EVENING PUBLIC LEDGER-PHILADELPHIA, THURSDAY, JULY 28, 1921

THE PEOPLE'S FORUM

Letters to the Editor

The Attitude of Young Women

The Attitude of Young Women To the Editor of the Evening Public Ledger: Bro-As a young matron I would like to have a word to say that may reach some one who will be benefited thereby. It seems to me that thims have been changed misht-liy in the last few years in the attitude of young women resarding marriage. When I was a young unmarried woman, which was not so many years also, it seems to me that the ideas of the stel were totally differ-ent from what they are today. We thought of marriage as a more or less sacred thins. to be entered into with great seriousness, and with the toought of making a home and rais-ing a family. Today all the young siris think about is setting a man who can show them and odd time. He must have money, and must have an automobile, and must be able to keep up a home for them in which they will not have to make any exertion them-sives.

will not not the second second

In a great measure parents are to blame In a creat measure parents are to blame for the present attitude of young women, for they seem to impress upon their daugh-ters the advisability of making a match with some young man of means, and never question whether love exists or not. In fact, there has never been a time when the de-siming mother has been more in evidence than during the last year. It is a pity that something cannot be done to bring about the old-fashioned conditions where love and not money always found the way. Philadelphia, July 19, 1921.

Philadelphia, July 19, 1921.

Questions "Mistake of Saving"

Questions "Missive of caving To the Editor of the Evening Public Ledger: Sim-The lotter discussing "The Mistake of Saving" presents a view which may be sorrect when applied in extreme individual cases, but which when applied to society as a whole fails down. From what may be called an economic standpoint, society pro-presses as the work necessary to the ful-filing of its daily requirements is trans-ferred from man labor to machine labor. This releases these men from other work, and the increased machine production sives more to the workers and raises our standard of living. Machinery costs a streat deal of men-and can only be put into use, to save the future work of a greater number of men, as a result of some people saving something. In a socialist State the Gov-rument might requisition the men to work in a the people, as a whole, would tem-orarily have to forgo the articles for mmediate consumption that these men would ave produced. To the Editor of the Evening Public Ledger:

have produced.

the individual the rewards for connt saving along sensible lines are great. the greatest motal force known. It is The is the screatest motal force known. It is one's duty to one's family to assure some-thing in case of an emergency. Saving provides for a comfortable old age and furnishes a fund of ready cash for any business opportunity. It is worth while in it the final analysis; but just as extremes are to be avoided in saving, and I really think that this is what the writer of the let-ter referred to had in mind and against which he wished to caution us. Philadelphia, July 18, 1621.

Philadelphia, July 18, 1621.

A Call for Aid

So the Editor of the Evening Public Ledger: Sir-I wish to add an appealing word to G. M. Grant's call for fair play for the meat packers, as given in last night's is-

me a little information regarding the much-talked-of Cape to Cairo Railroad. Letters to the Editor should be as brief and to the point as possible, avoiding anything, that would open a denominational or sectarian dis-Philadelphia, July 25, 1921.

Cussion. No attention will be paid to anony-mous letters. Names and addresses must be signed as an evidence of good faith, although names will not be printed if request is made that they be omitted. The publication of a letter is not to be taken as an indorsement of its views by this paper. Communications will not be re-turned unless accompanied by post-age, nor will manuscript be saved.

age, nor will manuscript be saved:
from Camden, N. J., encountered a rain itorm shortly after leaving the terminal.
We had only gong a few squares when rain with branches extending easily of the sense of the control is the remine in the center of the cont to avoid having the center of the cont to avoid having the control is of the sense of the cont to avoid having their clothing ruined, or become soaked. If was very noticeable to see those who did not rise from their section are portection. and it was quite a protection.
To the Editor of the Evening Public Ledger:
Solution to Problem
To the Editor of the Evening Public Ledger:
Sim-Some time ages the following problem in the avoid the section of the section and explores who did the section of the regulater, which is a bored through it to reduce its was indeed quite discusting. This lasted there would be no stops between contas after change in schedule. We the following forburne:
The doomed to disappointment, for we find that the train goes through without stops but we depart and arrive at the asme time it following for asile to be come of radius unity we have the following formulae:
The not equal to the strain of fast travel.
The domed to disappointment, for we find the the following formulae:
The not equal to the strain of fast travel.
The not equal to the strain of fast travel.
The distance. A COMMUTER.
Thiladelphia, July 20, 1921.
Lat Common Sense Rule
To the Editor of the Evening Public Ledger:
Lat Common Sense Rule
To the Editor of the Evening Public ledger:
Action of the Evening Public ledger:
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Action of the E

Let Common Sense Rule To the Editor of the Evening Public Ledger: To the Editor of the Evening Public Ledger: Sir—If a man rules entirely in the home, yr if a woman rules entirely, there will always be trouble, for peace and content-ment can never be under such a circum-stance. If this is a serious question in any home, why not let wife and husband try to strike a happy medium? Of course, there will always be domestic quarrels and disputes, and when these come into your disputes, and when these come into your home stop and take note of yourself. Are you selfah, mean or demineering? lost common sense rule at home. If you haven't this, you should get busy and get some. W. L. S Philadelphia, July 10 1921 Philadelphia, July 10, 1921,

The Street Lolterer To the Editor of the Evening Public Ledger: Sir-The street lotterer has returned to his old haunts and the public has again felt

his old haunts and the public has again felt his annoyance. Why does not the Director of Public Safety instruct the officers to remove them from their beats. It would be the beat thing that could happen to the young men, and it would be a great relief to those who are continually being annoyed. Every now and then we read of some woman or young lady taking the law in her own hands, but why should a personal effort be necessary when the city is prying men to keep order and protect the people? men to keep order and protect the

1-SPI times (1-x) sq. x three (2+x) mes 2, plus PI times (1-x sq.) times 2x-

times 2, plus PI times $(1-5\times 64)$ times 2. By ordinary algebra we finally set the equations: X cubed =1-4, X = cube root of 4 = 0.7987, whence the diameter of the hole is found to be 0.60031 of the diameter of the sphere equal to 4.8665 inches for S-inch sphere. This final formula applies, mutatis mu-tandis, for calculating holds of any rela-tive value. Thus If it were required to bore out 4 of the mass of the sphere formula becomes X cubed =1-4, X = cube root of 4 = 0.90856 and the diameter of the hole 3.84 inches. Merion, Pa., July 18, 1921. hole 3.84 inches. Merion, Pa., July 18, 1921.

Philadelphia, July 25, 1021. The Cape to Cairo Railroad is a trunk line under construction through the con-tinent of Africa, from Cairo and Alex-andria, Exput, to Cape Town. The project was first considered by Cecil Rhodes with a view of opening up the vast resources of the continent and was first undertaken as a private enterprise. The route, when com-pleted, will be 6000 miles in length, making it the longest continuous line in the world. In 1889 the first rails were laid at Kimber-ley, that town being already connected with Cape Town. When it is completed it will form the main artery of continental com-munication with branches extending east and west. No final estimation of the cost is possible. It was expected to be com-pleted about 1925 at the time the war broke out. "C. E. D."--Chief Justice Taft was a candidate for the Republican momination for the presidency when, in August. 1907. he started on his trip around the world.

S. H. Maher-The new wage scales for the coal industry will be negotiated this fall and will so into effect April 1922.

these values in the formulae we derive the equation:

STEAMSHIP NOTICES STEAMSHIP NOTICES neorporated 1891 **U. S. Shipping Board Steel Steamers Regular Freight Service** PHILADELPHIA to HAVANA (Arrangements have been made for quick discharge of cargo at Havana) For Source and Bates Apply EARN-LINE STEAMSHIP COMPANY, Agents Bullitt Building, Phila., Pa.

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"Belobed fellow trablers, in holdin' forth hasn't any special verse to say. De sermon will be berry short, and dis reah am ds text. Dat balf-way doin's aint no 'count, in dis

"The Seminole's Lament"

hair: I'll count o'er my kindred and think of the slain.

For the sword of the white man has swept

Tans Souce

W. S. L.

world or de nex." FOSTER T. CLARKE. Philadelphia, July 25, 1921.

To the Editor of the Evening Public Ledger: SIT-I am desirous of obtaining public Leager: SIT-I am desirous of obtaining the words complete of a short poem of which the fol-lowing is a fragment. I think these words commence the poem, but perhaps they end it: 'Til go to my tent and lie down in despair. I'll paint me with red and will sever my

"C. L. O."-There are more than 600 miles of subway and "L" track in New York City.

I think the poem was called "The Semi-ole's Lament." and that it appeared in ble's Lament." and that it appeared in theol readers of about 1850. G. D. L. Philadelphia, July 25, 1921.

Poems and Songs Desired Quoted by Senator Lodge

the Editor of the Evening Public Ledger: Probably Foss' "The Calf Path" Sir-Two or three years ago Senato: odge quoted some lines of poetry to show w England regarded her position among te nations and her absolute need to rely To the Editor of the Evening Public Ledger: SIT-I would like to find a poem about a wobbly street. The story is that the cows made a crocked path that developed into a wobbly street and then into a wobbly pon herself for safety. I will appr if you can give these lines. W. S. Philadelphia, July 25, 1921. oulevard. Philadelphia, July 25, 1921. G. L. R.

You no doubt refer to the lines quoted by Senator Lodge during a debate in the Senat-on the League of Nations. Senator Lodge said they were written by an eminent

"Tuskar Rock" To the Editor of the Evening Public Ledger.

Sir-Can any of your readers give me the words of an old chantey about Paul Jones? "On Tuskar Rock "On Tuskar Rock, On Tuskar Rock, Paul Jones the here of our sons The noble and the free." R. L. V.

Philadelphia, July 25, 1921. "No Half-Way Doin's"

To the Editor of the Evening Public Ledger: Sir-I should like the complete humorou rhyme, in which these lines occur:

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Wiss, upright, vs. lant, not a service band, You're neglecting business, and that's We are to judge of dameer which they four, right: English poet in 1806. The lines are part of a sonnet written in November. 1806, by William Wordsworth. "'Tis well from this day forward we shall

"Owed to the Sun' That in ourselves our safety must be To the Editor of the Evening Public Ledger: wrought; we must stand unpropped, or be laid Net by our own right hands it must be wrought; We must stand unpropped, or be laid Perhaps you may think you're having great That That

fur O dastard

dastard whom such foretaste does not cheer; We shall exult, if they who rule the land he men who hold its many blessings dear. We often fear you are going crasy.

MANN & DILKS

or which they do not understand."

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You need jacking up or you'll h

fight. Hove you no children and have you no That you cut capers at your time of life We suffer so much from humidity; So hot and sticky we ask for pity. For me if you send me a cooling brease Tou may go on and do just as you pleas Chi hoi you old sun, you son of a sual

JANE M. LT. Mahanoy City, Pa., July 19, 1021.

Mankind is sick of your darn sque

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esistence and ald not have much to vorty about. But, alast' we have been in error, and. Quixetic-like, we grasp our pen to pid a word of appeal for fair play and justice to this patient, silent suffering, which had been volceless but for the knightly pen Mr. Grant.

of Mr. Grant. I am setting nothing for this appeal, and, of course, Mr. Grant knows what it means to espotuse the cause of poor and defense-less victims of wrong and persecution with-out any pay, except, perhaps, the maley-elence and hate that the oppressors and evolutions deal out to him.

blence and hate that the oppressors and exploiters deal cut to him. Last night I boucht a pound and a half of befortaak for sixty cents. Being myself a lusty meri-ester, there was just enough for me after the bone, grintle and fat were removed (but not at the shap). I have taught my wife and children the superiority of a vegetable diet, so they did not par-take. I was at first indignant at payling a war price for meat, for had not my ware been subject to a second 15 per cent cut? But how hasty and unjust my indignation, which changed, be if said to my cr-dit, to bity, upon reading Mr. Grant's able defense of the packers on Page 5 of the Evaning Punic LEDDER, which I picked up to read before dignating the stack.

Printic Linduks, which I picked up to road before digreating the steak. Now, fellow workers, we must get to-gether to help these struggling, unfortu-nate fellows. We ought to do something for them. I do not see how we can pay more for meat and the hundred other food lines controlled by them, but we could stea our moral support. SANCHO PANZA.

Delanco, N. J., July 19, 1921.

Favors Manufactured Faces

To the Eliter of the Evening Public Ledger: To the Eliter of the Evening Public Leader: Sir-I would like to may a few words to John L. Polk. No doubt you are from Allentown, but let me say if the girls on Chestnut street don't suit you, why not take a walk on Broad street? The girls of Allen-town have nothing on the Unlindelphia firs, nor the Jersey girls either. As for the hand-salited done of Chestnut As for the hand-mainted dame of Chestnut Street, if you'll notice, it's better to have a

resp complexion of manufacture than to look like a paloface. I myself am a Phila-delphia girl, and I would stick up for Phila-delphia any time, even it they are make-up beauties. That's the only kind the men want nowadays. MISS E. H. Philadelphia, July 14, 1921.

Antiquated Rallroading

Antiquated Railroading To the Editor of the Evening Public Ledger: Bir-lis it possible that we are going back to the early days of railroading, when rail-road schedules were in effect only during clear westher? In other words, if it rained the trained discussion of the sense showed the privania Railroad is about to start a sched-ule of this kind, but it is also going to give the pairors a few free baths and have them bectrain-schedule into effect. We readily understand a great corporation like the Pennsylvania Railroad is à pioneer leader in most everything, and no doubt it will be in bringing about this radical change. This is brought about by the antiquated condition of the passenger cars now being in on its express trains between Atlantic City and Canden, N. J. We commuters, before the company changed its schedule reantly, June 26, were enjoying the comrecently, June 26, were enjoying the com-fort of sicel cars to ride in between these two cities, but since this change of Schedule above stated anything seems to be Food enough for the commuters using the Toad via Camden, while the Bridge Route commuters are achieved by comforts of the commuters are caloring the confects of the commuters are caloring the confects of the letel cars that were taken away from us. It would not be so bid, to any nothing of the disconfort, if a person could feel safe in riding in such cars. Some of them look as if they had been gathered from the wamps of Alabama and had the hose turned on them and washed off the mud and then but in operation to have cartie we mean in operation to haul cattle; we mean people, not cattle. As an illustration: The writer, taking a 4:44 train Monday night (standard time

People's Forum will appear daily Evening Public Ledger, and also Sunday Public Ledger. Letters and timely topics will be printed, as requested poems, and questions teral interest will be answered.