# EVENING PUBLIC LEDGER-PHILADELPHIA, WEDNESDAY, SEPTEMBER 1, 1920 BETTER THINK IT OVER

# Evening Public Tedger PUBLIC LEDGER COMPANY

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Philadelphia, Wednesday, September 1, 1920

A FOUR-YEAR PROGRAM FOR 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 der Museum. Enlargement of the scater supply. Homes to accommodate the population.

TENNESSEE'S MONKEY-WRENCH WITHOUT ceremony or warning the lower house in Tennessee slung a monkey-wrench into the election machinery of the country by reversing its vote for the ratification of the suffrage amendment. What effect this action will have upon the status of women in the national campaign minds wise in the mysteries of legal technique will have to decide. It is altogether improbable that the rights of women will be in any way abridged. The votes amendment was formally ratified and certification of this action was made to the Secretary of State. All precedent established in similar instances makes the ratification vote appear final and unchangentle. But yesterday's astonishing session at Nashvill- provides a basis for exasperating and costly quibbles in the courts and opportunities for delays and blockader which hitter-enders among the antis are not likely to overlook.

All this, however, is for the moment beside the point. The reverant in Tennessee will be remembered as a shocking illustration of the futilities and failures that still are possible in the governmental system of the most enlightened republic. If the gentlemen in Tennessee were not stupid they were cowardly. They have proclaimed to the world that they do not know their own minds and that they are incasable of straight thought. Some of the members fled like scared goats. Now they have returned to perpetrate a de cision that will cause laughter in some ouarters and blank disgust in others. They have made themselves and the legislature of their state for the moment riffenlous. They would deny women the right to vote while proving by their own net that they themselves have not the courage or ability to use political power as it should be used.

### GAMBLING AND DEFALCATION

THE men and women who invested their money in Ponzi's get-rich-quick scheme in Boston had a better chance of winning than did the local bank officer who tried to win a fortune by gambling. He is under arrest on a charge of misappropriating about \$300,000 from the bank. According to the story that is told, he first lost \$1000 of his own money. Then he "borrowed" from the bank to help him in winning bach his loss. He did not win and kept on "borrowing."

sloners, and the meeting will probably affected less closely than its predecessor the daily fluctuations of the battle line. Continued obstinacy by either party pre sages disaster for both belligerents. Presi-dent Pilsudski emphasizes the difficulties threatening the Polish armies should they dig in and remain on a purely defensive attitude on the frontier provisionally chosen by the Entente. It is plain to any outside observer of this wanton war that further

invasion of Russia is the very thing calculated to unite temporarily the various factions in the Soviet realm. As matters now stand aggression by either

side has been fatal to the army pursuing that course. The Red host failed in Poland, the Polish forces in Russia. Peace, authoritatively established, is the only guarantee against the recurrence of such calamities. The official consent of Letvia to the meeting has been secured. The war-sick world will anxiously await the news of come substantial progress in the negotiations.

### THE WAR-WEARY RAILROADS ARE MUSTERED OUT TODAY

#### They Are Sadder Than They Used to Be and We Should Hope That They Are Wiser, Too

THE railroads of the country, which are on their own hook once more because of the withdrawal today of the federal guarantees provided in the original control act, emerge from the war period like everybody else-a little dazed by the change of scene that has occurred in the last few years and with something of the nervous fear that ordinarily afflicts men who are turned out into the open after long periods of confine-

The scenes have changed pretty often for the railroads. The Esch-Cummins act, presumed by experts to be chiefly in the interest of the public, legalizes most of the practices that were forbidden in the Sherman anti-trust law. The Sherman law was the aftermath of the trust-busting fever. It was hard and in many ways unenlightened, but it was retribution in a novel guise. Under it a good many corporations paid for past and forgotten sins.

The Interstate Commerce Commission made life even harder for the railroads in the first years of its authority. The public had come to look upon every utility corporation as an enemy and Washington succumbed to the contagion of common opinion. So the rail lines were down at 'the heels when the war began.

Under the system of government control investors were guaranteed a return approximating 6 per cent on their money The overhead costs were paid out of the national treasury.

Now, under the new transportation act, the government and the rail companies are again The roads, however, are guaranteed free. rates which will pay all operating expenses and a minimum of 51/2 per cent to holders of securities. It is commonly supposed that Congress took pretty good care of the railroads when the new law was made. Yet years of costly experience has taught the country that Congress would have been blindly stupid had it permitted the rail lines to sink deeper into poverty or he overwhelmed by the consequences of past errors. The railroads are the nerves of the country. Upon their health depends the economic health and strength not only of the nation but of all its individual communities.

If, fifteen years ago, the trust busters and later Congress itself were not disposed to take this view of the transportation system they only followed examples provided by a great many of the corporations themselves. Railway owners were not then in the habit of considering the social nature of their

obligations. The privilege granted to railway com-

panles and the function of transport systems of all serts are such as to make it annarent that a right of way is not a thing that should be exploited for private profit Years of mauling by unscientific alone. schemes of regulation and restraint preceded the dawn of reason in Washington and in railway board rooms. Rail ownerand promoters once were not content with the returns from a legitimate transportation business. They sought and perfected mergers and allinnees with coal companies and iron companies until they were in a way to obtain absolute control of some of the basic necessities of national existence. Some of them got deeply into polities, Others were dragged in. And yet, while lines like the Pennsylvania and the Reading were being necused of unwholesome meddling at Washington and Harrisburg and with the deliberate restraint of trade, they managed to set new high standards of rail service in many of their departments. For the explanation of much that railway cor orations have done in the past it might be well to remember again the experiences of James J. Hill, who, when he was building the Great Northern and doing a service of national importance, was constantly sought out by bribe seekers, who, from the vantage point of political offices, threatened to put insurmountable obstacles in his way. Itill was in politics. He was one of those who were dragged in against their will.

in other ways. Many rail lines were impov-erished. Others have died slow and painful deaths, though the country needed them badly. Skilled and unskilled workers came to believe that every corporation has tons of money somewhere about. But to this day the men who have to bear the burden o worry for the corporations are apparently unable to make themselves clearly understood to the rank and file of their men or to the general public. They appear to lack a voice or a method of approach. The habit of silence is still upon them.

Men who engage in big and costly strikes kaow no more about the very real troubles of the bosses than the average boss knows about the troubles of his men. When the two groups find a way to mutual under-standings strikes will be done away with.

Mr. Atterbury has said that a hope to nationalize the railways is still in the minds of the railway unions. Now, if railroads are ever nationalized-and it is not likely that they ever will be-the decision will not be made by the unions or by the corporations. It will be made by the general public, whose rights and interests are most deeply involved with the whole question of rail and water transport.

Public opinion will be profoundly affected by the developments of the next few years in the world of railroads. For the first time in history the rail companies and the men whose talents and initiative keep them going have had a square deal from the govern-ment-which means a square deal from the public. The transportation act stands. The Interstate Commerce Commission has become far wiser than it used to be. We have learned to view the railways as a national asset of the first importance, upon which the comfort and welfare of all the people and heavily dependent. A general friendly regard for the railway organizations will do more than anything else to help the corporations to a new and sound basis and to evitalize the transportation industry.

So, there is no place for railway rien in secret politics. There is no need for hid-den deals. There is no need for feudal minds in those departments of railway organizations which are supposed to deal with the workers on the lines. The country has dealt fairly with the railway people and the railway people must deal fairly with the country. Otherwise there will be fresh trouble.

Corporations will have to learn to speak openly and honestly in their own defense. These are not years in which they can afford to be haughtly silent. There is, for ex-ample, a persistent rumor that interests allied with the Pennsylvania Railroad are obstructing the plans for a Philadelphia-Camden bridge. That rumor may be false. But it was rumors of that sort that brought an extraordinary assortment of woes to big corporations in the past. Mr. Atterbury yould have been wise if he had disposed of it while he discussed the remoter matter of rail nationalization.

# WHY DRESSES ARE BEAUTIFUL BEAUTY, says Edmund Burke in one of

his best-known essays, produces in the observer a feeling of extreme weariness. As some of the costumes worn by modern women make the spectator tired, they

must, according to Burke's standard, be beautiful. Opinions differ on the subject, however. Two colored women were looking in the win-

dows of a store on one of the cross streets a few nights ago, studying the dresses on exhibition. As they turned away one of the women was heard to remark to the other. "Those dresses would make a bulldog break his chains."

Now beauty is defined in the dictionary as a combination of qualities that delight the sight. This suggests some inquiry into the combination which makes the woman of the present day in the gowns of the present day as fascinating as her grandmother or great-grandmother used to be in the hoopskirt of the Civil War times. For it is

## OUR COLONIAL ART

Philadelphia a Great Storehouse of It-Downtown Wards Will Benefit More by Equal Suffrage Than Other Sections of the City

By GEORGE NOX MeCAIN C. S. BRADFORD is the oldest profes-sional photographer in Philadelphia. I mean in point of years.

He is an artist rather than a photogra-pher. He has a score of studios. They are the homes of the wealthy and well-to-do, and the art galleries and private collections of Philadelphia, New York, Baltimore and Washington.

He works when and how he pleases. Ills only master is the sunlight and its beautl. ful gradations of light and shade. It would scarcely be fair to my friend, Bradford, to set down the number of the years of his life, but it is enough to know that he has far exceeded the span allotted to man.

He is the ideal craftsman, for he loves his work. At a period in life when the average professional man cultivates his Morris chair in a well-stocked library, Mr. Bradford is constantly searching for the rare and beautiful in art and nature as

subjects for his lenses. His specialty is copying rare paintings, precolonial and colonial documents and precolonial records, and the exquisite objects of virtu that grace so many of the fast disappear-ing old mansions of Philadelphia.

HE HAS done considerable work for the Pennsylvania Historical Society. Gov-ernor Pennypacker selected him to photo-graph old landmarks for his famous auto. biography. "I have photographed twelve of Gilber

Stuart's portraits of Washington," he said, for he loves to dwell on this phase of his effort.

"There are very few people aware that there are that many original Stuarts of General Washington in existence, and most of them are in and around Philadelphia. I ain constantly on the lookout for additional ones.

"They are originals, too," he said in "poly to my question. "A few, perhaps, are replicas. That they were painted from life is evidenced by the fact that each one develops some different characteristic in face or dress of his famous subject.

"Gilbert Stuart did not identify his work by name. There is something, however, in the artist's style and coloring more con-clusive proof of its genuineness than the addition of his n.me.

"Just as a connoisseur can identify a Titian by the wonderful red that has taken his name, a Corot by that peculiar dash of color that he gave to all of his work, so is there something in Gilbert Stuart's portraits that is infallible proof that it was his brush that touched the canvas.

"DHILADELPHIA is a perfect store-Phonse of rare and wonderful relies of revolutionary days," Mr. Bradford says. "Even collectors who are supposed to be familiar with the subject have no con-ception of the wealth of this sort of mate-rial that is to be found in hundreds of homes in and around this city," he continued.

"In the more than a quarter of a century that I have given to this work I have had opportunities denied to professional anti-quarious, and I have been astonished at the number of heirlooms in the possession of the descendants of families that figured largely in the early settlement of Pennsyl. vania.

"Once in a great while a few of them come to light in the sales, particularly of liberaries and Pennsylvaniana, by Stan V. Henkels. But even these are gotten together only at rare intervals and with much patience and search.

Mr. Bradford is of the opinion that this city is pre-eminently the American city, and evidence of the fact is the possession by their descendants, from generation to generation, of the Lares and Penates of its original settlers.

E<sup>DWARD L. D. ROACH, secretary of</sup> the Committee of Seventy, has known politics for a good many years His opinions, by virtue of his experience,



"It is only common sense that it should be this way," he said. "The bridge bulider is primarily a civil engineer, and the prob-lems involved in constructing such a span below strictly within the province of the

the project will not be unlimited. It has been estimated that the expense to be borne It is quite in keeping with the con-temporary state of things that Labor Day should be a holiday. by the city and state for its half of the bridge will be about \$20,000,000. It will no loubt be much larger than that, probably "Fair enrollment of Harrisburg says an ungallant headline. Isn't romen Many Other Problems the adjective misplaced? "There need not be so much trouble on the question of litigation. No doubt there will be various influences brought to bear in behalf of one site or another, but the

A

After get-

plans and

A lot of happy old women will go to the polls in November. They are to vote at Senator Penrose wants the women voters to understand that he and not Vare

Daily Talks With Thinking Philadelphians on Subjects They

days

inust

"VOU cannot make it too strong that the I responsibility for the building of the Delaware river bridge must rest with the cu-gineer." says Guilliaem Aertsen, president of gincer." says Guillinem Aertsen, president of the Engineers' Club, discussing the question of who shall build the proposed new span.

This sort of thing has happened so often and so disastrously that it is surprising that any one should be tempted to try it again. The professional gaublers know their game too well for any outsider to beat them at it.

But the desire for easy money seems to be insatiable. It is the thing that makes such men as Ponzi and 52 Mer Cent Miller engage in their operations and provides vie tims for them. It is also the thing that prowides victims for the professional gamblers. On its gambling side the disclosures should

receive the attention of the police department. The bank sofficer did not seem to have any difficulty in finding places where he could make his bets. The police, low-ever, either do not know where these places are or they have decided that it is impossible to get evidence against them. No one wishes to believe that the gamblers are protected. Director Cortelyou can find out if he tries whether his subordinates know anything about the resorts frequented by the men who make their living purveying to those who seek to get rich easily by betting on various games. He cannot wipe out all gambling, but he can drive the professionals to cover.



THERE are supposed to be reasons for de-L clining to cat oysters in any month the name of which is spelled without the letter "r." And they are doubtless good reasons, But the uninformed have often wondered how the succulent shell fish ever learned the alphabet and thus succeeded in providing for themselves a cloved conson when they might live in peace and comfort at the bot. tom of the sea. The syster must have some kind of a brain or he could not have emerged from the ranks of the illiterate to this extent.

The matter of interest just now, however, is that September, which began today, con-tains the letter "r" and that oysters are now in season again.

### ANOTHER PEACE HOPE

THE proposed transfer of the Polish Russian peace negotiations from Minsk to Riga may without undue optimism be regarded as an encouraging augury of peace. The situation at Minsk was from many viewpoints impossible. In the beginning the plans of the Poles were perilously compromised by the swift Bolch-vist advance toward Warsaw. The removal of that peril correspondingly upset the Soviet designs and recourse was had to methods of intimidation and oppression, from which the Polish delegates, if their tale is correct, were right in making all endeavor to escape.

At Riga the whole complexion of the parlevs may conceivably be changed. This seaport and chief city of the new republic of Letvia is in fairly normal communication with the outside. If the Poles, in the light of their recent triumphs, tead toward new extravagances, diplomatic pressure from the llied powers may be effectively exerted. a neutral country steps can be taken to are at least the semblance of decent couron the part of the Bolshevist commis-

In any final anal, sis it is apparent that the failings of corporations are human fail-tigs. Railway directors and executives accepted the ethical standards common in their times and, like other human beings, they were, to a large degree, the creatures of their general environment. It is logical to auppose that most of them will be glad to have a new start in a clearer and fairer field.

The railroads are beginning life all over again unser conditions that cannot by any tretch of the imagination he called unfavorable. They are virtually guaranteed against lowers. The government has provided a revolving fund from which they may borrow in emergencies. Here surely is some atone-ment for the early policies of the Inter-inte Comm ree Commission and the destructive reprisals of corporation baiting congressmen, whe were willing to weaken and even destroy rescatial utilities in the effort to keep some swollen private fortunes down to a same level.

Recent events have made it clear that rallvay directors and executives, like the congressmen who harassed them, had much to earn about the management and purposes f great unlicies.

The beginnings of the great railroad strikes of the past year were in the dim past, when the chiefs of big lines and small moved exclusively in a world of their own and austerely refused to learn anything of the life or experience of the great multitudes which supplied human energy in their organizations. The outlaw strike of last winter was an effort of the larger division of railway labor to obtain the advantages which were not granted to other groups until they organized and made threats. Radical organizers saw deeper into the minds of newly organized rallway employes than the oldfashioned executives ever were able to see. They recognized conditions which railway managers preferred to ignore.

Everybody lost and the general public lost most heavily. The habit of alcofness cultivated by corporation men has been costly

undoubtedly true that the modern woman has lost none of the charm of her sex. That charm was potent when women were hoopskirts. It did not disappear when the bustle was fashionable. It persisted during the period of tight sleeves and clinging skirts. It survived the leg-of-mutton sleeves. And the gradual shortening of the skirt until mature women look like the schoolgirls of the last quarter of the nineteenth century has not diminished her allurement.

The easential ingredient to beauty feminine costume is the woman encased in it. The reappearance for a moment in a revived musical councily now playing in town of the costume of 1900 when the piece was first presented justifies this conclusion. The six girls who sing a famous song appear in 1920 confections-we believe that is the proper word. The skirts are short. The waists are long and there are folds of silk projecting at right angles from both sides at about the level of the hips. No woman of 1990 would have been willing to appear, even in the own parlor, in such a gown. Yet the girls who wore them were charming and all the women in the audience admired the dresses.

Then another set of six girls came on the stage dressed in the style of twenty years ago. The skirts are full and long and the waists are short. The sleeves cover the arms and the necks are high. And still the girls were charming. When they turned heir backs on the audience every woman burst into laughter-not at the girls, but at thems lyes-or at their mothers who used to wear such dresses. It was the contrast which amused them and perhaps a few of them reflected that in twenty years more the styles prevailing today will seem as amusing to the generation of theatregoers of that time.

What those styles will be no one can foretell. But we all know that they will be different from these of today. Whether the brevity of the skirts and their narrowness is to continue until American women wear silk knickerbockers after the manner of the Siamese women, or whether they will revert to the other extreme with long trains sweeping the streets, is concealed in the mists of the future. But whatever happens the woman herself will constitute the supreme charm of which the costume serves but as a setting.

In his fears concerning the effect of mpany" on automobile rides, Superincompany" tendent Mills registers his variance with Kipling, whose "He travels fastest who travels alone" reopens an interesting topic.

The executor of the late Nat Coodwin's estate reports that his liabilities at his death were greater than his assets. Even during his life Nat was peculiarly adept in acquiring liabilities. -----

The chances are six to one that next winter will be mild, says the editor of the Weather Review. But so many are opposed to gambling that they will lay in the usual supply of coal.

We are awaiting, somewhat hopelessly the indignation of youthful Philade phians over the announcement that the chances of destruction by fire enjoyed by some of our schoolhouses are excellent. -

It will take a true philosopher to calthe proposed transit system of sones in this city really temperate.

worth reporting.

South Philadelphia political leaders will benefit most by woman suffrage, is his observation

"It will be the same old story in the case of the women of Philadelphia as it is of the men." said Mr. Roach. "The women in downtown and other congested wards will register and vote to a far greater extent than in the co-called residential wards. "West Phi'adelphia is an example. Ex-cept when there is some great issue agitat-

ing the city, the average citizen over there lets his neighbor on the side street do the voting, while he sticks closely to his com-fortable fireside on chilly election days.

"It is going to be true of their wives and doughters, too, for it makes no difference what claim the active spirits in the equal suffrage movement make as to the general desire of women to vote, the truth is the vast majority of the sex in this city care very little about it.

"On the other hand, the men who live by politics, the job holders and the fel. lows who have an object to gain by being active in any faction, will see to it that the female members of their familles who are eligible are registered and voted with regularity and precision.

There are reports from assessors of great reluctance on the part of women of foreign birth to be registered or answer the questions necessary to registration. It is only a tem-porary condition. Once they understand thoroughly they will be only too cager to get their names on the books," asserted Mr. Roach

"I make the confident prediction that there will be a great increase of voting strength in the south and central parts of city with no ratio of compari cording to population, in the residential and outlying wards," he declared.

mallE grandson of a former Governor of 1. Permsylvania committed suicide in New York the other day. Descendants of politiians of prominence rarely do that sort of thing.

Henry Martyn Hoyt, a portrait painter and grandson of former Governor Henry Martyn Hoyt, was the unfortunate man, Whether it was disappointed ambition, financial worry, melancholia, or just a plain ense of being tired of life, has not been

divulged. In this case the old adage that "age is nothing, blood will tell," seems to be dis. proved.

The young man who went west by the gas route bore an honored name. His grand-father was a governor, his father was an assistant attorney general of the United States, and at least one of his sisters had married into the aristocracy of a foreign country. Henry Martyn Hoyt, the grandfather, was

governor of Pennsylvania from 1879 to 1883. Although a man of considerable ability, of the robust, well fed and pompous type, he ne round, which stir in the political world. If he had, Robert E. Pattison, a Deno. crat, would not have been elected as his successor.

#### SONG

IDLY cut a parsley stalk And blew therein toward the moon; had not thought what ghosts would walk With shivering footsteps to my tune, went and knelt and scooped my hand As if to drink, into the brook, And a faint figure seemed to stand Above me, with the bygone look, lipped rough rhymes of chance not choice I thought not what my words might be There came into my car a voice

That turned a tenderer verse for -Thomas Hardy.

belong strictly within the province engineer. \$40,000,000.

"All precedent points this way. Most of the big bridges built in this country have been under the supervision of engineers. Take the Hell Gate bridge at New York. one of the most difficult engineering feats ever accomplished in this country and a far more difficult problem than the Delaware bridge would present. That structure was planned and in charge of an engineer.

"It is pointed out by architects that the general outlines of the bridge are the thing and that a beautiful structure must be erected, and that consequently an archi-tect is the man to supervise the building of the span. The engineer, they argue, could work with them in an advisory capacity, to figure the stresses and strains and other de.

"My answer is that the engineer can get any number of capable men at a compara-tively small charge to work out all the details, so that a big man would not be needed in that way.

### Problems of Engineer

"Furthermore, the bridge is more than an esthetic proposition. Its primary purpose is to carry vehicles and passengers across a river or whatever other kind of obstruction might prevent them from getting from one desired point to another.

in the way of selecting the point at which the span shall be built, aside from any other considerations. The lay of the land, for instance, is an engineering problem pure and, for simple. If after finding a spot that would seem to be the center of business and indus-ter and also record to the set and industry and also general traffic and after over coming the question of expenses and the question of condemnation of property neces-sary to build an approach to the bridge, the question of the quality of the foundations is an important one.

engineer's rather than an architect's problem. When it came to the question of whether it was feasible or financially posiwhether it was feasible or manchally possi-ble to build a bridge of the cantilever type rather than a suspension bridge, who could decide that but the engineer?

"Any nobly conceived and well-built bridge cannot help but be a thing of beauty. The architect will be necessary with his advice as to beautifying the structure and en. bancing its general lines and appearance, but he must first have his foundation, the broad lines of the structure itself designed by the engineer before, his work will be of

any avail. "There are a number of serious problems to be considered by the engineer in the building of the bridge. First of all the ques-tion must be settled. Who is going to do it? Whether he be engineer or architect that must be decided before any definite move

#### Location of Bridge

"Then the great question will be, Where shall the bridge be placed? There are so many factors to be considered here that the bridge commission or whoever shall have the final say will face a tremendous re-

the final say and figuring the center of "The question of figuring the center of traffic is one problem. This must be con-sidered from the standpoint of the growth I the city as to population and its indus. trial layout and growth.

There seems to be some question as to whether it should lie some distance south of the center of the city, due to the fact that industries are developing in that direction and the amount of ground available, or whether it shall be north. The general trend of many large industries seems to lle north, northwest, and this must receive considera-

"Then there is the very difficult question of condemnation. Wherever this has to be

Let us hope that it is true that the ten ents a ton added to the price of coal today is the last increase to be made this year.

Cafes that charge a dollar for service do so perhaps on the theory that the crowning indignity is being insulted for nothing.

We will wager that a great many prople didn't think of getting in their winter coal supply until they read new rumors of another anthracite strike.

Cox, while in New York, did not talk

about "invading the enemy's country"perhaps because he is under too great obligations to Tammany Hall.

It is up to the persistent Pollyannas to console the victims of rainy vacations with "If an agreement is reached and things a rhapsody on the prolonged greenness of this year's grass and trees.

given to go ahead. And when the structure is finished prople on both sides of the river will realize that it will be the biggest thing People gifted at seeing things at night are reporting that Grover Bergdoll has ap-peared to them. The federal agents, however, are not ready to accept the evidence.

> It is easy to understand why the Russians in their modern music have made use of comparatively little jazz. The native supply has all been exhausted in their poli-

If the Rev. Dr. J. Ross Stevenson, of Princeton, should be made stated clerk of the Presbyterian General Assembly a worthy success or of the late Doctor Roberts will be

4. What famous diamond belongs to the Russian crown jewels? 5. What is the original meaning of the word wit? In view of what happened to the zone trolley fares, it is not altogether extrava-gant to assume that our aggressive neigh-6. Who is Mustapha Kemal? 7. Name an English king who went out of his mind.

bors over the river may restore justice to the ferry rates. . What kind of a camel has two humps? Where is "The Blue Juniata," famed in song, and of what river is it a tribu-tary. Governor Cox says that the statements

by Will Hays in Chicago are false and Will Hays says that the charges by Cox are false. As both men are opposed to war, the epiode will not culminate in coffee and pistols for two.

 Thirteen monarchies of Europe are Gr'at Britain, Spain, Belgium, the Netherlands. Denmark, Norway, Swe-den, Italy. Serbia (otherwise the S rb-Croat-Slovene 'state), Rumania, Bul-garia, Greece and Turkey. The motorist who was fined for talking back to a policeman enforcing the traffic rules against him got only what he deserved. There would be fewer accidents if every mo-torist who is "sassy" should be haled to

 Ten republics in Europare France. Switzerland, Portugal, Germany, Austria, Czecho-Slovakia, Esthonia, Fin-teria, Czecho-Slovakia, Esthonia, Fin-teria, Bolard, and Russia. court. tria, Czecho-Slovakia, E land, Poland and Russia, American A policeman had to hit a man over the head with a club three times before dis-covering that his skull was solid ivory ; but

a A naturalized American is not eligible to the presidency.

engineers should not be guided by that.

far as litigation is concerned, the state has

the power to condemn property for public purposes and to offer a reasonable price for

it and give sixty days' notice of its action.

In case it is resisted it can then give sixt

of that time take possession and build, and

"After all these factors are settled for

this side of the river, the other side of the

ting a perfect site here and everything else

determined, it may be that the plans an conveniences of the other side might diffe

from ours in location by a mile or so. That

are ready to start the bridge. I venture to say that the structure can be finished in

five years from the time that the order is

What Do You Know?

QUIZ

The first aviator to fly over the English channel has just been fined by the French Government for profiteering during the war. Who is he?

Answers to Yesterday's Quiz

What is meant by a casting vote?

that has ever been done in this section."

river will have to be considered.

be considered.

2, Who was Linnacus?

10. What is a squeegee?

further notice and at the expiration

a policeman's club is not needed to demon-strate that there are several boneheads at-4. A policy of "laissez faire" is one of gov ernment abstention from interference with individual action, especially in tached to the campaign committees of both commerce political parties.

5. The phrase should be pronounced a though it were spelled "lay-say-fare." It literally means "allow to do."

6. Charleston is the capital of West Virginia.

them are positively dangerous, according to the superintendent of buildings of the school 7. Three hundred and sixty degrees equal a great circle. board. But he intimates that the city is too poor to replace them. What are we

a great circle.
8. A syrinx is the musical instrument often called Pan pipes. It consists of from seven to nine hollow reeds, cut in ahort, graduated lengths and fastened togeth r so as to be easily blown by the going to do about it? mouth.

James B. Wilson, who died recently, served as secretary of agriculture in the cabinets of McKinley, Roosevelt and Taft.

The "Entente Cordiale" between France and Britain was established largely through the efforts "I King Edward VII in 1995.

Once more the former Czar Nicholas of Russia is reported to be dead. The evidence this time is said to convince his mother. But there will always be credulous persons who will insist that he was spirited away from Ekaterinburg, and if no unscrupulous adventurer appears in five or ten years claiming to be the crown prince all precedents will be broken.

Thirty-five public school buildings in the city are unfit for use and twenty of

can be made.

"There are certain engineering difficulties

"The kind of bridge, too, is peculiarly an