Evening Bublic Tedges

PUBLIC LEDGER COMPANY harles H. J. CURTIS. PRESIDENT harles H. Ludinston, Vice President, John tin, Serretary and Treasurer: Philip S. Collis B. Williams, John J. Spuegeon, Directo

EDITORIAL BOARD: Crave H. K. Curris, Chairman OHN C. MARTIN ... General Business Manager Published daily at Pust to Laseran Building.
Independence Square. Philadelphia.
177.ASTIC CITY Press Union Building
TW YORK 364 Madison Ave.
TW YORK 701 Ford Building
18. Louis 1008 Fullerion Building
1802 Tribune Building

NEWS BUREAUS: . WASHINGTON BURGAU.

N. E. Cor. Pennsylvania Ave. and 14th S
pen Your Prints.

London Finess

London Finess

SUBSCRIPTION TERMS
EXESTING PUBLIC LEDGER IS SERVED to Sub-rice in Publicationism and corrounding forms is rate of (welve 112) cents per week, parable he carrier.

y mail to points outside of Philadelphia, in United States, Canada, or United States possions, postage free, fifty (50) cents for month, (58) dollars per year, payable in advance, o all foreign countries one (\$1) dollar a month, (orice Subscribers wishing address changed at give old as well as new address

BELL, 1000 WALNUT REYSTONE, MAIN 1000 Ledger, Independence Square, Philadelphia.

Member of the Associated Press THE ASSOCIATED PRESS is evolutively en-titled to the use of for republication of all news dispotches credited in it or not otherwise credited this paper, and also the local news publishes All rights of republication of special dispatches

Philadelphia, Wednesday, August 25, 1929

A FOUR-YEAR PROGRAM FOR PHILADELPHIA

Things on which the people expect the new The Delaware river bridge, A drudock hip enough to accommodate the A drydock hip enough to largest hips, hip rapid transit system. In a convention half, the rapid transit system. A building for the Free Library. An Art Massem. Enlargement of the mater supply, fromes to accommodate the population.

BUSINESS BEFORE POLITICS THE temporary consolidation of the Bu

reau of Highways and the Bureau of Street Cleaning under one head should be made permanent. These bureaus were separated by act of

the Councils under the administration of Mayor Smith for political reasons. They should be reunited for business gensons.

But the work of consolidation should not stop there. The Bureau of Surveys should joined with the other two bureaus having jurisdiction over the streets. Under such an arrangement it would be possible to pay a generous salary to the head of the new consolidated bureau, a salary large enough to command the services of a first-class expert.

The Council has the authority to make this modification in the organization of the Department of Public Works, for it is empowered by the charter "to organize and from time to time reorganize any department of the city government.

No desire to take care of certain men should be allowed to stand in the way of the plan. More political capital is to be guined by giving to the city a businesslike administration than by keeping petty political leaders in their jobs.

HARDING AND A PEACE COURT THE intimations that Senator Harding's

interest in the League of Nations is centered chiefly in the international court of arbitration now in process of formation testify to the appeal of one of the most vital features of the covenant. The ideal machinery of any partnership

of governments is beyond question an authoritative tribunal. American history in particular is replete with instances in which ues containing the germs of war have been settled finally and amicably by arbitration. Noteworthy accomplishments are the Alaskan boundary decision and the adjudiof the Alabama claims.

tional Justice, in the creation of which the valuable services of Elihu Root have been enlisted, is qualified under the league covenant "to hear and determine any dispute of an international character which the purties thereto submit to it."

Recourse to this tribunal is, moreover, by no means the exclusive privilege of full members of the league. Article XVII of the covenant declares that "nonmembers shall be invited to accept obligations of member-ship in the league " upon such conditions as the council shall deem just." It is evident, therefore, that a nation disinclined to accept the obligations of the much-discussed Article X is not barred from referring mooted questions to a beach of

expert jurists. As an advocate of the permanent court. Mr. Harding need not fear that his position is inconsistent with the historic trend of American public opinion.

LAST-DITCHERS REBUKED

THE futility of the conduct of the Tenues-🚣 see anti-suffragists is now quite on a par with its disgrace.

In untying the hands of Governor Roberts and enabling him to dispatch the notice of ratification to Secretary Colby the state Supreme Court did what it could to efface the stain upon American Jurisprudence placed there by Judge Langford with his frantic and unwarrantable temporary in-

Doubt that the full citizenry of this republic, regardless of sex, will be per mitted to take part in the November elecction is no longer tenable. The additional court proceeding, threatened are probably largely bluff. And in any event it is inconcelvable that the action of the Legislature and the governor of Tennessee will be nulli-

fied by legal process. That this state performed a good deed with such ill grace is however, most regrettable, and results in a qualification of public gratitude which would otherwise have been profound.

WRONG WAY TO END WAR

JO MEMBER of the International League N of Trades Unions is more bitterly opposed to war than are those citizens who do

ot belong to trades unions. The International League, however, has plan of its own for preventing war. It is not through the establishment of justice and fair dealing among nations,, but through the concerted refusal of the members of the league to assist in transporting troops or in the manufacture of munitions. The league members apparently think that if they pur-

one this course there could be no war. But their plan would not work unless they entrolled an overwhelming majority of the workers in the world. They do not yet control them. If they should be able to apply their plan in a single country against which war was waged they would leave that country at the mercy of the enemy. The project look well on paper, but it is so impractical that it is not likely ever to be

War cannot be prevented in any such way.

THE BRIDGE IS THE THING THE Reading Railway can possibly furnish arguments to show why it proposes nobles on the Kaighn's Point ferry from awenty to thirty six cents. But the most later all rail traffic in thickly populated sec-

excellent reasons, including those which may be advanced for the four-cent passenger rate on both lines to Camden, for increased, charges are not apt to be appealing. The

mounting costs of existence chafes the public and deadens its sensibility to explanations. What is particularly irritating at the present time is the dependence of this community upon ferry service. It, is crowded and unsatisfactors and archaic. The real and unsatisfactor; and archaic. The real remedy does not lie in the perfection of ferry transit nor in the restriction of fares. The Delaware bridge is the imperative necessity

the indispensable reform. If there is any satisfaction to be derived from new inconveniences in connection with the passage from Pennsylvania to New Jersey, and vice versa, it is to be found in the impetus given to indorsement of the span. The public is not at all content with the ferrice, expensive or inexpensive.

Proper adjustment of the trans-Delaware transportation problem can come only with the sorely needed steel link between two great states.

THERE IS A WAY TO STOP THE CROSSING TRAGEDIES

A Whole New System of Safety Devices Should Replace the Filmsy Contraptions Now in Use

OF COURSE there will be other grade crossing accidents as appalling as that which has just shocked Camden. Probes and promises will follow in the usual monotonous sequence. But if the lessons of past experience count for anything, a great many more lives will have to be sacrificed before railway companies and the civil authorities generally are moved to co-operate in an ordered plan not only to reduce the number of acci dents but to eliminate them altogether.

Tragedies of this sort are preventable. They are almost unknown in some of the European countries. Meanwhile, th increasing frequency of grade-crossing horrors in the United States appears shocking even as it is revealed in statistical records.

Of the two hundred people who were

killed at railway crossings in New Jersey during the last fifteen years, thirty-six were sacrificed during the last nine months. In the first six months of the present year

there were 257 accidents at grade crossings in this state and sixty-three persons were killed outright.

This general slaughter is due, in part at least, to the swift revolution that has occurred in methods of modern travel and to the inability or the unwillingness of railroads and public officials to keep step with the

The fastest train service in the world is maintained regularly on the South Jersey lines which cross highways burdened with motor traffic. Yet in many instances the grade crossings in New Jersey and in Penusylvania are unguarded or merely equipped with mechanical contrivances with a habit of getting out of kelter.

It is common to suppose that the caressness of motor drivers is chiefly responsible for crossing accidents. But reports issued by the various public service commissions show that pedestrians and the occupants of horse-drawn vehicles are more expassed to danger than those who go about in utomobiles. During one period of six nonths in this state almost half of the g, ade-crossing virtims were afoot, in carriages or in wagons. Yet motorcars made up the bulk of the traffic at danger points.

There are more than 10,000 railway grade rossings in Pennsylvania, and the devices and appliances installed for the protection of life at such junctions of heavy rail and road traffic have been little improved since the time when the public highways knew only horse-drawn vehicles.

The roads of the country have become arteries of traffic that is quite as heavy as that which moves over the rails. Yet none of the care and ingenuity and inventive talent which made the modern railroad possible seems to have been devoted to the business of preventing collision and death at the innumerable places where the two great streams of traffic meet and cross. Warning signals of the accepted type are flimsy or inadequate contraptions. Safety gates of the American type are by no means as safe as they ought to be. And it is always to be remembered that there is neither a bell nor gates at most of the crossings in Pennsylvania and at some of the most dangerous death traps in New Jersey.

In European countries crossing gates are heavy, and once they are closed it is virtually impossible for any one afoot or in a motorcar to get in the path of an oncoming train. Moreover, every crossing that is in the least dangerous is guarded.

Even with the most lavish expenditure of money and energy, a generation would be required for the elimination of perilous crossings in this state and New Jersey. In the meantime it is plainly the duty of the public service commissions to insist that the railway companies give serious thought to better protective devices than those now in use and that they provide guards at every danger point to make these devices effective.

So long as railway men and the civil auhorities depend on hope and a red lantern or two, tragedies like that which occurred at the Morgan street crossing in Camden will become more frequent and more terrible It is not too much to demand that impassable gates and a competent guard be set ip at every point where a heavily traveled tighway crosses a busy railway line.

Any one who goes about Philadelphia and he city's suburbs will know that it can be only a matter of time until a shocking accident at one of the numberless daugerous grade crossings in this vicinity makes the public aware of this need.

The new Willow Grove turnpike boasts one of the worst death traps in this part of the state. So does the much-traveled Washington lane at Wyncote. There is a crossing near Oreland that claims its victims regularly. The Bultimore and Ohio express rains go full tilt through Darby and cross the main highway with nothing but flimsy gates between them and the general traffic of the street.

In the southwestern section of the city dangerous crossings, some of them unguarded, are frequent.

The immediate elimination of such traps s out of the question. The railroad companies, looking forward always to a dim uture in which they hope to lift all their ipes above or below the street level, have been, unfortunately, too cramped financially through governmental regulation to realize these hopes, and meantime have not improved the safety appliances.

The drain on the railway treasuries due to accident claims must be enormous. It is impossible not to wonder why, even as a measure of economy, the railway managers bave not sought surer methods than tinkling automatic bells-which often forget to tinkle -to reduce the number of preventable fu-

talities on their lines of traffic. When the Reading began the work of elevating and depressing its tracks within the city area it was supposed by the public and by a good many rallway men that grade crossings were dangerous only in cities. Enormous sums were spent on that job. Since then the development of motor traffic

has been such as to prove that sooner or more than a brush with the enemy.

tions will have to move on a level of its own and beyond the possibility of collision with the general traffic of the public highways.

For years, public service commissions everywhere have been making verbal war on grade crossings. The railway companies have eliminated a great many of them. That work is enormously costly and it cannot be carried on to any great lengths in the pres-

ent state of railway finances.

It is odd, however, to find that neither the public service commissions nor the railway men have sought the less costly middle course which would lead them to seek new and effective devices of a sort likely to make grade-crossing accidents actually impossible in cases where no one was flagrantly care-

Heavy gates, through which no one could pass, could be swung between the railway and road traffic at all dangerous points. Every crossing could be guarded by a competent watchman day and night.

If all this were done we should only anproximate the system that is old in many

ountries of Europe. Recklessness or negligence is, of course, responsible for some of the grade-crossing accidents that are reported daily in the newspapers. But no one is proof against mistakes. And that is why mistakes that result so disastrously as that attributed to the driver of the car which carried ten persons to a sudden and terrible death in Com-

den ought to be made impossible. It is the habit of coroners' juries to blame the chauffeur whenever a motorcar is struck by a railway train. But any one who is at all familiar with conditions of traffic at the points where railway and motor traffic meet, is more likely to feel that if the drivers motorcars were not as a rule extraordi parily cautious and skillful the yearly total of grade-crossing killings would be very much larger than it now is.

OUR INEFFICIENT RECORDING

F THE determination of City Council that the recorder of deeds shall have \$7500 to nay additional clerks, in spite of the veto of Mayor Moore, results in speeding up the work in the recorder's office its course will ave some justification.

Work in that office is so far behind that it takes six months to get conveyance papers recorded and returned to their owners. The large number of transfers of real estate that have been brought about by the forced purchase of houses by tenants has increased the work of the office, but not to such an extent as to excuse the slowness, not to say the dilatoriness, of the office force.

The work of the office is not conducted in businesslike manner. It is understood hat each clerk has a fixed task to perform each day. If he can do it in two or three hours he may spend the rest of the day as he pleases. Such a system would not last twenty-four hours in any successful private business. The clerks would be required to be at their desks eight hours a day and to work while they were there.

When the Mayor vetoed the appropriation

of \$7500 he knew that the recorder's office was already overmanned for the work it had to do. The Council, however, decided to make the best of a bad system and do something to cut down the delay from which all persons doing business with the office suffer. The root of the evil, however, is not in

the inefficiency of the officers who hold their jobs by virtue of political favor. It is in the antiquated system of keeping the records of the titles to real estate. The people of the state at the November election of 1915 authorized the General Assembly to change the system. They then adopted an amendment to the constitution by a majority of 175,000 providing for the registration, insuring and guaranteeing of land titles by the state or by the different counties.

The plan contemplated by the amendment would do away with all delay in transferring title to real property and all delay in negotiating loans, for the registration of rausfer would be made and certified to who the papers were presented at the recorder's office, and the transaction would be compieted at once. It would do more than bring an end to the delay, for it would insure the title at small expense and the state itself would stand back of the insurance. When once the title was guaranteed it would no longer be necessary to search the records back for two or three generations to discover possible flaws in previous transfers, and each succeeding transfer would be made with expedition and with the assur-

ance that the purchaser could not be ousted. Although it is nearly five years since the authority was conferred on the General Assembly to adopt the land registration system, it has not yet acted. One of the rea sons for its inaction lies in the fact that the adoption of the plan would naturally throw out of office hundreds of clerks who are part of a political machine.

If the General Assembly wishes to do something to relieve the people who are compelled to buy houses at high prices, it can pass the laws contemplated by the constitutional amendment and thus reduce the expenses incidental to a transfer of realty by considerable amounts, as well as materially improving and simplifying the system of title conveying and registering.

COBBS CREEK VETO IS SOUND

THE reasons, both general and specific, which Mayor Moore gave in support of his veto of the ordinance sanctioning an extension of the transit system on Cobbs Creek boulevard are entirely valid.

Even apart from the united community entiment against this proposed line, there s the plain necessity for safeguarding uniformly the city's boulevard systems and for protecting the municipality against longterm franchises which may prove to be exceedingly oncrous under changed condition

In the case of the Roosevelt boulevard due protection was wisely afforded by the "ten-year ouster clause," under which the city can force the transit company to remove its tracks within the decade following their location. Similar reservations in the Cobb

Creek case were certainly in order. Furthermore, the link which the P. R. T. desires to establish between the Market street and Overbrook lines can still be made, since Sixty-first and Sixty-second streets are easily available for trolley service. The Cobbs Creek line would have been a superfluous nuisance disfiguring to a handsome civic improvement.

West Philadelphians have a right to their victory, for it was grounded in sound sense

to the president of the American Association of Dancing Mesters. Wonder if he has on going to the recent theatrical reviews As the great vacation month draws to a close it can be safely prophesied that we are in for a spell of extraordinary tine

Our Dyspeptic Waiter declares that most of the hogs who are eating corn just will, unfortunately, never be good for bacon,

Slogan for all political candidates: Hep, Watch your step! What you need is One of the bresent housing shortage econ-omists may eventually build something

Poles sweep on-Headline. But this

STARGAZING AND TIMETABLES

What the Every-Day World Owes to the Astronomers and Their Painstaking Calculations

THE death of so noted an astronomer as A Sir Norman, Lockyer, who has just passed away, causes genuine regret only to those who knew him or to those who delve into the science to which he devoted his long and active life. Few branches of knowledge seem so re-

mote from the plain, every day citizen; no other class of scientist, perhaps, is popularly regarded as so far removed from the actualties of ordinary human life. In most people's minds, the astronomer is a sub-limated, hermit-like being, set apart from his fellow men and with his great thoughts forever fixed firmly upon the unfathomable mysteries of the farthest firmament, and never descending to such mundane things as affect the lives of most of us.

Yet it is our astronomers who make it possible for us to run our railroad trains as we run them it is astronomers and astronomers only who permit the passage of the glant, fleet-winged liners that bridge our seven seas, it is astronomers who will be the court of last resort in the final settle. ment of the many boundary questions that will result from the wars in Europe and it is upon the work of astronomers that the whole course of our modern rushing business life

F THE astronomers of the world should go I on strike tomorrow, three-quarters of the world's income would be destroyed a year from now. And yet there is no class of men who get such a small ratio of this income compared to the painstaking work they do and none who get so little thanks from the people whom they serve.

The entire fabric of our modern life is based upon correct time. The sun in his daily course across the heavens was good enough as a timekeeper for the primitive savages but today we almost split seconds in the determination of some of our most imortant affairs.

The sundial may do to tell you your dinner time, but the sun is a most erratic keeper of hours and no clock can follow his ragaries. When he is at his highest point n the heavens, primitive man calls it noon, But civilized man, marking his time regularly by clocks, finds that the sun is some-times early, sometimes late, at clock noor and that this variation from clock time ranges up and down throughout the year. ometimes being as much as fourteen and a half minutes slow by the clock and sometime as much as nearly sixteen and a half minutes fast.

Imagine a railroad system trying to ar range its timetable on such a basis as that. And imagine trying to keep the clocks of the world regulated to such variations.

The savage does not know of this varition. It means nothing to him. He has nothing particular to do and all day to do it in. But trains must enter and leave great stations here within a minute, they must reach other stations on a definite plan of time, especially a junction where other trains must be met, and so some one has had to devise some definite way of keeping absolute time and letting the world know just how its clocks stand.

STRONOMERS have studied the sun so long and so carefully that they can predict for any date in the future, just exactly how early or how late he will be at clock time when he reaches that point half way between rising and setting. And, by their studies of the stars with their relation to he sun and earth, they have devised an elaborate system by which they can tell absolutely exact time and so they have come to regulate the clocks of the world and to make it possible for us to pick up a time-table and look at our watch and so know whether it is time to kiss our wife a hurried good-by, jam on our hats and rush to the station to get the morning train for town.

A T the Naval Observatory at Washington tain way and known as a transit instru-ment. That telescope is really the standard clock of the United States and for all of the waters adjoining our shores.

The works of the clock are the might forces that move the universe; the are the enormous and unbelievably distant sums that we call stars. The stars, in their of our own sun. In the illimitable circles in which they swing, they march majestically on, regular in their progress, almost undeviating in the tiny span of time covere by the life of a generation of men.

It is by the stars-or, rather by among the stars called the Vernal Equinox— that the astronomer keeps his time. He calls it sideres time. As man used to call it noon when the sun reached the highest point in the heavens for the day, so the astronomer calls it sidereal noon when the That point is shown by the transit instru-

CIDEREAL noon comes earlier each day by about four minutes of our clock time So the astronomer has his sidereal clock regulated to tell sidereal noon and he can, y his knowledge of the vagaries of the calculate each day what time it will be by of the world ought to be pointing to noon.

Five minutes before that time comes, th clock in the observatory at Washington is connected by telegraph to the land lines of the country and the signals are sent broad cast. At the same time, the land lines are Arlington, Va., at Key West, Fla., and at New Orleans, and every tick of the observa tory clock is hurled over the ocean-except ing only certain ones omitted to facilitate counting by the receivers.

Upon these signals, on land, the running trains upon the schedules on your imetable is absolutely dependent and every big business deal is planned at a meeting imed by the watches regulated to it and factories open to it, whistles blow the noon hour in answer to it, millions of people take off their working clothes and hurry home to dinner when the man in the observa tory tells them it is time to do so.

ON board ship, the wireless operators every noon listen with phones on ears, their fingers on the key of the buzzer to the pilot house and there the first mate bends over the all important chronometer until the sig-nal comes. Then, with pencil and paper he figures out by how much the chron is wrong and upon that figuring is based the working up of the day's sights to determine the position of the ship. Without this checking up, the chronometer

on a long voyage might err to such an extent that the position worked out would be ten or twenty miles wrong and in darkness, fog or storm, this would in many cases write another name upon the long list of tragedies Dancing has become proper, according of the sen-

This is but a very brief and very rough outline of only one of the many things that the astronomer does that vitally connect him and his work to every home and every busihumanity. And it is such outstanding men as the late Sir Norman Lockyer who make possible the exact calculations which enable the lesser men, in the every-day work of the observatories, to run our trains and our ships and keep a million workmen from being fined for coming late to their places in mill or factory.

Guests on Marconi's yacht danced, in the harbor of Naples, to wireless music played by an orchestra in London. It is something to remember that all Europe dances to music made in the United States.



WHILE THE GETTING IS GOOD

Daily Talks With Thinking Philadelphians on Subjects They Know Best

WILLIAM A. STECHER On the Olympic Games

THE victory up to date of the American I athletes in the Olympic games at Antwerp, a triumph which has distinguished the track and field events of every meet since the ancient Greek classic has been revived reflects the broader educational policy this country along physical lines, in the opinion of William A. Stetcher, director of the division of physical training of the public schools of this city.

'While our physical education has been broader and along more recreational lines," he said, "that of the European nations has

"Thus there are three general systems of physical training in the world today. There is the Swedish system which consists of the more stilted forms of exercise, in line with the training of the militarists, with its calisthenics, its apparatus work and its gym nastic features. Then there is the English system which embodies some of these features and a modification of some of our own methods. Our own system embraces the most radical of the three. It is a more ac-tive system. Speed, agility, a blithesome

buoyant frame of mind, are its keynotes. "For instance, you will notice that America was successful in the sprint races, the jumping events, the all-around forms o she placed well in the middle distance runs Our System's Advantages

'That reflects after all the school training of the boys. They had the running and jumping, the active outdoor games all a compulsory part of their work and all taught in a care-free, competitive fashion that was bound to make its influence felt in such an athletic test as the Olympic The European nations on the other hand did not have so much of the outdoor work. Their forms of exercise too were not the quick, agile ones that the American thletes had experienced.

"Then, too, there is more of the element of juitiative in the American physical training. This counts heavily in a close race or any other form of physical contest.

"On the whole, our school pupils have had more of the outdoor educational life than the other nations. The importance of this factor is seen in the showing made by the northern countries such as Finland and Sweden, who have a great deal of the out-door life. England, no doubt, would have made a better showing if it had not been for the war. Much of her effective man-power was used up; industrial conditions too have affected her physical life.

"Then again, without wishing to indicate that this accounted for the victory of our athletes, we must consider the question of comparative national health. Most of the countries of Europe at the present time are in much poorer health nationally than we are. Nearly every country over there, to some extent or other, is suffering more or less from malnutrition. This may not have affected the performance of their athletes. but it does show the state of national "Climate, too, was an important factor in

the games. It is significant that the countries with the more invigorating northern climates made the best showing in the con-tests. Take our country, England, Finland and Sweden, and compare them with France. Italy, Spain and others, and the result tells "Then again we are a far wealthler country and have a greater population than most of our competing countries, but on the other hand we were far from home with the disadvantages of distance; we could only send a limited number of men, while some

of the other countries could put all their available men into the various events. "The American boys had to take a long and fatiguing sea trip, with its limited opportunities for exercise. But on the other hand there was the stimulus of competing in foreign lands before the eyes of the world, a factor that always brings out the best in American sport.

American Physique Better

"The American athlete has a quicker more nervous temperament than his lipean rivals possess. This made quicker at the start and in general added a sest to his performances that went far in determining the final results.

"There is a national beritage of head strength and stature that means and

the games to this country. With the ex-ception of the Finns and the Swedes, our men were of greater stature and inherent

nations engaged. "This means a great deal, because in addition to the physical advantages, observations and measurements have shown that the average American child is bigger and much more active than the average one in the countries of Europe.

"This has been impressively shown in another way. Immigrants coming to this country are, on the whole, of comparatively short stature. In the great majority of cases, their children raised under American influences grow to be much taller and generally bigger and more virile than their

strength than the representatives of other

eral education physically, a more democratic one in this country than in any other country, England alone possibly rivaling us. It many of the countries in Europe, most of the physical training was obtained in the army and it was certainly designed to get military results.

"The victory of America over the nation The victory of America over the nations of the world can then be ascribed to the more general and broader physical education of its boys, to the healthy competitive and recreational spirit fostered in our schools and colleges and to the quickened intelligence and initiative which such training develops, a lesson, I believe, which the rest of the world will apply to itself in the near

It is no longer a theory but a tradition which confronts the anti-suffragists.

After the "noisy motorists" have interviewed the magistrates there won't be a peep

Interested observers in European affairs might discover in them excellent reasons for not selling Hog Island. The tragically stereotyped phrase "death in grade crossings" must be made to read "death to them."

But the Washington reports do not in dicate that Governor Cox has asked the President to take the stump for him.

The price of lamb chops has come down in the markets, but some restaurant pro-prictors have not yet heard of it.

When are the women's political com-mittees to begin to tell the newly enfran-chised how to mark and fold a ballot? The national archery tournament is on at Wayne, but the absence of a large num-ber of men gifted in drawing the long bow

The prophets who foretold the presence of Soviet soldiers in Warsaw were right in everything save a misconception of the auspices of the "invasion."

The Mayor has gone to an unnamed place for his vacation. There are certain unregenerate men who would gladly name the place to which they would like him to go permanently.

If the actors who applauded Senator liarding's denunciation of the star system surrendered anything but the personal aspirations of their competitors, we have indeed reached "the dawn of a new era.

Why is it that an infinite number of the fair, who ordinarily powder their noses zealously at the slightest provocation, are proud to return from vacation resorts with these same noses burned, as you might say, to a frazzle?

Some of these Europeans have names that ought to be changed. When Poland was being charged with unprovoked aggression she had a premier named Grabski. And now longeral Wrangel is becoming the international argument.

Governor Cox, in his slush fund charges, observes that Mr. Harding may not know all that is being done by his associ-ates in the campaign. We presume, of purse, that Mr. Cox is fully informed about Governor Cox. the Taggarts in his own cland

What Do You Know? QUIZ

1. What is the civil service? 2. What is the literal meaning of the word

What general has been directing the re-cent military operations of the Pelish army?

Who was Themistocles? Who was prime minister of Great Britain during the American Revolu-tion?

What Roman goddess was associated with the moon?
What was the nationality of Gustave Dore, the artist?

Where are the Great Smoky mountains? Who was the fifth President of the United States?

10. What are the rames of the two tropic lines? Answers to Yesterday's Quiz

The latest figures by Lloyd's accredit Great Britain with the largest mer-cantile marine fleet in the world, with the United States second on the list and Japan third.

The original form of Napoleon Bona-parte's name was Napoleone Buona-parte. "Sally in Our Alley" is by Henry Carey, an eighteenth century English writer.

 The desert of Gobl comprises the eastern division of the great central Asiatic basin, constituting the greater part of the region known as Mongolia. Charles Warren Fairbanks, Vice Presi-dent under Roosevelt, was known as the "Indiana Icicle."

Magenta is a brilliant crimson aniline dye, discovered soon after the battle of Magenta in Italy, in 1859. H. Kolehmainen was the winner of the marathon race in the Antwerp Olympic games.

 A tabor is a small drum, one used to accompany a pipe.
 Richard I, king of England, was known as "Cocur de Lion," or Lion-hearted. 10. He reigned from 1189 to 1199.

TO TWILIGHT

THOU dim and most sequestered hour, When opens wide the pale moon flower, When crickets chirr and moths confer. O grant me passion, grant me power

The passion which is ectasy.
The lyric power to sing of thee.
Thy sheer excess of loveliness,
The sense of thy tranquillity!

Though thou art lonely as a star That burns within the void afar. Yet would I rest upon thy breast Forgetting all sad things that are! Clasping thy beauty like a bride. Would I drift down the slumber tide, Forevermore to that fair shore

Where only love and song abide! -Clinton Scollard, in the New York Suz. Philadelphia boys scored America's points at Antwerp. one city is more than fair reckoning.

Cut out the cutout, and remember that good motor drivers like Barney Oldfield do their racing on specially guarded tracks. This is indeed a funny world. Ponsi insists that he is solvent. And the Bol-shevists insist that they have a govern-

ment. Life is becoming normal, sure enough. Another bandit, with a penchant for kid-nappings and ransoms, is at large in

The commuters are probably beginning to understand the enthusiasm of bibliophiles. ticket books are quite so precious as the

If the League of Nations at any time blockaded a recalcitrant, how could the United States, even if not a member, remain

It is to be hoped that the knees of the gods on which so many important questions repose are conforming to all the regulations of the season.

The biggest surprise of the Coughin kidnap; ing case will develop when it is shown that The Crank has, inadverently perhaps, told the truth.

Hundreds of paragraphers, it is said, have refused to learn Russian on heariss that General Wrangel's name should be pre-monneed as though it were spelled "Yrons" el."