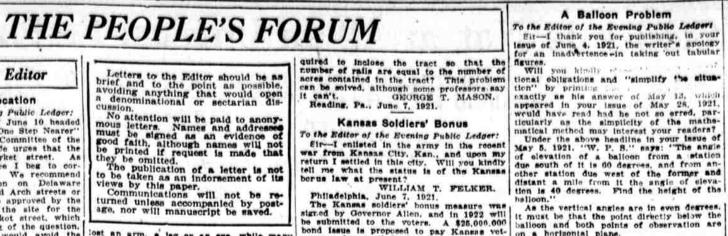
# EVENING PUBLIC LEDGER-PHILADELPHIA, MONDAY, JUNE 13, 1921

Poem Wanted and Supplied

Philadelphia, June 7, 1921.

W. L. S.



Br-In your editorial of June 10 headed "The Delaware Bridge Is One Step Nearer" of state that the Bridge Committee of the bridge should be at Market street. As chairman of the committee I beg to cor-rect this misapprehension. We recommend that some proper location on Delaware whue between Market and Arch streets or new beyond, that would be approved by the engineers, be selected as the site for the large head and not at Market street, which hear head and not at Market street. ost an arm. a leg or an eye, while many tre insane,

er head and not at Markot street, which ther location would be out of the question. The two-way approach would avoid the censity for another bridge for some years some by accommodating the people south the congested streets as well as those of the congested streets as well as those we prominent cliggens, including a direc-Each day prominent citizens, including a direc-of the Pennsylvania Railroad Co. It arrived at after long, careful and nugh consideration of the subject. I

you be good enough to correct the that those interested in the mistake, so that those interested in the matter will fully understand the details of

GEORGE CUTHBERT GULLESPIE. Philadelphia, June 10, 1921.

### Necessity for Camp Training

Letters to the Editor

The Bridge Location

Editor of the Evening Public Ledger:

-In your editorial of June 10 headed

to the Editor of the Evening Public Ledger: BIT-Your editorial of yesterday on "The Hizens' Camps" should prompt all of us consider the question in a fundamental ay. What is the object of these camps? to consider the the object of these camps? The primary object is to have a citizenry ready for the emergencies of war. But there is not a requirement, except the brutality meident to war, which is not needed in peace, and also in war outside of the battle ines. These requirements are health, endurance, militative, self-reliance, resourcefulness. They are qualities the possession of which by the prople as a whole means mational greatness. They are qualities not to be developed in an effective way in adult life. They can and mould be developed for all in youth. The physical training department of the prime an opportunity to give training in the upper grammar grades and the high schools. It has no place for such work. It has no fund to cover the expense. It should at means by the conduct the work promerly. Such work makes it possible to teach

to enable it to conduct the work property. Such work makes it possible to teach amp sanitation, fire building, the collection and preparation of fuel, out-door cooking; living together in groups; in short, almost all that one needs to know and cannot get

valuable information and enlighten them as to why we have prohibition, and also study up the rejections at the time the draft was made for the boys to go to war. That is why Congress passed the prohibition law so quickly. They had convincing facts. The following few words cover my argument fully as to why I am in favor of prohibition, How can brewerles, and distilleries thrive wion man frained and markality too mach Contrast such work with the weeks of Contrast such work with the weeks of juness and dissipation of energy which prevail during the summer vacation. Con-trast the value of such work in youth as arainst its values later. Its absence in youth means that many cannot enter into it in adult life. They are added to the sad group of ineffectives. The late war slowed us that the size of this group is so large as to be alarming to a thinking people. The first step for us to take is to make it possible for our thousands of boys to have the experience and benefits of camp life. They will find it helpful in later life whatever they do. Without it many will be when man respects his mentality too mich to abuse it with drink?

CHARLES FLEIG. Philadelphia, June 7, 1921.

THOMAS R. WESTERVELT. Philadelphia, June 9, 1921.

The Why of Prohibition To the Editor of the Evening Public Ledger: Sir-I read in your paper every day ar-suments for and against prohibition. If those who are against prohibition would read

up insurance statistics they would get some valuable information and enlighten them as

The Mother-In-Law To the Editor of the Evening Public Ladger: iffs. They will find it helpful in later life whatever they do. Without it many will be able to do but liftle. The time to train is when training counts. This is primarily in the formative period of life. I advocate a full opportunity for camp life for the boys and girls of the div. The parks can be used to some extend. Out-side areas should be acquired. Give the Sir-A man or woman who does not honor

SIT-A man or woman who does not honor a mother is considered a monster. No one would be tolerated who would hold up to ridicule his mother. Tet we will get up and tell jokes about a mother-in-law. It is alr old standing "gibe" this fling at the mother-in-law," and brings a laugh. Who is this mother-in-law? Ian't she this smart man's wife's mother? How would this cute Aleck like to have his wife make fun of his own respected mother, his own loved (?) wife's mother-in-law? Is not every man who perpetuates that slimy old joke about his mother-in-iaw in reality holding up for laughter, succers and jeers his own mother? Such a man should be hooted from the stage instead of applauded. These mother-in-law bloces ought to be buried in a muck-theap where they belong. They are a slur on every mother in the world. They are not only humiliating, but low-down, con-temptuous and brutal. ide areas should be acquired. Give the young people this opportunity and they will be better fitted for their life work. If it has to be war they will be ready. If it is for the duties of citizenship in peace they will be ready. It is their right in any event. It is our duty to see that they get it. EDWARD T. HARTMAN.

## A Pertinent Comment

Philadelphia, June 8, 1921.

To the Editor of the Evening Public Ledger: Sir-When the United States held off as temptuous and brutal.

bir-when the United States held of an irrg as it could and only entered the war because it had to it should not be offended because its Ambassador does not put it on a pedestal and say that it entered the war for the cause of humanity. Colonel Harvey is right. WILLIAM T. JORDAN. Philadelphia, June 7. 1021.

Deplores Cut in Wages To the Editor of the Evening Public Ledger: Sir-1 am one of that large army of of ice for which I pay him. Is there no way that I can find out whether I am being whom the the middle class, on

A Balloon Problem To the Editor of the Evening Public Ledgert

you kirolly at any th To the Editor of the Evening Public Ledger: Sir-Will you kindly print the words of the old sons called "The Good Old Home" or "The Cotton Fields"? Here are a few

of the words: of the words: "The dear old friends have passed and gone: I sigh for them in vain; I long to see the dotton fields And the dear old home again."





for ROTTERDAM

U. S. S. B. S. S. Western Hope Expected to Sail June 15

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Broad & Green Sts. Broad & Carpenter Sts.

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28th & Passyunk Ave.

52nd & Lancaster Ave.

21st & Reed Sts.

1920 Market St.

2023 Market St.

125 Arch St.

245 N. 30th St.

40th and Walnut Sts.

## J. C. MARTIN. Philadelphia, June 7, 1921. **Questions** Answered

Weighing Ice at Home

To the Editor of the Evening Public Ledger: Sir-I am of the opinion that my iceman does not give me nearly the proper weight

workers of the middle class, on whom the high cost of living and the proposed cut in warges fail the heaviest. My daughter works for one of the railroads, which proposes a cut of \$0.50 a week in her salary. Our rent, which at one time was \$25, is now \$00, and there is no sign of reduction comins. Gas and food have not gene down, but, on the contrary, must is higher this week than last. Shees that will wear continue from \$12 up. It is quite impossible for us at the present time to indulge in such luxuries as denties and doctors, as the needs may be. What can one possibly do if our wages are reduced? The situation is full of heartbeats for earnest worksers. Would it not be rather more fair for the railroads and other cor-portions to us all other energies to see that the prise of living is reduced? MUDOW.

A WIDOW. Philadelphia, June 8, 1921.

## Have We Forgotten So Soon?

Str-Eeing a reader of the People's Fo-rum, permit me to present the following problem for solution: A gentleman owns a level tract of land in the shape of a perfect square containing a certain number of acres. He proposes to To the Editor of the Evening Public Ledger: Bir-There has been a marked change in the atmosphere since the boys marched sway so proudly back in 1917 to do their share toward uphelding our flag and coun-try. Most of them are back now. Some are sleeping in Flanders Field; some have To the Editor of the Evening Public Ledger:



# **Atlantic Service Stat**

GASOLINE

Puts Pep in Your Motor

| all the second   |  | 20-Potomae (159).<br>Naples and Genoa   | Annough i analha  | 10         |
|--|--|---|---|------------|
| Carlos Carlos Carlos                                     | Broad and                                  | From New Lora   | Canal   |            |
|  | Lycoming Ste,                              | hontas (189).<br>Plymouth, Cherbourg and Bremen<br>From New York  | Calling at Havana,  | 2          |
|  |  | June 22-July 23-August 24-September<br>29-America (159).<br>July 30-August 27-September 24-<br>George Washington (159). | Nicaragua, Salvador,<br>Guatemala,  |            |
|  |  | George Washington (159).<br>SOUTH AMERICA<br>Bio de Janeiro, Montevideo and Buenos Atres                                | Mexico, Los Angeles Harbor  |            |
| THE ATLANTIC PERINING CO                                 |  | From New York   | and San Francisco<br>Rates on Application at All  |            |
|  |  | June 8-Acolus (91).<br>June 29-Martha Washington (91).  | Tourist Agents or   |            |
|  |  | FAR FAST<br>Honolulu, Yokohama, Kobe, Shanghal, Ma-<br>nila, Hongkong   | Pacific Mail  |            |
|  |  | From San Francisco<br>July 23—Empire State (105),<br>August 6—Golden State (105).                                       | Steamship Co.   |            |
|  |  | Yokohama, Kobe, Shanghal, Hongkong, Ma-<br>nila Fram Scattle  | 400 Exchange Place<br>BALTIMORE   |            |
|  |  | June 18-Keystone State (106).<br>July 0-Silver State (106).<br>July 30-Wenatchee (106).                                 | 10 Hanover Square   |            |
|  | Lancaster Pike,<br>Ardmore                 | HAWAII, PHILIPPINES, EAST INDIA<br>Honolulu, Manila, Saigon, Singapore, Co-<br>lombo, Calcutta                          | NEW YORK  |            |
| 4.1  |  | From San Francisco<br>June 11-Wolverine State (105).<br>July 14-Granite State (105).                                    | VWHITE STAR   |            |
| Atlan  | tic Service Stations                       | A 101107 18-170010 21310 11001  | Celtte New York-Liverpool   |            |
| 1 xuan   | the bervice brations                       | COASTWISE AND HAWAII<br>Havana, Canal, Los Angeles, San Francisco<br>and Hawaiian Islands<br>From Baltimore             | Baltia July 9 Aug. 6 Sept. 3<br>Cedrio Verk Christian Suly 9 Aug. 6 Sept. 3   |            |
|  |  | June 11-Buckeyo State (80).<br>COASTWISE<br>Havana, Canal, Los Angeles, San Francisco                                   | Cedrio July 9 Aug. 6 Sept. 3<br>New York—Cherbourg—Southampton<br>Olympio July 9 Aug. 10 Aug. 10<br>Adriatic July 6 Aug. 3 Aug. 31<br>N. Y. and Boston—Azores—Liabon.<br>Gibraltar, Naples and Genos<br>Cancels | t i        |
|  | Atlantic Service Stations express the      | June 25-Empire State (105).   | Gibraltar, Naples and Genoa<br>Canople June 17 Aug. 9<br>Cratic   |            |
|  | highest type of service to the user of     | 80 Matson Navigation Co.<br>120 Market Street.  | Cretic<br>Cretic<br>*Also calls at Lichon<br>Philadelphia-Livernool<br>Haverford<br>July 9 Aug. 18 Sept. 17   |            |
|  | gasoline.                                  | San Francisco, Calif.<br>26 South Gay Street, Baltimore, Md.<br>91 Munson Steamship Line                                | AMERICAN LINE   |            |
|  | gasonne.                                   | at Wa'l Street, N. Y.<br>Tel. Bowling Green 3200,<br>105 Pacific Mail S. S. Co.   | N. Y., Plymouth, Cherbourg, Antwerp<br>Emand June 18 July 28 Aug. 27  |            |
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| ntic Service Stations in                                 | nience, they assure him clean, powerful,   | 106 The Admiral Line  | New York-Hamburg via Cherbourg<br>Mongolfa June 14 July 28<br>•Minnegabda June 30 Aug 11  |            |
| iladelphia and Vicinity                                  | uniform gasoline-served with the           | Tel. Bowling Green 5625.<br>L. C. Smith Bldg., Scattle, Wash.<br>159 U. S. Mall S. S. Co., Inc.                         | Manchuria July 14 Aug. 25<br>*Direct to Hamburg<br>N. Y., Hamburg, Libau, Dangig<br>Gothland (3d ease only) June 18   | ř.         |
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| ntown & Girard Aves.<br>Walnut Sts.                      | entitled; while air and water, or a place  | -taut - there   | PhiloHamburg-Libou & Danzig<br>Samland (Freight for Junzig only). July 15<br>"3d Class Paradisets for United States I the   |            |
| Ludlow Sts.<br>Reed Sts.                                 | to remove the stains of travel, are added  |   | ATLANTIC TRANSPORT LINE   | 1          |
| Baltimore Ave.<br>Jarket St.                             | conveniences he'll find there.             |   | HOLLAND-AMERICA LINE  | ŧ.         |
| Aarket St.<br>rch St.                                    | The Atlantic idea of service, as ex-       | Marine Despatch Line  | Phil delphin-Rotterdam<br>Zuiderdyk June 25   Schiedyk July 1<br>International Mercantile Marine Co.  | t -        |
| i Ave. & Westmoreland St.                                | pressed by these service stations, is car- | Los Angeles—San Francisco   | Zuiderdyk June 25 i Schiedyk July 1<br>International Mercantile Marine Co.<br>113 STEAMERS 1 250 000 TONS<br>Passenger Office, 1319 Walnut St., Phile.<br>Freight Office, 405-414 Bourse Bidg., Phile.          |            |
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| 14   |  | THE AND THE POPULAR ROUTE   |   | 10         |
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