

Evening Public Ledger

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THE WRONG WAY TO DO IT

COACHMAN WEGLEIN is wrong when he says that his plan to keep the price of gas at \$1 a thousand cubic feet and to allow the city to retain twelve and one-half cents instead of twenty-five cents of the price is the best way out of the present difficulties.

THE SKY FIGHTERS

IMPRESSIVE and beautiful was the demonstration provided over the city yesterday by six squadrons under the command of General Mitchell.

FOOLISH "CONCENTRATION"

A REACTION against the multiplication of Cabinet offices is being made in the report that Walter F. Brown, chairman of the Congressional Committee on Reorganization, is preparing to recommend the consolidation of the War and Navy Departments.

CENTENARIES AND PUNCTUALITY

WITH the President in attendance, and with the careful restoration in pageantry of the original scenes amidst which New England was born, quaint old Plymouth impressively recognizes its distinctive contribution to the Nation's history.

THE UPTOWN PORT

AS ORIGINALLY planned, the "Girard Group" of piers embraced in the program to provide on a large scale comprehensive terminal facilities for steamships anchoring north of Market street.

the main observance was reserved for this summer. Possibly if all the preparations easily could have been made last year the dovetailing of dates with the major spectacle might have been more satisfying.

THE DISPUTED ELECTIONS ON THE PENNSYLVANIA

The Railroad Labor Board Decides the Committees Were Not Chosen According to Law

THE explanation of the order of the Railroad Labor Board invalidating the election of employees' committees on the Pennsylvania Railroad System is contained in the Board's findings.

THE HOPE OF THE WORLD

WHILE President Harding, talking at Plymouth Mass., yesterday, was expressing the belief that the international conference for disarmament will carry the world nearer to permanent peace, Bonomi, the Italian Premier, was announcing that Italy "heartily accepted" the invitation to participate.

URBAN JUNGLES

AND the grass shall grow in the streets of the North City, cried Jefferson Davis in a moment of Southern fervor. There have been wilder prophecies than that one.

PARK VANDALISM

IT IS being contended in some quarters that arrest and fines such as are being imposed on people who deliberately litter the lawns of Fairmount Park are too severe punishment "for a small offense."

changes promised for that part of the harbor. Passenger vessels in particular will be well served by mooring in proximity to the physical link connecting two great States and their transportation routes.

CARUSO

THE adulation which has been the portion of nearly all great tenors fails to cover the unique position won by Enrico Caruso before his world-wide public.

PREPARE FOR WINTER

Legal Aid Bureau Chief Says the City Should Get Ready—The Country Insurance Men Meet—Director Caven and the Street Cleaning

BY GEORGE NOX MC CAIN

ROMAIN C. HARRICK is chief of the Bureau of Legal Aid in the Department of Public Welfare.

NOW MY IDEA IS THIS

Daily Talks With Thinking Philadelphians on Subjects They Know Best

BY GEORGE P. WILSON

REMOVAL of a handicap that has cost Philadelphia shippers hundreds of thousands of dollars and a process of adjustment that will as nearly as possible fix shipping relationships between cities and regulate differentials to conform with the law is seen by George P. Wilson, commissioner of transportation of the Chamber of Commerce.

THE END?

THE course of the Soviet experiment in as to promise something terrible and unexpected in the near future is closing down.

WHAT RATE WARS DID

THEN we naturally came to the expedient of the differential. This came to pass in 1880, when after a series of quarrels and rate wars between this city and New York, the competing railroads finally agreed to recognize a fixed differential between Philadelphia and New York.

EARLY MISTAKES REMEMBED

THIS cleared the atmosphere of earlier conditions and made for reasonable correction. Provision was made for appeal to the Interstate Commerce Commission for relief.

By GEORGE NOX MC CAIN
ROMAIN C. HARRICK is chief of the Bureau of Legal Aid in the Department of Public Welfare.

It is his business as legal counsel to keep thoroughly informed upon conditions which compel the indigent, unfortunate and worthy poor to seek advice from the bureau's attorneys.

He tells me that his department is looking forward with great apprehension to conditions which are certain to occur the coming winter in Philadelphia.

Without qualification he expresses the belief that the city will experience one of the most trying winters it has known in many years.

That is so far as the unemployed and poor are concerned.

Identically the same outlook is visioned in an interview by Commander Evangelino Bonomi, chief of the Italian Army in the United States, for New York City.

Whatever degree of suffering is applicable to Philadelphia and New York may be prophesied with reasonable assurance for every other great center of population in the country.

MR. HARRICK says that unless there be an upward turn for the better before fall, particularly with regard to unemployment and through lack of adequate housing for the poor, the authorities will be compelled to make arrangements for meeting this condition.

"The greatest problem to be solved," he said, "will be that of providing homes for the hundreds of families who, because of unemployment, are unable to pay rent."

"The rapidly increasing number of cases of eviction and landlord and tenant troubles that are coming to our attention now is indicative of a multiplication of similar cases," says Mr. Harrick.

"Unemployment, high rents, high cost of fuel and the continued maintenance of almost war-time prices for food and other necessities will entail its consequences in Philadelphia this winter."

"It will be an error to delay action until the crisis comes. The authorities should begin at once to make preparations to meet this emergency."

Eviction and tenant troubles in the street. Women and children must not be permitted to suffer.

"The city should at once begin to cast around for large buildings and vacant properties in which to provide shelter for these unfortunate," declared Mr. Harrick.

MILLIONS of dollars were expending around the campus of Ursinus College out at Pottsville last week.

Not literally, but the visible embodiment of gold and greenbacks, of course, but in the representative personality of men who control these huge sums.

The Pennsylvania State Association of Mutual Fire Insurance Companies was in session for three days. It was their fourteenth annual gathering.

Every corner of the State was represented. E. H. Heston was there from Pottsville, in the far West, George F. Saubel, from York, represented the South; H. L. Williams, from New Milford, was there on the far north, while H. W. Dambly, of Skippack; Arthur M. Eastburn, of Doylestown, and a score of other lawyers, bankers and insurance men represented the East.

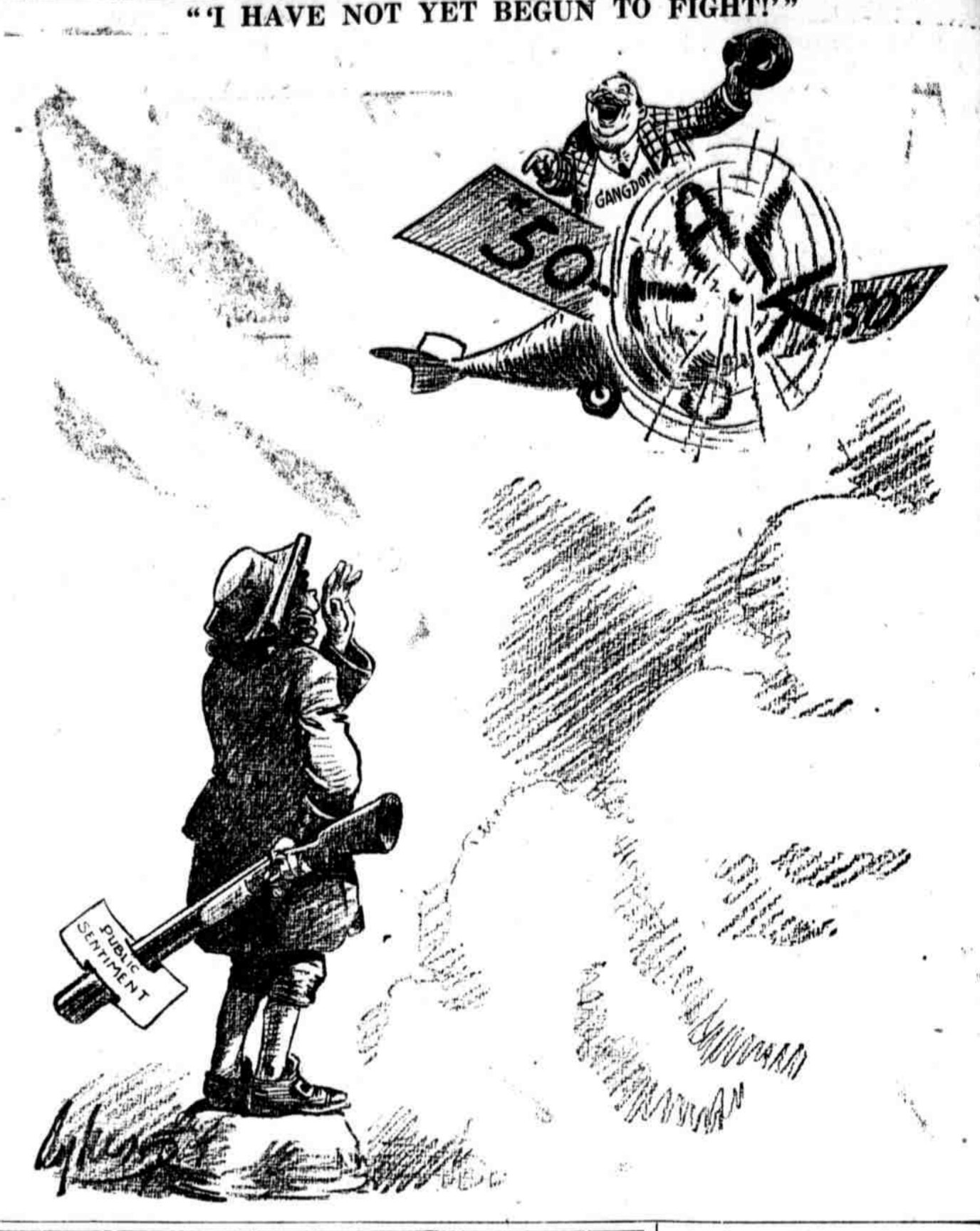
They are the big men of the "country" mutual insurance companies.

THERE has been an almost phenomenal growth of this class of insurance associations in the last fifteen years.

The majority of them have outgrown their swaddling clothes; the days when 100 or so farmers got together and organized a local association to protect themselves against fire and storm.

Great city insurance corporations have, as a rule, until recent years, fought shy of country risks.

There is scarcely a county in the State now that has not a mutual fire insurance company. Some have three or four.



NOW MY IDEA IS THIS

Daily Talks With Thinking Philadelphians on Subjects They Know Best

BY GEORGE P. WILSON

On Differential Rate Question

REMOVAL of a handicap that has cost Philadelphia shippers hundreds of thousands of dollars and a process of adjustment that will as nearly as possible fix shipping relationships between cities and regulate differentials to conform with the law is seen by George P. Wilson, commissioner of transportation of the Chamber of Commerce.

"The principal factor in the making of the greater charge, but for other reasons this was not always carried out."

"Distance is an important factor in making rates. The theory of railroad service is that the greater the distance the greater the charge. But for other reasons this was not always carried out."

"In some cases we have cities occupying a strategic position, where they are about the same distance from one important city to another. Perhaps they do business with different railroads, and yet business men in each of the other cities are competitors for the same business."

"Prior to the adoption of the Interstate Commerce Act, which became effective November 1, 1887, railroads did business on a basis which, while perfectly proper among manufacturers and business men, could fairly apply to carriers because of the public character of their business."

"If in competition between two business concerns the other fellow, by reason of a superior aggregation of capital and brains, could get business from the other fellow, he is entitled to the reward which he gets. This is an accepted principle of business. But if he gets an advantage through a discriminatory railroad rate, then he is unfairly dealt with."

"Before 1887 the railroads didn't publish tariffs as they are now required. They quoted rates on application, but that was different. The Interstate Commerce Act changed that. It also stopped the practice of giving lower rates to large shippers than to others, which was raised as unjust discrimination."

"Unfortunately, the Act of 1887 was not strong. It contained no penal clauses. Prohibition of discriminatory rates could not be enforced."

"When Roosevelt became President the Hepburn amendment to this act became a law. This made it a penal offense for the railroads to give or the shipper to accept preferred rates, each party being held equally guilty."

"This cleared the atmosphere of earlier conditions and made for reasonable correction. Provision was made for appeal to the Interstate Commerce Commission for relief. If the commission found that the rate was not proper, it could order a reduction. It also stopped the practice of giving lower rates to large shippers than to others, which was raised as unjust discrimination."

"The railroad companies made their own rates, both before and after the act became effective. They were filed thirty days before with the commission giving the public notice of the changes proposed, so that opportunity would be afforded to point out to the commission any unfairness."

"But the factor of time does not weigh as heavily as it did, because improvement in water transportation has resulted in a quickening of this kind of transportation. So the difference is not so great as formerly."

SHORT CUTS

Milesian and Silesian arguments make a bulky MS.

The bombing planes came, saw and left the Navy Yard cold.

Happily yesterday's dogs of war didn't even let their guns bark.

Northcliffe is now probably convinced that his Steed needs a bit.

It is a "No-Cause-for-Alarm Clock" that is getting Business out of bed.

It was probably somebody other than a corset manufacturer who said that figure don't lie.

Can it be that every woman's political party is to be divided between dinner bell and door bell?

The disarmament conference may yet take for its motto, "The League is dead; long live the League."

There is cause for thankfulness in the fact that August blew in on a cooler breeze than any July known.

"My, my," said Father Penn as the planes bombarded him, "this must be another free silver campaign—sixteen to one."

What Do You Know?

QUIZ

- 1. What large river flows into San Francisco Bay?
2. Who served as American Ambassador to Great Britain during the Wilson administration?
3. Name a book of the Bible in which most of the scenes are laid in Babylon.
4. Who was Ingomar?
5. In what year was Julius Caesar assassinated?
6. What is meant by the "zeitgeist"?
7. What is a wherry?
8. What is meant by "sugar rights"?
9. What is meant by "sugar rights"?
10. What are hotchkin tactics?

Answers to Yesterday's Quiz

- 1. George Christian is President Harding's private secretary.
2. The dramatic tragedies, Aristotle's rules for tragedy, are "one catastrophe, one plot, one time, one place, one day, one action, one language, one scene, one manner, one person, one time, one place, one day, one action, one language, one scene, one manner, one person."
3. Table salt is another name for sodium chloride.
4. The Commonwealth of Australia consists of six States—New South Wales, Victoria, Queensland, South Australia, Western Australia and Tasmania.
5. Henry II, King of France, was killed in a tournament in 1189.
6. Chibouche is a notorious French highwayman, executed in Tyburn, London, in 1670. His adventures form the subject of a number of novels and ballads.
7. "Vamoose" or "vamoso" is a corruption of the Spanish "vamos," let us go.
8. Pope Leo X gave to Henry VIII of England the title Defender of the Faith because of a Latin treatise, "On the Seven Sacraments," which the King wrote and published in 1521.
9. The name of the Chinese "koo-chiap" is derived from the Chinese "koo-chiap" which means "pickled fish."
10. Summary laws regulate the habits of the people and are especially regular in the private expenditure of the citizens of a community.