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DISCIPLINE SIMS

DISPATCHES today indicate that Rear Admiral Sims fails completely to see the blunder he made in denouncing the American pro-Irish in his recent speech. "I see nothing un-American in the he said, in commenting upon Secretary Deals's query sent following Senator McCornnek's

The remark shows that the Admiral has sense of his official responsibility. It American. It was wholly a matter of taste, tact and etiquette.

This is not the first time that this Canadian-born naval officer has allowed his tongue too free rein, nor yet the first time that he has been accused of being more British than the British on the Irish ques-

Secretary Denhy's "amazement" was fully justified because, even granting the Admiral's right to hold the views he does, he evidently forgot in expressing them the weight and significance that would attack to them by reason of his official position. He should be promptly and vigorously reprimanded in a way that would preclude the likelihood of his repeating his offense.

BRIDGE IN SECOND STAGE

THE submission to the Bridge Commission today of an authoritative report on the character of the structure and the advantages of a site tentatively determined by experts marks the completion of the initial stage in the progress of an inspiring public under-

The recommendations are, of course, subject to change, but with the outlining of a definite plan the public will be materially aided in its consideration of the enterprise. *Until now discussion of the bridge site question has been somewhat confused. While partisaus have spoken on behalf of Arch and Spring Garden streets and Washington Square respectively for the location of the Pennsylvania end, crystallization of the question has waited upon the formal word accredited experts.

With the report in hand the matter will begin to assume a professional aspect. The public hearings that are planned will promote a full expression of opinion. In advancing so important an enterprise this procedure is healthy, provided, of course, that it does not degenerate into mere obstructionism

It is well to bear in mind that the com mission has performed its preliminary task with commendable celerity. This example of progress is worth imitating by all citizens who desire that the long-needed physical link between two great States be established with a minimum of delay.

WHERE FLOODS ARE COMMON

THAT men have built towns at the feet of volcanoes and have continued to build them there in spite of succeeding disasters though one is prompted to pay homage to their pertinacity.

Similar criticism may be levied at and similar homage may be paid to those who are in danger from flood; and this is par ticularly the case where flowls are fre-

The disaster in Pueblo is overwhelming. but the property damage done year in and year out is no greater than that wrought by the Ohio. The difference is that floods in the Ohio Valley have become a commonice and they only rarely result in lose

River towns in West Virginia and Ohio take their floods in the spring and fall pretty much as a matter of course. The stage of water at Pittsburgh and Wheeling gives them warning of what is going to happen with ample time to remove their goods to higher levels. Then they rest with composure if not with content until the flood has reached its crest and begins to recede After that their work begins, for the water indoors must be agitated so that it will carry away the most it contains. Regular. ring or fall housecleaning follows. Stores e fixed anew, buildings are given a cont of paint; and as a result, the river towns are invariably fresh and new looking

No man needs to do much thinking to find remedy. The trouble is that he would have to be a Crossus or a Caesar to put if into effect.

The remedy might be the construction of rees. Pittsburgh has such levers in the alghborhood of its steel mills; hoge banks d slag, both on the Alleghene and the Manongahels. The drawback is that this propenalty elsewhere. The towlands have added surdens because of the pent-up streams where levees exist.

The Government already has rights in all navigable streams. An autocratic government might extend those rights from hill to hill and forbid habitations on its property. The land could still be cultivated with profit by those who wished to lease it. Factories and mills could still be built and be made comparatively flood proof. And the unused and could be turned into parks that would little the worse for occasional floods. ith riverside roads at least 100 per cent better than those that now exist.

Yes, indeed! It could be easily done by a benevolent despot with the purse of Fortunatus. The curious thing is that a familiar demon with ability to do the work may be already with us; a demon who runs on

If there had been automobiles and motor trucks when the towns were born the said cowns would not be an the Ohio ten months the year and two months in the Ohio; ey would be on plateaus among the foot Ills, and the lowlands would have remained cultivation save where mills were needed. Being where they are, they will remain y some time at least. But be sure that ture business will observe the rule ob-

served by inhabitants in times of danger and stress: It will take to the hills. And by that time, it may be, the mountains at the headstreams of the Allegheny and Monongahela will be clad with verdure

once more, the snows will not melt so rap-

idly and floods will become far more infre-

POLITICAL POWER GOES TO THOSE WHO TAKE IT

quent than they are today.

If the Women Expect to Be Influential In Party Management They Must Prove That It Is Not Safe to Ignore Them

No one familiar with capabilities of the sex will deny that women can do anything in politics which they set their minds to do

That their achievements in engineering. in medicine, in art and in literature, as well as in politics, have not equaled those of men is not necessarily due to their incapacity.

They have been so busy with other matters that they have not given their attention to those things with which men have been seriously concerned for centuries.

The ratification of the equal-suffrage amendment to the Federal Constitution is a challenge to their political capacity. Although they have had the vote in several States for many years, the inducement to show what they could do nationally has been lacking beenuse of the disfranchisement of women in the other States.

The amendment was ratified too late for the women to be taken wholly into the councils of the political managers in the last presidential campaign. The Democrats. however, gave them honorary places on their National Committee and permitted them to take part in the National Convention. The Republicans did not go so far, but they had an advisory committee of women

Plans are now under way to admit women on an equal footing with men in the political mmittees. The Republican National Committee, now in session in Washington, is about to open the door to them. They are to be prepared for co-operation in national polities by training in local and State polities, for the Republican City Committee has just appointed a sub-committee to co-operate with the Republican State Committee in securing recognition for the women. The State Committee, which is to meet on June 18, is expected to make arrangements for the election of women members next year.

It will be a mistake to assume that women will be put on the political committees merely because they are women. They will sit there because they will have demonstrated their capacity for leadership or their willjugness to take orders.

Political parties are managed by political leaders. The word leader implies followers. A man seeking political power begins by organizing the voters in his district. He proves his ability to deliver a certain number of votes on election day. Then he makes combinations with other little organizers and demands recognition. He becomes a member of his ward committee and then of his cits committee and then of his State committee, and if he is hig enough he may become a member of the national committee.

There are ten-horsepower politicians and forty horsepower and five hundred-horsepower politicians. The influence of each of them never exceeds his horsepower; or, to put it in another way, it never exceeds his ability to swing votes either directly or through his lieutenants.

While the political leaders regard it as expedient at the present time to admit the women to the party councils, this condition will not always exist. When the womah voter has ceased to be a novelty she will have to force her way into positions of power by the methods used by men. She must develop her enpacities for leadership and she must fight her way to the top, not necessarily in competition with men, but certainly in competition with other women. Unless she does this she will be virtually

When matters have adjusted themselves and when the men have discovered exactly what concentrated power there is in the woman vote, the women leaders will get little more.

Their far sighted leaders are aware of this fact. This is why they have organized their voters' lengues and why they are seeking to keep alive the spirit of the organiza tion which waged the successful fight for the ballot. They labor under no illusions. and they know that when a political fight gets hot little can be expected from the gallantry of the men hungry for power. They expect to meet the men on their own ground and to fight them with their own weapons-

that is, by the organized voting strength. The women have a long way to go, for they are not yet voting in large numbers.

In this State, although they had the franthise, last year the total vote, male and female, was only twenty-one out of every 100 of the population. It is ordinarily reckoned that there is one adult male of voting age out of every five of the population, or about as many eligible male voters as the total male and female vote in this State in the presidential election last year.

There are only two States, Delaware and Indiana, to which the voting strength at the polls last year exceeded forty out of every 100 of the population. In New York it was only thirty-three, in New Jersey twenty-nine, and in Texas, Louisiana, Georgia, Mississippi and South Carolina it was less than ten.

The women have an opportunity to bring idealism into politics and to organize to secure economy and efficiency in government and to force the men to pay less attention to spoils and more to public service. This really what they are dreaming of doing Many of us have enough confidence in the incerity of purpose of the mass of votors, male and female alike, to believe that the women will not be compelled to admit that it is only a dream.

A MEXICAN POLICY AT LAST

STRAIGHTFORWARD and forceful in the now familiar Hughes manner is the statement of the Secretary of State regarding Mexican relations.

The negotiations started by George T. Summerlin, American Charge d'Affaires in the Mexican capital, have not been made public in full detail, but enough is known of their character to establish the exceedingly welcome fact that the Administration has formulated a definite and intelligent

While void of belligerency, this program s firm in its adherence to a principle without which no enduring structure of amity between the two republics can be reared. The question refers directly to the meaning of the retroactive clauses of the Carranza constitution of 1917, which appear to copardize American property rights in Mexico secured before that date.

Mr. Hughes is anxious to know precisely how the Obregon Government proposes to interpret that legislation. The query does not in the least reflect upon the authority of the Mexican Government to enact what laws t pleases concerning future property acquisitions and titles in the neighbor republic.

or to impose what restrictions it sees fit. If the point in dispute is satisfactorily deared up, the Hughes plan embraces the negotiation of a treaty beneficial to both nations, and this will, of course, automatically guarantee recognition of the Obregor

Government. Although the Mexican problem is still complicated, it is a relief to note the sim-

plification of its essentials. The sole obstacle to a friendly settlement today seems to be an ultra-literal interpretation of the confiscatory clauses of a constitution im-periously established by a discredited and now deceased dictator.

BROADENING COAL PROBLEM

THE frankness of Secretary Fall is hardly calculated to soothe the feelings of representative figures in the coal industry who have been attending an important conference in Washington under the auspices of the Department of the Interior.

Government interference receives, of course, its conventional share of blame. The coal men, echoing the pleas of a onetime rebellious group of American Commonwealths, ask to be let alone. The Frelinghuysen bill, providing for the publication of coal industry statistics through the Department of Commerce, is regarded as particularly obnoxious.

It is as easy to understand the nature of these sentiments as it is difficult to sweep away facts and tendencies by angry commentary. "Sooner or later." declared Mr. Fall, "you must find yourselves in co-operation

or competition with the Government." The warping grows in significance proportionately as the Alaskan railway nears mpletion

The mileage now in Government operation is about 400 out of a projected total of 471. The resources of the Nenana coal fields alone, tapped by the line from Fairbanks.

are estimated at 150,000,000,000 tons. While it is true that, owing to transportation drawbacks, the yield has been comparatively small, the time is rapidly approaching when the mines of the Matanuska and Nepana districts must seriously be reckaned with in any survey of coal conditions. The Government will soon be in a position either to operate the mines on its own account or to lease them on such terms as will materially affect coal production and prices elsewhere

The prospect is not fantastic, and it may be conceded that Secretary Fall's warning was not unconnected with a view of Alaskan possibilities. While it is inconceivable that fuel for the Atlantic seaboard will ever be carried from the far northwestern territory. transport improvements should render the task of shipment to the Pacific. Western and some of the Southern States comparatively Such changes could not be accomplished without materially altering the entire coal industry, which, like any other, has no enduring monopoly of inflexibility. The contest in which the coal men find

themselves involved will eventually be shifted to Congress, when the Frelinghuysen bill is dehated. But that measure is only one aspect of a vast and complicated problem. Co-operation is the only sensible procedure in working out a situation in which both *ides hold powerful assets.

The peculiarly interesting feature of the case is that the Government's bargaining material is increasing at a rate which seems to have been rather insufficiently appreciated.

RICKARDS' APPOINTMENT

THE appointment by the President of George C. Rickards, of Oil City, as chief of the Milltia Bureau of the War Department will be gratifying to every militiaman throughout the United States. Mr. Rickards has served in the National

Guard for forty-four years. He was gradnated from it into the regular army during the Great Wor. If the relations between the army and the volunteer militia are to be arranged on a satisfactory basis it is important that the man in charge of the work should be familiar with the spirit and temper of the organized militia. It would have been difficult for the President to find a man better qualified in this respect than Mr.

The appointment is politically interesting as a recognition by the President of the validity of a recommendation by Governor Sproul. The Governor backed Mr. Rickards from the beginning. The final appointment is doubtless the fruit of his recent trip to Washington to see the President, which was followed by his announcement that Senator Knox would probably be re-elected next year without serious opposition.

Virtue a Necessity which New York fire underwriters promised to be good when the Lockwood Committee got after them might serve as an object lesson against "further governmental interference.

The oldest home brew is trouble.

Separor Fall appears to have "crowned"

All that a Southern Republican delegate wants is to be let alone.

Lloyd George's doctor has done what his enemies couldn't: made him promise to

A recent Coroner's case demonstrates that Death sometimes swaps his white horse

The man who said "What's the Con-stitution among friends?" must have had prohibition in mind.

The regularity with which colleges year after year ban hazing speaks much for the virility of the custom.

Though a dollar is being treated now-adays with a little more respect in a grocery store, it is not yet putting on any lug-

The Republican National Committee questionnaire may be more far-reaching in effects than that made fargons by Mr.

The per capita circulation is \$1.99 less this year than last. Sounds as though this be due to the last bargain the wife Chicago is to be congratulated on the

sand it has shown; and on the cheerfulness with which she dropped it into Thompson's political -machine.

If Dr. Butler, president of Columbia, doesn't know what to talk about when he goes to the Imperial Conference, it won't be because a lot of obliging newspaper editors failed to give him enough tips.

A Boston expert says that married men employed in industrial plants are less de-pendable than single men. This is contrary to general belief and experience, but per-haps the Boston man asserts himself by loating every time his wife gives him beans.

Now that the United States military

government is to be withdrawn from the Dominican Republic, a good many Americans will learn for the first time that a United States military government had, as

were, been sojourning in the Dominican The concrete is invariably distressing. Those who go down to the sea in ships lose esthetic interest in North Atlantic leebergs after their vessel has bunned into one. During the last few days we have received aports of the beautiful scintillating color focts of the massive travelers from the Poles. But the more recent report of a ship in distress because of one of them causes one to forget their beauty and to think only of the terror they inspire and

the damage they do.

CANAL AND RAILROAD

Few Relics of the Canalboat Era in Existence-Old Boatmen Passing Away-A Matter of \$26 Fare, Philadelphia to Pittsburgh

By GEORGE NOX McCAIN "AS I went up to Pottstown on the Penn-sylvania Railroad I noticed a number of canalboat hulks rotting away in the bends of the old Schuylkill Canal." said an observing friend yesterday.

"It seems remarkably strange that our Eastern historical societies have never made any strenuous effects—at least none that I've ever heard of to preserve memorials this era of our early transportation. he continued. "One of the most interesting events that

I recall was an old canalbeatmen's picnic thirty-odd years ago. It was held out at or near Apollo, on the Kiskiminetas River.

"There were a couple of dozen of old canalboat captains present, survivors of the day when canals were highways of commerce. "The picnickers were largely the children and grandchildren of these veterans.

"Most attractive of all, though, were the

models of canalboats, barges and packets-passenger boats—that were exhibited. "They were duplicates in miniature of the craft that were horse-drawn along the canals of Western Pennsylvania.
"I've never seen or heard of such a thing

in Eastern Pennsylvania. Anyhow, it would be too late for such an affair. About all the old canalboatmen have passed away.
"What astonishes me is that some effort has not been systematically made to get these miniature replicas of the carly canalboats and preserve them in museums and

historical society buildings.

"They were made by the beatmen themselves; just as the Bedford and Salem sailors used to make tiny duplicates of the whaling vessels and clipper ships of seventy-five The Pennsylvania Historical Society and

the Carnegie Institution in Pittsburgh could I have no doubt, secure from their de-scendants along the Allegheny and Kiski-minetas these beautifully fabricated boats, perfect as the originals in every detail."

My friend is correct. The canalboat and towpath era of our Eastern States is most indifferently represented both in history and

GTTHE principal business of railroad traffic I managers and experts is to discourage ways to place obstacles in the way of legitimate travelers. "Then they howl about bad business.

They rip and tear and rush around Washington demanding this and that, when the trouble lies right within their own office "I'm beginning to think that railroading in its financial aspects is just a plain, ordi nary blundering business, and that half the railroad executives have a lot less acumen

and common sense than they are credited Thus he spake; and thus he continued to

"T'S no wonder traffic has fallen off and A the railroads are losing money when it costs \$25.68 to go from Philadelphia to Pittsburgh, People will not travel. He was a prominent business man of Philadelphia, with connections in four

States; prominent, too, in his line.

He is likewise president of a corporation whose freight traffic with the various transportation companies climbs into the thousands annually

I confessed surprise at his very emphatic statement. I suggested the possibility of a mistake in his arithmetical calculations. "Nothing doing in that line of argument." he interjected brusquely. "I've got the doc-

"I've gone up and down the line with the railroad officials and their underlings on this question. It's a fact; \$25.68 from Philadelphia to Pittsburgh." "Did you have any special accommoda-tions? Are you like the fellow who goes into barber shop, gets a hair cut, shampoo,

facial and scalp massage, hair singeing, tonics and perfumes, and then yells about the outrageous cost of a shave?" usual, I took a section instead of a single herth in the sleeper. And it cost me \$25.68?" he vociferated. "Think of it!"

I declined to think to order. Here are the Railroad people and travelers are the ones the should indulge in an orgy of thinking. That's their business under the circum-

STT WAS on a Tuesday night that I A started to Pittsburgh. I got my berth, lower, and paid the clerk \$2.50 for it. a lower, and paid the clerk \$2.50 for it, with \$1.25 additional which the railroad puts on as a surcharge. That made \$3.75.

"Then I decided that I wanted a section, so I purchased the upper berth. That set me back \$3 more—\$2 for the berth and \$1 surcharge, which goes into the company's pocket; \$3 in all. Remember that sur

'And yet." said my trate peripatetic friend, "the railroad people say this is the only time they have ever broke even on this Pullman business. They tell me, despite their Delmonico dining-car charges, that they've been losing money steadily on their

they've been losing money steadily on their dining car service.

"That \$6.75 for the sleeping car section was my only luxury. Believe me, I paid well for my self-indulgence, though.
"I have a milenge book. When I got to Pittsburgh, and while at breakfast, I looked at it and was astonished to find that \$18.65 had been taken out for my fare.

"Over I went to the ticket agent in the Union Station. 'How much is the fare from Philadelphia to Pittsburgh?' I asked.
"Same as the fare from Pittsburgh to Philadelphia, was his breezy and non-chalant reply. 'And how much is that?' I inquired meekly. ... 'It'll cost you \$12.62,' says he.

WHEN I get back to Philadelphia I went up to the office where they sit in judg-ment on theket troubles and kickers. You charged me \$18.93 fare to Pitts-burgh from Philadelphia, I said; took it from me while I was a sleep in my berth.
"I was all her up and ready to fight," he

" 'Some mistake,' said the young chap in charge. 'The fare to Pittsburgh is \$12.62 minus the war tax.
"Well, to cut the stary short, he took my mutilated mileage book and promised to refund the excess. Then he had a sudden

fund the exercise then he had a sudden influx of iden.

"This you have a section in the sleeper?"
he asked, 'for if you did, that will account for the overcharge.

"Yes, I had a section, and I paid \$4.50 for it; and I paid \$2.25 in addition to the object of the country for the property of the paid and appropriate for the paid and a sudden influence of the paid as a sudden influence of the paid as a sudden influence of the paid and a s railroad company for the privilege of having

a section. . You see, interposed the young chap. "You see, interposed the young chap, the railroad collects hulf a fare more for the use of a section."
"But say, I had already paid your railroad company for the berths, also an additional \$2.25 for their share of the deal, and now you take \$6.75 more from me—for what?"

what?"
"You better go ask the passenger traffic manager," was his reply.
"I just run around in circles trying to get to the bottom of that job," exclaimed the get to the north of the large of the parter they told me the Interstate Commerce Commis-

'I immediately sat down and wrote a letter to E. E. Clark, chairman of the commission, whom I know, asking him if his board authorized robbery.
"He basn't replied, and his been two

Return of an Old Stand-By

The "two-hit" piece came back into its own here Monday morning when the largest restaurant in the city announced ham and eggs back at the old pre war price. Other price cuts that attracted the hungry at the "two bit" price were beef and gravy and pork chops. The prices for all these have



PHWEET-T-T!

NOW MY IDEA IS THIS

Daily Talks With Thinking Philadelphians on Subjects They Know Best

MRS. MARY VAN METER GRICE On the Home and School League HERE is a growing feeling that home

And school leagues must sooner or later become a part of the work of the school, directed by trained workers," says Mrs. Mary Van Meter Grice, founder of the league movement in this city.

"Fifteen years ago I organized the first Home and School League, and its growth was astounding," she added. "In one year we raised more than \$17,000 through the school communities, and the money right back into the school building, buying pinnos here, starting a library there and placing attractive pictures in the school

"The Home and School Associations grew out of an awakened sense on the part those in the home that the years given to the education of the child in the school were not producing results commensurate with the needs of adult life.

Must Mold Child at Home

"At the same time, the school realized that the few hours given it each day could not be used in such manner as would compete with the influence of the forces playing ipon the child, molding his body, mind and spirit, during the much longer daily period

when he was not in school.
"Wherever the movement has proved success it has sprung into being through a simultaneous reaching out of the homes of a neighborhood and the school of the com-Many experiments have been tried in the working out of social influence through home and school associations, and there is ow a growing feeling that to be permanent hey must become a part of the work of the

school, directed by its trained workers.

"The financial problem of such progressive work would solve itself were the people given There is now a partial use of school buildings in Philadelphia, but it is very slight been compared with the real need. And that need, in the large, is to arouse the people of the city to an intelligent interest in the great school system functioning in their midst,

Would Harmonize Forces

The purpose of the Home and School cague is to bring about harmony and unity be building of a citizen of the Republic. In what better place could these forces meet than in the building the very name of which

'In Fourth of July orations and other oratorical flights of public speakers we hear a great deal of the keynote of democracy eing the working together of the people and the institutions of the State created by them. This is not something that can be forced on community; rather it is the calling together of that group and its stimulation to an expression of those activities that will result in the betterment of the neighborhood men-

tally, morally and spiritually.
"This note of co-operative interest was struck again and again the other evening at the dinner given by the allied associations of oublic school employes. It was rung out atth force by the State superintendent, and wheel again and again by the city superin-tendent. It was voiced by every man and woman who followed on the program.

public opinion-the people must take a eeper interest in their schools,' my mind islaned the tightly closed school-houses all over the city, the thousands of men and women who, having passed through the pubhe schools and who were now sending their children through the schools, still remain indifferent. They know nothing of the almost inlimited possibilities of education in its real sense, what it might mean as a civie

asset. "One of our deep religious thinkers has

Cupid at the Crossing

WHEN people see a traffic cop His mastership full well they know, And when he bids them stop, they stop, sion gave them authority to practice this And when he bids them go, they go.

> Ah, who can hope to circumvent So great an autocrat as this? Well, if he's young, with life content.

She'll tangle up his eyes with hers; She'll the him up with half a smile; She'll hundle him with case, good sirs.

And those who must his whimsies bear May put their ire on ice, poor fools.
When Cupid's at the crossing—'Ware!
For Youth disdains all traffic rules.
G. A. said it seems as though God was not going

many rather than the vision and high resolve of the one that would lend to success. . "This may be so. We have waited long in Philadelphia for a Moses to lead us out of the wilderness into the promised land of education. Mayhap, in the search for the outstanding person, we have missed the po-tential power and energy that make for progress in some group near at hand."

to work through leaders any more, but in

stead He was working through groups; that in the future it would be the action of the

HUMANISMS

By WILLIAM ATHERTON DU PUY BACK in 1907 Senator Knox, then Secrewas making a tour through Latin America and had progressed as far as Guatemala. There a demonstration was put on and he drove with much acclaim through the streets scated beside President Estrada Cabrero, who is just now languishing in prison, following the overthrow of his Government.

They had reached the very heart of the city, where the throng was thickest, when the President turned to Mr. Knox and said: "I am enjoying this very much, Mr. Sec retary. You may not know that this is the first time I have driven down the streets of my capital for many months. It has not been safe for me to do so.

"Well, Mr. President," said the Secretary of State somewhat nervously, "do not allow me to cause you to endanger your "Not at all," was the reply. "The fact

that you are by my side is the best insurance I could possibly have." But Mr. Knox admits that he would prefer driving in Rock Creek Park in Washington. When Woodrow Wilson first ran for the presidency in 1912 he was a poor man and there was a certain steel gray suit

that came near composing the whole of his He was, therefore, face to face with an emergency when, one morning on his train out in Colorado, the trousers to his suit could not be found.

He breakfasted in a bathrobe and the two Pullmans which his party occupied were searched without results. He was to speak at Puchto at 10 and that hour was approaching. At the very last moment the porter appeared proudly with the trousers. He had found them under the mattress in the berth of the traveling passenger agent who had

charge of the party. So was a situation developed in which it became necessary that two newspaper correspondents on the train, who sat in Mr. Wilson's classes at Princeton, should con fess that they had perpetrated this prank just to show that they no longer feared

The other passengers in the elevator at the Capitol instinctively looked a second time at the man with the heavy chestnut hair, the big brown eyes, the Charles B. Hanford features. If he is not a matinee idol, they said, some impresario is overlooking good material. "New suit, ch, Schator?" the man next

him remarked inquiringly. den't you think, for 823? You must know that I have a system. I buy all my clothes at the end of the season. This suit is intended for next winter, but I am initiating it. It costs about half as much-

Their voices died away as they entered the Senate chamber. But had you asked the doorman the identity of this handsome and economical young member of the upper House he would have told you that he was Park Trammell, of Florida, and that he had the reputation of being one of the best-dressed men in Congress.

Consistent

From the Columbus Disput h. Those who criticized us for being slow in getting into the war will please observe that we have not indulged in any wild hurry to

Can't Be Done Any More? From the Boston Transcript, When did the old proverb, "What man has done man can do," cease to apply to the running of railroads?

What Do You Know?

QUIZ

Name two Presidents of the United States who died on the same day.
 What is the official name of Italy?
 What is the size of a displacement ten

used in measuring ships? Who was Sucre? Who was Sucre?
 What is a cenobite?
 In what plays by Shakespeare does the character of Falstaff appear?
 What kind of an animal is a pangolin?

Who was Ixion in classical mythology?
Why was the celebrated Italian painter
whose name was Jacopo Robusti called

Tintoretto?

What is orography? Answers to Yesterday's Quiz Pueblo is the Spanish word for town. In America the word has come to be ap-plied particularly to a Spanish-American

can town or village or a settlement of semi-civilized Indians. The fastest day's run by an ocean liner was made by the steamship Maure-tania, in January tania in January, 1911, the distance traveled in one day being 676 knots. Marth Van Buren succeeded Andrew Jackson as President of the United

States. An impeyon is an East Indian pheasant with crested head and brilliant plum-

he Lincoln Highway is the longest memorial dedicated to an American in the United States.
6. The last nation to declare war on Germany was Honduras, on July 19, 1918.
7. The Zambezi River in Africa flows into

the Indian Ocean.

S. The poem "How Sleep the Brave" was written by William Collins, an English writer. His dates are 1721-1759.

Fitzsimmons, the pugilist, was a native of Cornwall, England.

 A runagate is a vagabond. The word is an antique form of renegade. A Mechanical Bull

from the Popular Mechanics Magazine. A school in a Madrid suburb is devoted to training young toreadors and matadors in the dangerous art. The apparatus used consists of a massive block of wood roughly shaped like the head and shoulders of a bull, equipped with real horns and mounted on pair of rubber-tired wire wheels. By means of a handlebar at the rear the instructor student, who must learn to avoid the menacing horns while making effective use of his lances.

There are said to be nearly half a million idle box-cars in this country. Why not convert them into flats and relieve the hous-

An Economic Suggestion

From the Boston Transcript.

be arrested for speeding.

The Immigrant Problem From the Boston Herald. The problem is to tell in advance whether given immigrant will shift from asset to

An Important Figure rom the Washington Star. Instead of being isolated, Uncle Sam finds himself almost the life of the party.

liability in our national balance sheet.

inm the Providence Journal. The Swiss glacier that has broken all records by moving six inches a day should

Lodge in 1918 the Springfield Republican.

Mr. Lodge himself is on record as saying August 23, 1918, "We seek only the safety of civilization." A Hopeful Sign From the Baltimore Sun.
Germany quarrels about that indemnit

FLOWERS IN TOWN

just as bitterly as though she intended to

I DID not know I loved the flowers The while I was at home. I never cared to soil my hands With digging in the loam.

With just a starveling tree, There's not a bit of earth about To feed its roots-or me. I'm raising pansies in a pot

But now the streets have shut me in

I pon my window-sill; we jonquil bulbs are in a cup That's cracked and like to spill.

I watch the lonely tree each day

For just a hint of green—Oh, every country girl in town
Can tell you what I mean!
—L. B., in New York Breaks