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Philadelphia, Saturday, April 2, 1921

GUTTERSNIPE COURTESY

THE crudest principles of peanut politics have been upheld by Council in its vote to deprive its law committee of its proper functions in Harrisburg.

The plain purpose of this nuisance spite work on the part of the Job Combine was to repudiate Mr. Develin, who heads the important committee, hitherto authorized to watch over legislative affairs in the state capital affecting Philadelphia. The chairman thus shorn of his powers in this field is considered offensive in his opposition to combine methods and the general stultification of decency.

The situation, however, is not without a bright phase, since dirty political practices so openly and shamelessly adopted often bear fruit. And this is of the variety unpalatable to those engaged in raising it.

The contractor outfit has long lacked finesse. Its manners now exhibit the low-minded crassness that leads to ultimate failure.

ONE HEART'S DESIRE

AN EVENT unique in the progress of science will take place at Washington this May when Mme. Curie will be formally granted her heart's desire.

This extraordinary physicist and chemist, one of the greatest the world has ever seen, recently expressed one dominating wish. It was not money. She has sacrificed its lures, and at the age of fifty-six she has only her salary as a teacher at the Sorbonne. It was not honors that she craved. Her laurels are unimpeachable. A gramme of precious radium, magical mineral of which she was the discoverer, was the subject of her intense longing.

It is to be gratified through the efforts of the women of America, who are raising a $100,000 fund to supply one of the most illustrious scientists of all times with working material to be used exclusively in experiments and research for the benefit of humanity.

President Harding will make the presentation of one gramme of that substance which, in its phenomenal properties, suggests more than anything else the philosopher's stone of the Middle Ages. The nation may well take pride in this practical contribution to the unselfish advancement of civilization.

As for Mme. Curie herself, she will be an ambassador extraordinary in the fullest and most reverential sense of that term.

SELF-DETERMINATION IN TIME

UNTIL metropolitan communities and even small towns in several states experimented with daylight saving on their own account doubts of the practicability of their methods were entertained. Excellent tests of this scheme were made last summer. The confusion so dismally prognosticated was not manifested and regions sympathetic to the advanced hour plan enjoyed its benefits without injury to the farmer.

City populations in Pennsylvania, however, were debarred from experimenting because of a state law establishing the eastern standard hour. A bill now before the Legislature is designed to amend this act of 1887 and to sanction community self-determination in the matter of daylight saving.

The measure warrants passage. Agriculturists opposed to the advanced clock must be exceedingly ingenious to find real grounds for opposition.

PAROCHIAL PROTESTS

IT IS not difficult to detect the source that inspires taxpayers' signs in the Germantown and Roxborough neighborhoods under the control of the Department of Public Welfare. This would be a sensible arrangement and would end an anomaly that is a survival of the days before the consolidation of the communities now composing Philadelphia.

The prospect of political betterment inevitably arouses kickers. They are with us always.

COLD FIRE

WHO can remember a spring when there were no reports from the farm and orchard countries announcing to a sorrowing world the destruction of the peach, plum and apple crops by belated frost?

The astonishing cold wave of last Tuesday, arriving as it did after a week of weather that had brought the buds raising out on all the trees, made the usual depressing proclamations unnecessary. Even the people who know nothing of farms and orchards took it for granted that all was lost. To those whose trees were blossoming exclaims that swept down over some of the eastern states must have seemed hardly less a fate to contemplate than a wave of flame.

Yet it seems that trees are in some ways like human beings. They can survive terrific mauling and come somehow through experiences which, viewed in prospect, appear like the processes of doom. No one thought that peach blossoms could survive the freezing weather. They were wilted on their branches. But they are bursting up again in nine cases out of every ten, and surveys of eastern orchards make it appear that the damage done by the cold wave will be comparatively slight. In South Jersey, where the destruction was supposed to have been general and complete, a normal fruit crop is still assured. Frost soil thoroughly warmed the trees in Jersey and almost everywhere else drew heat necessary for the emergency. Not all escaped, of course. But there was no holocaust such as was expected by the growers.

It is a delusion to suppose that there is no excitement in a farmer's life. In no other business does a man have to sit with folded hands and watch the destruction of all the work of months. In the cities you call out the fire department. On the farms when a cold wave comes in late spring you have nothing to do but grin and bear it and hope for the best.

HARDING CAN PREVENT RAILROAD NATIONALIZATION

What the Country Needs Now Is Determined Leadership in Support of the Legal Plans for Solving the Problem

EVERY consideration of the railroad problem should begin with a definite understanding that the railroad workers would like to have the railroads returned to government control.

The workers had their wages generously increased during the period of government control. The conditions of work were made easier. The number of men employed was largely increased. The fact that the increase in freight and passenger rates was not enough to cover the increased cost of operation did not trouble the workers. They are willing that the rates should be still further increased if that is necessary to produce revenue enough to pay the top scale of wages.

We do not wish to believe that the employes as a body have decided to stand out for their wage demands in order that they may produce such a situation that the railroad managers will ask the government to take the operation of the roads out of their hands. But there are indications that some of the labor leaders are working toward such an end.

Nationalization of the railroads would be a national disaster. The roads can be managed under private direction more efficiently and more economically than under government control. The public, which is the party most vitally interested in the subject because it pays the bills, is not yet convinced that there is no way out under private control.

The Esch-Cummins law provides a way out which has not yet been tried. There are adequate provisions for settling wage disputes through the arbitration of adjustment boards in the first place and through the final decision by the labor board, containing representatives of the public, the employers and the employes.

The law also contains a provision for the consolidation of the roads of the country into a few great systems in order to reduce the cost of operation and to improve the service. This plan of consolidation is to be adopted by the Interstate Commerce Commission "as soon as practicable," to use the words of the law. Although it is more than a year since the act went into effect, the commission, so far as is known, has done nothing to carry out this provision.

Daniel Willard, president of the Baltimore and Ohio Railroad, said in an address before the Railway Business Association in New York this week that he wished it were possible to hope for an early consummation of the purpose of the law. He declared that competition in rates was a mere figure of speech, because all the roads must charge the same rates. There could be competition only in the quality of the service. Mr. Willard's views are shared by other railroad managers.

The point to be stressed in this connection, however, is that Congress has reversed itself on the railroad consolidation issue. It has provided definitely for a combination of different lines and has exempted the railroads from the prohibitions in the anti-trust laws which in the past have prevented pooling of freights and combination of different lines.

The way is opened for instituting economies in the railroad business which were impossible so long as the anti-trust laws forced independent operation of so-called competing lines.

President Harding has been in consultation with the railroad managers, and the railroad section of the American Federation of Labor is asking him to get the representatives of the railroad workers at a table with the managers in order that their differences might be discussed and settled.

If there is a desire on both sides to come to an agreement all serious differences can be settled at such a conference. If Mr. Harding chooses to take the lead he can hasten the solution of the railroad problem by laying down a definite railroad policy in accordance with the general terms of the Esch-Cummins law.

At the bottom of that policy should be a determination to carry out through the Interstate Commerce Commission the plan of consolidation of the roads into a few great systems. It would take several years to effect the consolidations, but if waste in operation is to be avoided the roads must be consolidated.

There would be practical as well as psychological value in the early announcement that the Interstate Commerce Commission has begun to formulate the plan which the law says it must make. The effect of such an announcement on the workers and on the country at large would be good, for it would indicate that the government was starting at the foundation. Its practical effect would be considerable, for a lot of the little lines would be taken over by the big ones without much delay, thus simplifying the work of management and supervision and facilitating the lowering of rates.

A conference in the White House between representatives of the employers is desirable but it would be inadvisable to have it go so far as the railroad managers of the American Federation of Labor desire. They want to settle at that conference those matters which the law provides shall be settled by the Railroad Labor Board. The disposition to ignore the legal devices for settling disputes between employers and employes is unfortunate. The Secretary of Labor has authority to intervene, but he seldom exercises it. The Board of Conciliation and Mediation is specially created to adjust labor disputes, is rarely appealed to, for there is not much for this board to do, and yet it is the agency that should be used. Now that a board has been created in the new railroad law for the express purpose of dealing with labor disputes, it would be the part of wisdom for the President to advise that its services be utilized.

A conference in Washington between the employers and employes might be made productive if both parties entered it in the right mood. They could face each other across a table and look fairly and squarely the facts with which they are confronted.

The railroads are suffering from a falling off in business and in income. They are embarrassed with bankruptcy if the present conditions continue.

The workers object to a reduction in the scale of wages fixed during the war. That is natural, for no man likes to have his pay cut down. But the purchasing value of a dollar is increasing, so that the wages of two years ago will buy more than they did then.

All these facts could readily be brought out in a discussion presided over by the President. Under his conciliating direction it ought to be possible for the workers and their employers to agree to an adjustment of their relations to meet the existing economic conditions. Then when this general policy had been agreed upon the official labor board could be called upon to apply it in detail to the different railroads in the country.

The outlines of the plan are laid down in the law. The plan is workable if the disputants are willing to be fair with one another and give and take for the sake of preserving industrial peace. But neither side can succeed if it is not fair, because it cannot carry its point without the support of public sentiment.

A strike for an increase in wages would fail miserably under present business conditions. An unreasonable reduction in wages could not be successfully carried out, for the public would condemn any railroad which attempted to make it. What is reasonable can be determined by impartial arbitrators.

Such arbitrators are provided in the labor board, which is composed of representatives of the employers, the employes and the public. No decision by it is valid unless it is agreed to by a representative of the public. This arrangement prevents a conspiracy between the employers and the employes to mulct the public, which has to pay all the bills anyway.

If the Harding administration has a definite determination to carry out the program laid down in the new law and sufficient driving force to compel respect for its determination, it can lay the specter of railroad nationalization. But if not, nationalization may be much nearer than many of us suppose.

MR. KRAMER LAMENTS

THROUGH all the letter written by Prohibition Commissioner Kramer to Senator Capper, of Kansas, in explanation of the wetness of this dry country, there runs a wistful, an almost plaintive, note. Reading it you feel that the commissioner himself never took the Volstead act in all seriousness. "I accept my part of the responsibility," says he. Well, who else should accept it? The dry laws in their present form may prove to be unenforceable. But a feeling persists that even if they were enforceable Mr. Kramer could not enforce them. His letter to Mr. Capper will do much, if anything more is needed—to encourage violation of the prohibition law.

Advancing into a good light where all may see, Mr. Kramer throws up his hands. Doing that, he leaves the country still at a loss and in the midst of bewilderment to which everybody—Congress, the dry zealots and the wet zealots and even the courts themselves—has contributed. What the rational minded public knows is that for the first time in the history of the United States a federal law is being flagrantly disregarded and that the national government appears to be helpless in its efforts to deal with people who refuse to recognize its wisdom or its authority.

Mr. Kramer said in his letter nothing that most people did not know. The present state of affairs is shocking, not because people are selling and drinking whisky, but because of the precedent that is being established in a country where in the past only the most desperate criminals ever thought of ignoring a federal law. It may be assumed that Mr. Kramer was asked to do an impossible thing. Why, then, did he attempt it, and why did he permit the country to believe that his department was equal to the work it had to do?

In this state it is not certain that any act of the Legislature can simplify or render tolerable a condition created by various sorts of bungling at Washington. Governor Sproul's dry bill, which probably will be passed, will be effective as a law ideally administered. With an honest police force, honestly directed and kept bribe-proof and graft-proof, the "search clause," formulated to give the authorities a right to strike without warning at the very root of the illegitimate whisky traffic in saloons, should serve its purpose. The question then will be how many cities have police departments able and willing to resist opportunities for graft greater than ever were presented in the underworld before?

Of 655 vessels in the port of New York, 252 are idle. Merely one out of many incidents which prove that the world, like a man with more work than he knows how to do, stands for a moment idle, wondering just how to start.

Mrs. Beatrice Forbes Robertson Hale says women must insist upon peace because war means "the extermination of the white race." Why the white race particularly? Insistence upon this faulty conclusion might easily be an aid to belligerency on the part of an ambitious yellow man.

A Jersey City German won his citizenship papers by singing "The Star Spangled Banner." He is more accomplished than most Americans.

The Poor Richard Club may accept women as members, "Nowadays," remarked Dean Hughes McGinnis mournfully, "a man has no excuse to go but out."

OH, HAIL!

Hail maple spring! Hail mingled breath of
October, January, May time!
Hail balm to buds and also death to
The sap obtruding into sleigh-time!
Hail Mrs. straw hats and summer shirtings!
Hail iced soft drinks and banned hot
toddy!
Hail heat and snow, fantastic flirtings
Warm breezes that congeal the body
And giant antidotes that steam it!
Hail blazing hearth and mild veranda!
Hail climate such that one might deem it
The most impartial propaganda
Except the line called isothermal
That science draws to mark the weather!
Hail all at once in grand diurnal
Composite mass of zones together,
North Frigid, Temperate and Torrid!
Hail coastal moisture, desert dryness,
Hail all that's nice and all that's horrid!
Hail season undeterred by shyness!
Hail April spring, nor scorn nor scout it
Whatever remains to do about it?

H. T. C.

What Do You Know?

QUIZ

1. What is a centaur of action?
2. What discovered radium?
3. In what country is Rene Viviani, eminent extraordinary from France to the United States, a native?
4. Who was the diplodocus?
5. In what book of the Bible is the story of Judah and the whale narrated?
6. What is a razee ship?
7. What kind of an animal is a paca?
8. Who was Kenelm Digby?
9. What was the ancient name of Constantinople?
10. What is the meaning of the court cry, "Oyez-Oyez?"

Answers to Yesterday's Quiz

1. Admiral Horthy is the regent of Hungary.
2. A hedgeotine is a twoman rod vessel with a square-sailed foremast and a fore-and-aft-rigged mainmast. A brig is a two-masted square-rigged vessel, but with an additional lower fore-and-aft sail on the gaff and boom to the mainmast.
3. The thirteenth amendment to the constitution forbids slavery in the United States.
4. Lewis Cass was defeated for the presidency by Zachary Taylor in 1848. Cass headed the Democratic ticket.
5. A "mañana" policy is one that is dilatory and procrastinating. "Mañana" is the Spanish word for tomorrow.
6. It should be pronounced as though spelled "mon ya-na."
7. The United States and France were engaged in a brief naval war in 1798.
8. June 23, the night before the festival of St. John the Baptist, is Midsummer Eve.
9. The White Sea is an arm of the Arctic Ocean which penetrates about 400 miles into northern Russia.
10. In Sancho Panza the first name should be pronounced with the ordinary English sound of "ch," as in church. Panza should be pronounced "Pan-tha."

FREAK FROSTS AND FOGS

Recent Cold Wave Most Damaging in Years—Some Celebrated Storms and Winter Weather—The Famous London Fogs

By GEORGE NOX McCAIN

WHEN all the returns are in and a reasonably accurate compilation of damage done to crops of the country by the cold wave of Monday last has been made, it will be found that the loss amounts to millions of dollars.

It is the first example in many years of March gone mad.

It was, however, by no means the worst sample of weather that has been furnished this country or this neighborhood.

March is the freakiest and the most unreliable month of the twelve. One day it will be a fiend incarnate and the next as demure as a schoolgirl.

The most unusual storms the eastern part of the United States has known occurred in March.

The very worst was that of March 12, 13 and 14, 1888. Never such a storm had been experienced before or since in all the East.

In New York city many perished in the streets. New England was cut off from the outer world.

It was a week before New York, with all the facilities at its command, could resume street traffic.

Snow was piled in drifts in places to a depth of from ten to fifteen feet.

THE next most destructive storm was that of December 13, 14 and 15, 1901. It swept the entire country, but its worst effects were reported in the West.

Tens of thousands of sheep were destroyed in Wyoming and tens of thousands of cattle in the Dakotas and Nebraska froze in their tracks.

In the mountainous valleys of the East heavy rains preceded the blizzard. Cloudbursts were frequent and towns and villages from New York to Georgia along the Appalachian chain were inundated and in some instances partly destroyed.

Incalculable damage was done to fruit in the orange groves of Florida.

One month later the greatest blizzard the northwestern Pacific ocean and Japan knew in generations swept the Island Empire.

Snow in the mountain passes was twenty-five feet deep.

A command of 210 men of the Japanese army, on a practice march, were frozen to death. Only one, a corporal, succeeded in escaping.

THE cold wave most disastrous to the South occurred in January, 1895. Florida suffered $4,000,000 damage to its fruit crop.

At Pensacola the oranges froze hard on the trees.

The thermometer at Tampa fell to 18 degrees above zero—5 degrees below the lowest ever before known.

Orange Park had ice two inches thick on its ponds.

It was the worst cold spell known in Florida in eighty-five years, or up to the present.

A cold wave of equal severity had visited the flowery peninsula in 1835, but as temperatures were not recorded with accuracy in those days it is not known just how low the thermometer dropped.

IN BUCKS COUNTY this week, within a few miles of each other, were orchards that suffered great damage and others in which the blossoms were barely touched.

In portions of Montgomery county it is always very much colder in certain localities than in others.

Jack Frost delivers his shafts in the most erratic fashion and with most remarkable results.

Horticulturists in eastern Pennsylvania have taken several leaves out of the experience of Florida and the French orchardists and vineyardists.

I know of one large orchard in southern Pennsylvania where in early spring when frosts threaten smoke and fire pots to the number of several hundred are set out in the orchard ready to be lighted at an instant's notice.

In France the viniculturist uses what he calls a psychrometer. It consists of two thermometers and a printed table by which he ascertains the dew point of the atmosphere.

The dew point is the temperature at which dew forms.

On a night in March when frost threatens, an observation is made about 9 o'clock to ascertain the chances of a visit from the frost king before morning.

If the temperature is 41 degrees and the dew point 24 degrees, there is every chance of trouble, and then all arrangements are made for artificial clouds of smoke to cover vineyard or orchard.

IT WAS the late Prof. H. A. Hazen, of the weather service, who originated the saying, "We have more kinds of weather in the United States than are known anywhere else on earth."

As if justifying that assertion there is the instance, duly recorded in Philadelphia newspapers, that on the night of the 18th of August, 1909, there was a five-minute snowfall in Germantown.

"Several residents and several policemen say they saw the snow and at first thought they were dreaming," says one evening newspaper account.

The chances are they were. These were the days when Andrew J. Volstead, of Granite Falls, Minn., was as yet unheard of in the arena of fame and the barkeeper had not become extinct.

There is one visitation which the freak goddess of meteorological science has failed to make in Philadelphia and Camden recently, and that is a real old-fashioned Delaware river fog.

There have been several days that compelled very careful steering on the river and foghorn whistles and clock bells made things merry along the waterfront.

The same is true of New York, though once or twice fog banks did hang pretty heavy over her harbor this winter.

NO FOG this country or its cities has ever known can equal the London fogs.

A few weeks ago a table paragraph stated that London was wrapped in one of her infamous fogs. It was a pulling infant, though, compared with her famous fog of November, 1901.

The principal avenues of the city resembled the steam room of a Turkish bath.

Every train inward or outward bound was stalled after 3 o'clock in the afternoon.

Around Trafalgar Square and the houses of Parliament hundreds of omnibuses, cabs, carts and wagons got jammed into an immovable mass.

Mounted police in trying to clear the jam got lost themselves.

Drivers, not knowing where they were, stood at the heads of their horses for hours in the dense yellow-black cloud.

Highwaymen worked with impunity and got away with their booty.

Newsboys got quadruple prices for their wares, which were instantly turned into temporary torches by the pedestrians, who vainly sought to find their way along the streets.

There were scores of accidents. Theatres were compelled to close down that night because their patrons could not locate them in the fog.

WHILE the loss to agriculturists by this week's cold snap will mount into the millions, it is spread, practically, over the entire North, including Pennsylvania.

As a word of cheer, let it be noted that a real London fog costs that city about $250,000 a day.

The fog of 1881 so increased the mortality in London that more than 4000 persons died from accidents and various disorders caused by its foul and noxious clouds.

On a real foggy day the Great Eastern Railway of England uses 30,000 detonating fog signals on its lines.

It requires 700 men to place these in position to safeguard the trains.

After all, with our erratic weather we are not so bad off as we might be.

"N-NOT FOR ME!"

NOW MY IDEA IS THIS

Daily Talks With Thinking Philadelphians on Subjects They Know Best

COLONEL W. P. BARBA

On Sesquicentennial Transportation

A NEW survey of the transit situation with the problems involved should be made at once, not only to cover present-day requirements, but to prepare for the difficulties attendant upon transporting millions of visitors during the sesquicentennial celebration in the city in 1926, in the opinion of Colonel W. P. Barba, a transit expert of this city.

"By reason of an enforced study of the elements of the transportation system in Philadelphia," says Colonel Barba, "covering the Philadelphia Rapid Transit system as well as the projected city lines, such as the Frankford elevated, etc., it becomes increasingly evident to me that changes brought about by the years since the plans of A. Merritt Taylor were adopted by the city require that a new survey of the situation be made, and that plans be formulated that cover the present day requirements.

"The war has introduced elements into this problem which did not exist when the Taylor plans were laid down, and the growth of certain sections of the city has probably been found different from that which was projected as the basis for the Taylor plans. Moreover, there have been other changes in transportation methods and ideas which call for a new survey to meet the known present conditions.

Vital for 1926 Exposition

"This same recommendation was carried by the report of the Mayor's transit committee, dated May 25, 1920, and so far no evidence has appeared which shows that this recommendation is by way of being followed.

"The oncoming sesquicentennial, which was determined upon for the year 1926, introduces again another and very vital element in the transportation problem, already very acute in this city, and renders the more necessary the survey which this latter again suggests and pleads for immediate action.

"Wherever the site for the centennial of 1926 shall be fixed, there will be created a new and difficult transportation problem in the bringing of the many millions of visitors from all sections of the city to the site of the exposition. To contemplate the transit situation as it will be in 1926, if this matter be allowed to drift along until the last possible hour, would bring a lasting reproach upon the acumen and intelligence of those citizens and officials of Philadelphia who should be charged with this as well as other large duties in connection with the centennial.

Time Presses Hard

"To develop concretely the fact that time presses it is necessary to consider that after all plans are completed it will require at least two and one half years to effect the necessary construction alone, so that this uses up the whole of the years 1924 and 1925.

"After the main features of the exposition shall have been decided upon it will require at least one year to complete the designs to the point of the commencement of construction, and this uses up the year 1923. Hence we have before us the year 1922 and the remainder of 1921 in which to complete all the preliminaries, secure the necessary legislation and make all the arrangements leading up to the commencement of engineering drawings.

"Thus will appear clearly the fact that no time is to be lost after the site shall have been determined upon in making the arrangements necessary for the transportation of the millions of visitors who will attend the exposition daily.

"Under the Taylor plans the money voted by the city for its high-speed transit lines was allocated to the several projects by act of the State Legislature and by vote of the people of Philadelphia, and this money cannot be diverted from the divisions thus determined upon except by a vote of the people and further by state legislation.

Transit Survey Timely

"Therefore it is timely at this moment to press for a study of the intimate relation which must exist between the plans for the exposition and the city's future permanent transit problem.

"It is the suggestion of this letter, therefore, that all of the transportation made necessary by the exposition be a part of the permanent transportation system of the city of Philadelphia.

"In order to make effective the foregoing recommendation, it is the more necessary that a permanent system be surveyed, studied and determined upon now, without further lapse of time. It is also essential that everything required of transportation by the exposition be made a part of this permanent transit plan, excepting, of course, such incidentals as temporary terminals and connections which will be ripped up at the close of the big fair. The flow of travel to and from the exposition, wherever its site may be, should at once be made the subject of study and early determination.

Have Permanent Buildings

"The same thought as to permanence of transportation arrangements for the exposition and its improvements therein may be expressed in relation to exposition buildings and other facilities, so that as little wasted labor and material as well as money shall be experienced as is possible to be arranged.

"In other words, the Municipal Court building, for example, could easily be a building transformed out of an exposition building into a permanent, beautiful Municipal Court building on the Parkway. Of course, this presupposes that the preliminary plans for the exposition building shall be such as will be fitting for exposition purposes as well as after transportation for a beautiful and useful permanent building for some such purpose as, for example, the Municipal Court.

"The prime purpose of this suggestion is to direct attention to the transportation needs of the exposition and the great need of having a permanent plan into which shall be fitted the extraordinary transportation facilities required by the exposition."

Humanisms

By WILLIAM ATHERTON DU PUY

HERE is a story which has gone to the ends of the earth and which is alleged to have originated with a certain member of Congress from the state of Michigan who will neither affirm nor deny the allegation.

It is said that this congressman was driving down Pennsylvania avenue in a large and ornate automobile and that, as he approached the intersection of streets, that czar of the crossings, the Irish policeman, raised his hand in magnificent command that the approaching traffic halt. The congressman's car didn't quite reach that quiescent stage of entire immobility until it had bumped into the back of a flivver just ahead.

The majestic cop strode indignantly up to the car of the congressman.

"What's the idea" he said. "Don't yez know there are traffic regulations? Gimme your name."

"Kelly," said the congressman meekly.

"First name," said the policeman with abating heat.

"Patrick, Patrick Kelly," was the reply.

"Hey, you," called out the policeman to the driver of the flivver. "Why did you pick out this man to back into?"

* * *

Down in the district of Congressman Ben Johnson, of Kentucky, there lives a very learned man who reads the Congressional Record every day. There is probably no member of Congress who knows as well what goes on on the floor of the House—unless it be Mr. Mann, of Illinois.

This Kentucky student holds that Mr. Mann is the greatest parliamentarian of all time. Representative Johnson believes that his constituent is right. Carlisle, he says, was the master of them all in his grasp of the really big questions, but he was indifferent to the little ones. Mr. Mann, says the student from Kentucky, would count the seeds in a pumpkin.

* * *

During the last few days of the life of Champ Clark he had but occasional moments of consciousness. When they came he invariably filled them with prayer that he might die before the 4th of March.

There was the desire to die in service, but beyond it stood a specter which haunted him. After twenty-six years in Congress, after having been so near the presidency that it seemed assuredly his, after eight years as speaker, this faithful public servant came to the end of a useful life with empty pockets.

If he died in office the government would defray the cost of his burial, his heirs would receive a sum of money equal to his pay for one year. All his life his thought had been of those matters which affected the public welfare. He had made no effort toward his own enrichment. He had remained poor. He wanted the mite of a congressman who dies in harness for his widow.

And so that mysterious agency about which the mind of man is given to wonder all along the road from the cradle to the grave, that agency which unasked gives life and inexplicably takes it away, saw fit to snuff out this mellow flame in the way it wanted to go.

SHORT CUTS

The trouble with Charles' "coup" was that the "c" was soft.

Every time the Job Combine raps Develin it does him honor.

The weather man celebrated All Fools' Day with the rest of us.

Expurgated reports seem to indicate that the Hungarian dash proved a blank.

The birds are the only home builders that are getting away with it this year.

Interest in the British coal strike is not lessened by conjecture as to how Lloyd George will react to it.

Sometimes the thing most insignificant may cause the most annoyance. Witness Bergdoll and a mosquito.

The "swamp" has aforetime been a subject of censure; a local court trial did much to make it one of ridicule.

Presumably the new pension commissioner, Washington Gardener, will be able to weed out the unworthy.

Every run of shad is a run of luck to busy fishermen; and the diner on shad does not find his a hard roe to hoe.

In North Dakota the Socialists appear to have made the rope that is to be used to hang them—a rope with a "recall" noose.

After Charles has been thrown out a sufficient number of times it may dawn on him that the Hungarians don't want him.

Prohibition Commissioner Kramer says home-brewing is a "pastime" that will "die from its own results." No harsher aspersion has ever been cast on amateur hooch.

Secretary Hoover is to retain the commissioner of fisheries appointed by the last administration. Pie-counter rushers may skip the fish course on the political menu.

The lamentable and depressing thing is that the woman who achieves notoriety in the courts and threatens to go on the stage is sometimes able to do what she threatens.

Bergdoll's captors have been released by the Germans "on good behavior." Ever so many Americans are of the opinion that it was for "good behavior" that they were arrested.

German-Americans in Texas are seeking concessions in Mexico of 70,000 acres, with the intention of deserting their American homes. This is perhaps as good a way of eliminating the hyphen as any other.

The convalescent grip fiend gnashed
His teeth (with rage, I think)
To see fragmenti spirit dashed
With quinine labeled "cine,"
Incomprehensibly blase
And indisputably distrait
He goes his egotistic way
With one "I" on the blink.

The remarks of Secretary Wallace, of the Department of Agriculture, concerning the protection of agriculture "listen well," but they don't tell the whole story. It is well that we should make ourselves "a self-sustaining, independent, self-reliant nation, agriculturally, industrially, politically," and he was wise in deploring the unwisdom of exploiting "our agricultural resources for the benefit of our industrial and commercial life." But there are one or two commonsense facts that are not sufficiently stressed. A protective tariff remains a protective tariff only while the industry protected has a purely domestic market. The moment it begins to export its product the tariff on its foreign competitors becomes an exploitive tariff and the consuming public at home becomes the goat of commerce. President Harding sensed the basic economic principle when he said that we have to buy before we can sell; but the truth goes deeper than that. Foreign competitors can usually get square by imposing tariffs of their own. The real evil lies at home; when American consumers, for instance, pay more for American steel and American beef than the English pay for American steel and American beef, after ocean freight has been added to transportation. Right cheerfully we'll seek it to the Argentine corn growers who can lay their corn on the Atlantic coast at one-third of the shipping cost imposed on the western corn grower—so long as we know that we are not suffering an extra gouge on corn so that the western growers may compete with the Argentine in European markets. We don't say that anything of the kind is likely to take place. We simply illustrate a general principle.