, 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.

THE CASE OF SCHMIDT

IS THERE below the lid upon which Mayor Moore and Director Cortelyou have promised to sit tightly anything that would fully explain the scandal that began when Mr. Schmidt, of Sears, Roebuck & Co., charged that somebody at City Hall tried to sell him trolley privileges on the Roosevelt boulevard for $25,000? Mr. Cox, chairman of the committee appointed by City Council to investigate the graft report, intimated broadly yesterday that there is. And it is clear that Mr. Schmidt himself is not overeager to return to Philadelphia and provide the evidence for which all decent people have been waiting.

If a hold-up scheme was actually formulated by some one in or near City Hall it was frustrated. It collapsed largely because of the quick action of the Mayor. Mr. Moore and his advisers may feel that no good can be done by pressing a dead issue. But is the issue dead? If large-scale graft was tried once it will be tried again. Schmidt ought to return and tell what he knows. If he doesn't return voluntarily he ought to be subjected to pressure.

A LARGE UNDERTAKING

GOVERNOR COX is nothing if not self-confident. He has announced that his campaign for the presidency "will be dedicated to the task of bringing about peace with honor, of readjusting the affairs of civilization and of creating a new day out of which we will make the best of the lessons of the past."

The desirability of accomplishing these results will be admitted by every one. Let us look at them in reverse order. That men should profit by the teachings of experience has been impressed upon them by social and political philosophers from the moment that the gate of the Garden of Eden was shut upon Adam and his too persuasive spouse. But generation after generation makes the same blunders.

The readjustment of the affairs of civilization is a loose phrase, but if it means anything it means that Governor Cox will devote himself to curing the ills which afflict the world today.

And the attainment of peace with honor is equally indefinite. Every nation that has been defeated has desired it and every victorious nation has assumed that it has attained it. The candidate does not explain what he means by "honor."

But of what use is it to discuss such outgivings? They mean absolutely nothing. They are the kind of rhetoric a man indulges in when his mind ceases to act and he begins to indulge in high-sounding words to tickle the ears of the groundlings.

A PROMISE TO BE KEPT

ALL three of the experts appointed to consider the best way to clean the streets and remove waste of various kinds agree that the streets should be cleaned by the city itself and not by contractors, beginning on January 1. Two agreed that the rubbish and ashes should be collected by the city, and all agreed that the garbage also should be collected by the city if means could be found for disposing of it properly. One recommended that the collection of ashes and rubbish by the city should be postponed for a year.

The only unconditional unanimous recommendation is for a municipal street-cleaning plant. The difference of opinion, however, is not on the wisdom of doing all the work under the control of city officers, but on the practicability of doing it all so soon.

The report as a whole is an honest exposition of the subject. It summarizes the reasons for and against the present system and the proposed system, and concludes that the balance leads to the conclusion that a change is desirable.

When the people elected Mayor Moore they voted for a change. They had decided on their own account that they had had enough of the old way. The Mayor cannot continue the contract system without breaking the promises he made in his campaign. It is assumed that after the beginning of the year city employes will be cleaning the streets and that they will be cleaned.

ECHOES

IT IS the supreme tragedy of the German people that the things done in their name and with their help during the last six years were so various and so unlike as to leave almost every-thing in the world reminders that continue to appear when they at least expected, quite as the lifebelt from the Lusitania appeared in the Delaware river yesterday to arrest and disturb thought like a sudden touch on the arm or a cry in darkness. The dead of the Lusitania are being forgotten. The mists of years are upon the record of an act of cruelty that was more than savage. Yet the bit of canvas picked up in the river is like a whisper out of the deeps to revive the memory of it all.

So it will be for generations. For its own sake the world may try to forget many things about the great war. It will find forgetting difficult. Unquestionably the Germans are suffering. Many of their children are desolate for the want of things that can be supplied only if Germany can retain some of the coal that the Allies are demanding. But why is coal scarce in Europe? Because German armies wrecked and ruined the great mines of France.

The first poison gas sent in to flood trenches filled with defenseless Englishmen and Scotchmen, the first bombs over peaceful cities, have left thoughts in the mind of civilization that will continue to come to the surface and stay there, like the Lusitania's lifebelt and like a challenge sent out of the past to make pity or forbearance difficult or impossible.

PARK JOYS ARE STILL IMPERFECTLY REALIZED

Fairmount Is Fair and the City's Pride, but the Latest Proposals Show How Some of Its Assets Are Overlooked

AS A "typical citizen," the Philadelphian is ostensibly a humble creature. Moreover, in his eyes boastfulness is an especial mark of crudity, and his aversion thereto is a source of not a little secret satisfaction, enabling him to smile condescendingly when the Los Angeles man cries "Climate!" the New Orleansite, "Cookery!" the Bostonian, "Culture!" and the New Yorker, "Wealth!"

Above the fret and stir of pompous propaganda, blatant boosting and aggressive advertising the typical Philadelphian dwells sophisticated, serene or, as the critics would say, "slow."

Occasionally from within the comfortable fold some heretic will arise to cry shame and to bewail the lack of showy civic pride. If these rash reprovers were subtle, which they seldom are, they could attack a civic nerve so tender that the lightest pressure thereon would fire the whole populace to crow with the rapture of a California land agent:

Say, if you must, the town is dead,
But Fairmount Park is still ahead!

That is about the way most of us feel about it. And our emotions on that theme constitute the significant weakness (or should it be called strength?) in our alleged armor of indifference to outside depreciation of our eminence and distinction in so many fields of endeavor.

The Park is in a sense a kind of compensating symbol. It is by far the largest civic playground in America, richly endowed by nature, adorned more or less by art, hallowed with fascinating legendry and historic associations. There is full warrant for prizing it. But there is justification also in examining its possibilities and reaching the conclusion that by no means all of them are realized.

It is with some such thought in kind that the Fairmount Park Commission is considering an elaborate program of Park improvement. The conception is at first a trifle startling. The typical Philadelphian, with all his solid pride in the great playground, will have to accustom himself to the idea that the Park is imperfect and perhaps not even the factor in civic recreation that he fancies it.

Thousands, of course, flock to its lovely swards, its glades and dells. Pleasure seekers throng its river and its admirable roads. But this patronage, though spectacular and impressive, has its temperamental limitations. The scene is animated, and yet even on the fairest summer days it is questionable whether that delicious note of gayety, as distinguished from vigorous bustle, which characterizes some pleasure areas elsewhere, especially abroad, is really pervasively present.

It is not, of course, to be expected, or perhaps even desired, that Americans should disport themselves as Latins. The carnival spirit is elusive. Ingenuously imbibed, it is delightful. Shadowed with the slightest self-consciousness, it provides a saddening spectacle. There is, however, a profusion of assets in Fairmount Park which, if properly developed, would not only swell but vary the attractions of the place.

At the recent meeting of the Park Commission it was suggested that a bathing beach should be established on some portion of the shores of the Schuylkill. The project has already enlisted the warm interest of Mayor Moore, and Director Sproule has been asked to investigate the practicability of the plan and its cost.

Approval has also been given to inquiry into the purchase of a dredge to rid the river of the ever-increasing mud flats, and also to the proposal to install a line of horse-drawn public busses to ply along the upper reaches of the Wissahickon, closed to motorcars.

These projects appear so eminently desirable and so comparatively easy of execution that it is to be wondered why they were not carried out long ago. Perhaps if we were less vainglorious of Fairmount, less confidently aware of its abiding merits, the reforms would have been less tardy.

The bus line is particularly engaging. The scenery of upper Wissahickon is of its kind incomparable. Thousands of Philadelphians, especially those who are auto owners, are totally unacquainted with its charm, the character of which moved even the usually impassive Karl Baedeker to call the ravine "a miniature Alpine gorge of singular loveliness to be included within the limits of a city."

The proposed vehicles at least could be made to impart something of the carnival flavor. They should be gayly painted, designed with art as well as efficiency in mind, and suggestive not simply of transportation but of relief from the worldliness and hard sophistication of the nearby city—in a word, of an unaffected good time.

That they would be patronized admits of no doubt. The Park trolley has served its purpose excellently. But that was only a beginning in the necessary improvements in transit facilities through the playground.

The beach plan, as has been said, need not seriously trouble those Philadelphians who are supplied with Schuylkill drinking water. Perhaps the best location for the bathing ground would be on the east bank well below the Belmont pumping station. With clean swimming holes and transportation to the neglected valley of the Wissahickon, a region in which not only natural beauty but tradition and history are mystically blended, a good start toward "emancipating" Fairmount will have been made.

But these projects by no means exhaust a possible list. The commission has approved the site of a stadium to be erected as a victory memorial to the soldiers, sailors and marines of Philadelphia who participated in the war. That the structure should be artistic and impressive would seem to go without saying. And yet in view of some of the atrocities in stone, notoriously the Columbus monument and the latest Union soldier memorial on Belmont avenue, which disfigure the Park, perhaps the triteness of the warning is excusable. The Washington monument at the Green street entrance will serve, for it possesses, for all its obvious Teutonism, a kind of conventional dignity. Happily, as a decorative feature it will, in its environment, be subordinate to the handsome art museum on the reservoir acropolis.

Even the most exquisite art, however, will not emancipate and alluringly humanize the Park unless the adaptability of its resources to the multitude is primarily considered. There is need for a marked increase in good restaurants, responsive in accommodations and appearance to the holiday mood. Paris with her blithe Bois can give us lessons there, even if exact imitation of the French recreative temper is impossible.

In fact, the Park can be bettered in such a diversity of ways that the last stronghold of local pride might seem in danger of tottering. But that conceit is truly imaginary. It will never be realized until Philadelphians surrender altogether the signal glory of Fairmount—appreciation.

HOW STANDPATS ARE MADE

THE conspicuous feature of the third party convention at Chicago was the snub to the rank and file of the delegates of the so-called intellectual leaders of liberal propaganda. Yet the writers and the bolters from other parties who were jostled into the background and finally lost in the melee of debate represent an important element without which no political movement ever got anywhere but on the rocks.

A great many of the men who have been most violently attacking the older fashioned political party and whooping it up for the radicals were guided for the most part by theory before they went to Chicago. It was in the third party convention that they had their first intimate contacts with the insurgent proletarians whose cause they made their own. If these heralds of the new dawn are returning dazed and disillusioned from the convention, it is only because they had to grapple with actualities for the first time. They have had the training and experience necessary for leadership and the ability to bring to the cause of liberal politics the endless power of the written word.

Naturally, they hoped for a declaration of beliefs at Chicago which would not run counter to the mass opinion of the country. Instead, they were asked to support a platform made up of odds and ends of the sort of patter that has bubbled for years from amateur propagandists of a formless socialism. "Power," says the third party platform, "should be returned to the people!" Who is to return it? Who wields the power now? By what method other than the ballot can people control their government and make it representative of their will and their hopes?

The dominant cliques at the recent Chicago convention would have credited the farmers or the radical labor unions with all earthly wisdom and granted them more or less exclusive rights to dictate and govern. If the farmers and the unions alone are "the people," how are the rest of the folk in the United States to be classified and defined?

Even a superficial study of political evolution in this country shows that numberless men who enter public life as sincere reformers and liberals end by becoming conservative or even reactionary and illiberal. The men and women who, solely because of their convictions and a conscientious impulse, turned from easier tasks to fight by the side of labor radicals have had a glimpse of forces that frequently enough make standpatters of men who would far rather be something else. They have seen unreason, selfishness and aggressive ignorance dominant in a place where logic and sincerity should have ruled. They were made to feel helpless, forlorn and foolish. Will they, too, go sorrowfully and for self-defense into the ranks of the standpats?

REED IS RIGHT

SENATOR REED, of Missouri, usually so tragically wrong, is altogether right when he says that "the demagogue is a political profiteer." The demagogue resorts to every conceivable trick and subterfuge in order to win office and power, and is as contemptible as the business man who charges exorbitant prices merely because he can.

The possibility that the senator may have been looking in a mirror when he sought a picture of a demagogue does not affect the accuracy of his description.

Let Them Make Good

The railroads have admitted that they have not furnished cars enough to meet the needs of the coal industry. Having owned up to dereliction, it is now up to them to make amends. There are admittedly fewer freight cars than are necessary. The present problem is to fill those available to more than the present 70 per cent of their capacity; to speed up their average of less than twenty-five miles a day; to arrange for the fewest possible runs of empties—all problems of railroad management with which, we have been told (and have no reason to doubt, despite present troubles), private ownership and management is better able to cope than government ownership and management.

Where Nomenclature Patters On

John Patterson, a prisoner, through C. Stuart Patterson, his attorney, has obtained from Judge John M. Patterson a writ of habeas corpus requiring William Patterson, superintendent of the House of Correction, to show why he holds John Patterson in custody. Before the case is over we may hope to discover who struck Billy Patterson.

Tying Up Necktie Socials

Hangmen in Germany have gone on strike for higher wages. Murderers awaiting execution won't care if the trouble is never settled.

It gives us joy to discover one little bit of harmony in the third party convention. Christensen's initials are as alike as two P's.

RADICALS' NOVEL PLAN

Will Name Electors, Who, if Successful at Polls, Will Select Executive From Selected List

By CLINTON W. GILBERT

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Chicago, July 16.—Dudley Field Malone had the unusual experience of thinking he was a candidate for the presidency and then finding that he was not. He had been selected by the Labor party machine. At midnight he was slated for nomination. Two hours later, Christensen, who had previously withdrawn, was chosen as the Farmer-Laborer candidate. Malone was waiting somewhere near to come in and make a speech accepting the nomination. He came at the appointed time when the last ballot was over and walked down the aisle half-way to the platform intending to take it and tell the delegates how much he appreciated the honor which the convention had done him when some one stopped him and told him that Christensen had been chosen.

For some reason the Labor party machine had changed its view. Malone turned white and wilted.

At an earlier session of the Labor party convention Mr. Malone told this story: "There was a gentleman in the South who had a negro driver wonderfully expert with the whip. The negro had a whip with a long lash which he could twirl about his head and land exactly upon any spot he chose. His employer while being driven along the road one time said to him, 'Sam, there is a maple leaf on the end of that branch there. Let me see you flick it off.' Sam flashed the whip through the air and with end of the lash clipped off the leaf indicated. As they went along the road the master said again, 'Sam, see that horsefly on the fence there. Let me see you kill him with your lash.' Sam swung his whip once more and landed the end of the lash upon the fly. A little further down the road the gentleman saw a hornets' nest hanging from a branch of a tree and he said, 'Sam, let me see you cut down that hornets' nest with your lash.' Same pulled up the team and took a look at the nest, shook his head and said, 'No, sir. A maple leaf am a maple leaf, a hossfly am a hossfly, but a hornets' nest am an organization.' The Committee of Forty-eight found out the Labor party was an organization, which the Forty-eight was not."

Their Happy Thought

The radicals had a happy thought after their convention was all over. They could not nominate any one man who might win the presidency, so why not nominate every radical who had strength in the country and carry one section or state with one and another section or state with another. The plan would be to put a ticket of electors who, if chosen, would select a President from the following list: Robert M. La Follette, William J. Bryan, Hiram Johnson, Tom Watson, Jane Addams, C. A. Townley, Herbert Bigelow, William E. Borah and half a dozen other persons. Thus they might get all the support which belonged to each of these persons. And then when the electoral college met the electors might pick out whichever one on the list they chose. They would be perfectly legal and constitutional. In fact, it would be a return to the ancient system which prevailed in this country at the beginning of its history.

Gibson Gardner had this happy idea of a way to beat the present system of party government. Lester Barlow, head of the World War Veterans, has accepted it, and he is going to call a convention in three weeks, which he will invite every organization in the country with a candidate for President to attend. He will list them all and then put electors in the field pledged to choose some one of them for the presidency. If a majority of the electors could not agree upon any candidate, then the election would go into the House of Representatives. The failure of the Third party to organize here shows that the strength of the various movements in the country outside the great parties cannot be united. This would be a way of delivering it all to one set of electors. What would happen after that nobody can say.

Mrs. Garland's Jewels

The Labor party saw more money at this joint convention which it held with the Committee of Forty-eight than it ever saw at any convention in which it participated before. Perhaps it got some of it permanently. Mrs. Garland, who was chosen vice chairman of the joint convention, apparently chose to cast her lot with the Labor party, unlike most of the other persons of her class. Mrs. Garland comes from Buzzards Bay, Mass., and, according to reports, is the possessor of $10,000,000. For her other possessions, her greatest jewels, there is ample authority, her own. She told about her children and what a model mother she was every time she made a speech. She is the mother of six children and she has adopted eight more. These fourteen children are being reared in a perfect manner, which, as this is not a column of home hints, will not be here described. But any one desiring to add eight adopted children to his or her own six may profitably consult Mrs. Garland and obtain the fullest particulars. In addition to her fourteen children she has now adopted the Labor party, probably much to its satisfaction. If she grows tired of the latest addition to her family the Laborites at least can boast that once in a convention in Carmen's Hall there sat upon the platform a woman wearing French hand-made clothes and a rope of pearls.

The Bee in Church

THE nestling church at Ovingdean
Was fragrant as a hive in May;
And there was nobody within
To preach, or praise, or pray.

The sunlight slanted through the door,
And through the panes of painted glass,
When I stole in, alone, once more
To feel the ages pass.

Then, through the dim gray hush there droned
An echoing plain-song on the air,
As if some ghostly priest intoned
An old Gregorian there.

Saint Chrysostom could never lend
More honey to the Heavenly Spring
Than seemed to murmur and ascend
On that invisible wing.

So small he was, I scarce could see
My girdled brown hierophant;
But only a Franciscan bee
In such a bass could chant.

His golden Latin rolled and boomed,
It swayed the altar-flowers anew,
Till all that hive of worship bloomed
With dreams of sun and dew.

Ah, sweet Franciscan of the May,
Dear Chaplain of the fairy queen,
You sent a singing heart away
That day, from Ovingdean.

—Alfred Noyes, in McClure's.

It is a long, long lesson, but at last it really begins to appear that Germany will learn the meaning of the word "Must!"

Striking German hangmen would feel cheap if the Reichstag should abolish the death penalty.

SHORT CUTS

Having been given rope enough, the third party has hanged itself.

St. Swithin yesterday definitely placed himself in the wet column.

The price of neckties has gone up in Germany. The hangmen are on strike.

It is apparently the confirmed belief of A. B. Schmidt that he talked too much.

As a signer Germany is gaining experience, but is still a most unwilling worker.

Bread is to be sold by the ounce in Pittsburgh. Cheer up. That's the way we'll be buying coal some of these days.

St. Swithin saw to it that the yacht racers had a wet sheet and a flowing sea and a wind that followed fast.

It may be that Mr. Cox has a vision of himself marching to the White House to the tune of "Coming Through the Rye."

Republicans as well as Democrats join in the wish that the President will make a speedy recovery.

Though every year proves it a lie, we shall continue to believe that because it rained yesterday it will rain daily for forty days.

The barnacle-covered life-belt marked Lusitania picked up in the Delaware yesterday should be shipped to Spa as an aid to the deliberations there.

Add Horrors of War.—Music has now a definite place in the United States army and a definite program has been arranged so that soldiers may be taught to sing.

There is a diplomat in Trenton, Mo., whose attainments deserve a larger field. He was a member of a Fourth of July committee which offered a prize for "the prettiest baby buggy with baby."

When Connellsville officers sought to place smallpox patients in the Municipal Hospital they found that the building had been stolen, all that remained of it being a few boards. Can fuel be so scarce in the coke regions?

The trouble with even so many political economists is that they seem to think that it is absolutely necessary that reparations should be sufficiently low to enable Germany to have a good time while she is making payments.

The Saxon minister of finance is planning the issuance of money made of Dresden china. In view of the character of the money issued throughout Germany during the last few years we take it the plan is one of conservation as a result of the paper shortage.

"As to corsets," remarks a contemporary after ably defending cigarettes, "—well, they may leave that to the ladies." We sincerely trust so. A man may still worry along with a belt—unless he is a pronounced pessimist and insists upon wearing suspenders into the bargain.

Lehigh county this year so far has issued 836 marriage licenses, 182 more than during the same period last year. It is untrue, however, that the marriage license clerk was guilty of the assertion, "Marriages come Lehigh, but we must have 'em."

The trip of the four army airplanes from Mineola, N. Y., to Nome, Alaska, and return, a distance of 9000 miles, has important commercial and military possibilities, for the aviators will take photographs of the territory traversed in the Far North; but it is as a sporting event most people view it while wishing the travelers the best of luck.

Mrs. Margaret Hill McCarter, Topeka, Kan., authoress and Republican leader, has passed up her right to vote rather than give her age to the election officers. Therein she is exercising her proud privilege. But Mrs. McCarter is complaining about it and proposes to make it "a test case." And therein she is unreasonable. Every "right" gained means a "privilege" lost.

New York is to have a $450,000 apartment equipped with space-eliminating appliances, including disappearing beds. What is a bed at night may be an oil painting, a rug or a towel rack in the daytime. It is confidently expected that with the aid of this wonderful device, by first placing the kitchen table in the bathtub with the clothes closet and the canary, and by putting the folding dining room table on top of the piano with the rubber plant and the family wash, a man may, by standing on a chair in the direct center of a room, if he bends his back sufficiently to avoid bumping the chandelier with his head, actually find room enough in which to swing a cat. But, on the other hand, who in the name of common sense wants to swing a cat?

What Do You Know?

QUIZ

1. How did Graham bread get its name?
2. When did the Liberty Bell crack?
3. Which is the older religion, Buddahism or Brahminism?
4. How long has the America's cup been in American hands?
5. What is a swingle?
6. What is the meaning of the Latin phrase "ultra vires"?
7. Name two American Presidents who married during their term of office?
8. What is the origin of the word umpire?
9. Why was Joan of Arc called the Maid of Orleans?
10. What was Mark Twain's native state?

Answers to Yesterday's Quiz

1. Four Presidents of the United States used automobiles during their terms of office.
2. They were McKinley, Roosevelt, Taft and Wilson.
3. The city of Singapore is on an island of the same name south of the southern extremity of the Malay Peninsula in the East Indies. It belongs to the British colony of the Straits Settlements.
4. Queen Liliuokalani was the last royal ruler of Hawaii.
5. Napoleon Bonaparte was emperor of the French for ten years, from 1804 to 1814, and again for the "Hundred Days" in the spring of 1815.
6. Printing was invented in Europe in the fifteenth century, although long previously known in China.
7. Joaquin Sorrolla y Bastida is the acknowledged head of the modern Spanish school of painting. He was born in Valencia in 1863.
8. Red pepper is made from capsicum, a tropical plant, with hot capsules and seeds.
9. A cedilla is a mark, written like a comma under a "c" to show that it takes the hissing sound of "s" and is not sounded like a "k."
10. Victoria on Vancouver Island is the capital of British Columbia.

A BIRD THAT CAN SING AND WON'T SING—

NEEDS OF COUNTRY DEMAND COAL FOR NEW ENGLAND

Unless Relief Is Given Unemployment Will Result, With Factories Running Half-Time, Says Official Report to Governors

A committee composed of the lieutenant governors, state fuel administrators and other officials of Massachusetts, Connecticut, Maine, Rhode Island, New Hampshire and Vermont has just presented a report to the governors of these states concerning the present fuel crisis in New England. As conditions there have a strong resemblance to conditions elsewhere and have, moreover, a direct bearing on the trade of the entire country, the following excerpts will be found of interest.

WE WISH to inform your excellencies in all earnestness that unless the New England states can obtain quick and effective relief from the Interstate Commerce Commission or by executive action of the President to overcome the present traffic congestion our six states will be face to face with the worst steam-coal crisis in their history.

New England must have 25,000,000 tons of bituminous coal to burn during the coal year April 1, 1920, to April 1, 1921. This is an extremely conservative figure and assumes a winter without abnormal cold. In the calendar year of 1917 we received 23,500,000 tons. We cleaned out all our reserves before the end of the winter and were in distress, with many shutdowns. We encountered the utmost anxiety in keeping hospitals warm, public utilities going and our railroads open. In the calendar year of 1918 we received 27,100,000 tons, encountered the mildest winter in many years and an unexpected let-down in manufacturing due to the sudden ending of the war, and found we had 1,000,000 or perhaps 1,500,0000 more tons of coal on hand than we needed to go through the winter.

Twenty-five million tons is a low estimate, especially in the present condition of our reserves, and may perhaps be criticized as 500,000 or 1,000,000 tons too low for safety.

WE CANNOT give the figures for 1919, because there existed no Federal Fuel Administration and the figures are not available.

Now, how is the coal running to us during the first quarter of the present coal year beginning April 1, 1920?

We give the figures. We are certain they are accurate, at least within a trifling and unimportant variation.

Coal received in New England, April 1, 1920, to July 1, 1920:	
All rail	2,400,000
Tidewater via New York, Philadelphia and Baltimore	825,000
Tidewater via Hampton Roads	1,425,000
Total	4,650,000

This shows that during three of the warm months most favorable to movement by land and sea we have been receiving coal at the rate of only 18,600,000 tons per annum.

This shortage of 6,400,000 tons will only permit the New England factories to run next winter on half time. We must keep our railroads open, our public utilities going, our water works and sewage pumping stations running, and these and some other minor essential services require the consumption of 12,500,000 tons out of the necessary total of 25,000,000, leaving the shortage of 6,400,000 tons to be borne wholly by our manufacturing establishments, or only enough fuel to keep them going on half time, probably beginning with the early fall, when our present limited reserves will play out and the period of greater consumption arrives.

The present fuel crisis in this country is a transportation problem and nothing else.

In applying to the Interstate Commerce Commission on June 17 for relief, as directed by you, we kept conditions in other parts of the country vividly before us, and asked the commission to put into effect an order which we are positive will work a benefit not merely to New England but to all sections of the country east of the Mississippi river.

We asked the Interstate Commerce Commission to issue an order giving the New England states preference over export coal in car supply, in car movement and in dumping at the piers of Baltimore and Hampton Roads.

The three salt-water piers of the Norfolk and Western, the Chesapeake and Ohio and the Virginian Railway at Hampton Roads, from which New England draws a vital and large proportion of its coal, amounting to 8,000,000 or 9,000,000 tons, have been running smoothly and to their capacity since April 1, but the trouble has been that the coal operators have been sending the larger part of their coal to the four corners of the earth instead of to their regular customers located in New England and elsewhere.

IT MAY be asked why if New England needs an extra 450,000 tons at Hampton Roads out of the 1,300,000 now going to export, it does not raise its prices further and bid this coal away from the foreign countries who are taking it. But there is no price at which New England can buy these extra 450,000 tons at Hampton Roads. Ships to carry away our coal are steaming to these ports from all over the world. Many of them are backed by their national governments. They are determined to get the coal without regard to price. There are, this week, sixty foreign steamers struggling for this coal at Hampton Roads. These foreign governments are really not bidding for coal at Hampton Roads, they are buying a portion of the limited railroad facilities which, at the utmost, can only dump into salt-water bottoms 1,900,000 tons a month. Moreover, the word has been passed around among the coal operators that if the attorney general should show an interest in their abnormal profits they will probably be in a stronger or safer legal position if they let American citizens go without their coal and profiteer on the foreigner. It has been reported to us more than once that mine operators offering coal for export and bid their asking price have refused to let it go when told it was taken for an American coastwise port.

We asked that this route should be kept open to New England, and that instead of the present movement to New England, which is running at about 450,000 tons a month, she should be permitted to impinge on the present export movement to the extent of an additional 400,000 or 450,000 tons a month for the balance of the coal year, so as to bring her movement of this southern coal up to normal. The New England consumers who have been crowded off the Hampton Roads piers since the first of April have no other place to go for their coal except to the Pennsylvania field.

IT IS true this abnormal influx of new buyers into the Pennsylvania field can hope to increase the movement from this field to New England but little, because our New England railways for many years have not undertaken or fitted themselves to draw this extra tonnage, and the utmost they can hope to haul through their western gateways is not more than 44 per cent of the total requirements. It is also the fact that the movement through the congested port of New York, which normally amounts to about 12 per cent of the total, can respond but little to such increased pressure.

We do not regard the fuel situation in this country as hopeless, provided it can be taken under prompt and orderly government control. A shortage of coal differs in one important respect from a shortage of other staple commodities. If cotton or wool are short, we can wear last year's clothes. We cannot burn last year's coal.

The situation has been much misunderstood throughout the country because the National Coal Association, which is a very powerful organization of coal operators, having an income, it is said, of more than $400,000 a year and large offices in Washington with branches in Chicago, Pittsburgh and other places, ever since the coal operators began making these enormous profits out of export coal has been carrying on the most persistent propaganda to throw dust in the eyes of officials at Washington and sand in the eyes of the public by constant activity in Washington and a constant outpouring of misleading statements in our newspapers and other publications.

The president of the National Coal Association in his annual address at Atlantic City on May 25, 1920, stated that "Uncle Sam must be pried out of the coal business." (See Black Diamond of May 29, 1920, page 564.) We favor a minimum of government control consistent with the protection of our citizens, and if the coal operators' association had been playing fair with the American people they might be entitled to succeed in their effort, but their selfish course seems to us to make it necessary for Uncle Sam, who has been trying to get out of the coal business, to go back into it—at least to the extent necessary to protect the people of this country.

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Market St. ab. 16th. 11 A. M. to 11 P. M.
MAURICE TOURNEUR Presents
TREASURE ISLAND
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Next Week—CONSTANCE TALMADGE in "IN SEARCH OF A SINNER"

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PALACE | ARCADIA
1214 Market Street. Chestnut St. bel. 16th
10 A. M., 12, 2, 3:45, 5:45, 7:45, 9:30 P. M.
WALLACE REID and BEBE DANIELS in NEW PICTURE "SICK-A-BED"
ADDED—SIR ERNEST SHACKELTON'S TRIP TO THE SOUTH POLE

VICTORIA Market Street Ab. 9th
"THE SEA WOLF" By Jack London
Additional Feature HAROLD LLOYD Hal Roach Comedy
Next Week—Wm. Farnum in "The Orphan"

CAPITOL 724 MARKET STREET
Elaine Hammerstein
"SHADOW OF ROSALIE BYRNES"

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ETHEL CLAYTON
in "Ladder of Lies"

GLOBE MARKET ST. & JUNIPER
VAUDEVILLE
11 A. M. TO 11 P. M.
West Philadelphia High School Orchestra

CROSS KEYS 60TH & MARKET STS.
2:30, 6:45 and 9 P. M.
REX COMEDY CIRCUS

BROADWAY Broad & Snyder Ave.
2:30, 6:45 & 9 P. M.
HAZEL GREEN AND COMPANY
Ethel Clayton in "A Lady in Love"
ITALIAN MT. CARMEL CELEBRATION
Germantown, Saturday, July 17th
10 P. M. Great Display of Fireworks
Value 3600
At WATERVIEW PARK
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SUNDAY, JULY 18TH
10.30 a. m. Solemn high mass with selected orchestra and band in Italian church.
2.30 p. m. Great procession with statues, flags, 3 brass bands, through the Italian section.
8 to 11 p. m. Band concert in Waterview Park.
FINALE—Italian Royal March and Star Spangled Banner.
ALL WELCOME
The Committee: Saverio Guzzo, president; Gaetano Pica, treasurer; Antonio La Greca, secretary; Domenico Diodato, director; Felice Silvestro, Antonio Pasquariello, Vincenzo Canrizzaro, P. Altomare, C. Messa.

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