Evening Public Tedger

PUBLIC LEDGER COMPANY CYRUS H. K. CURTIS, PRESIDENT John C. Martin, Vice President and Treasurer; aries A. Tyler, Secretary; Chares H. Ludinga, Philip S. Collina, John B. Williams, John J. Bracon, George F. Goldsmith, David E. Smiley, rectors. CAVID E. SMILEY Editor OHN C. MARTIN. General Business Manager
Published daily at Public Lenger Building
Independence Square, Philadelphia,
Independence Square, Philadelphia,
ILANTIC CITT. Press-Union Building
EW YORK. 364 Madlish Av.
EXECUT. 701 Ford Building
ELOUIS. 613 Globe-Democrat Building
HICAGO. NEWS BUREAUS:

VASHINGTON BUREAUS:

WASHINGTON BURSAY.

N. E. Cor. Pennsylvania Ave. and 14th St.
NEW YORK BURSAY.

The Sum Building
LONDON BURSAY.

Trafsjar Ruilling.

SUBSCRIPTION TERMS

The Evening Preside Lengen is served to subscribers in Phitadelphia and surrounding fowns at the rate of twelve (12) cents per week, payable to the carrier.

to the rate of twelve (12) cents per week, payable to the carrier.

By mail to points outside of Philadelphia in the United States, Canada, or United States possessions, possage free, fifty 1500 cents per month, Six (16) dollars per year, payable in advance.

To all foreign countries one (11) dollar a month, Notice-Subscribers "wishing address changed must give old as well as new address.

BELL, 1000 WALNUT KEYSTONE, MAIN 1601 Ledger, Independence Square, Philadelphia.

Member of the Associated Press

THE ASSOCIATED PRESS is exclusively en-tled to the use for republication of all news epatches credited to it or not otherwise credited this paper, and also the local news published rights of republication of special dispatches

Philadelphia, Tuesday, August 2, 1921

THE WRONG WAY TO DO IT

MOUNCILMAN 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 onehalf cents instead of twenty-five cents of the price is the best way out of the present difficulties.

The plan is as objectionable as the plan Mayor Moore vetoed. It does not attack the source of the trouble. It would be merely a makeshift to help the gas company out of what it calls its financial

It could be used as the Mayor intimated that the other plan might be used; to prevent any solution of the gas problem for a term of years. Passed in the first place for one year, it could be renewed from year to year so long as it seemed politically or commercially expedient.

There is only one way to go about the business and that is the way outlined by the Mayor in his veto message. The city owns the gas works. They are worth at least \$25,000,000. The people have this sum invested in them. The property cannot be protected for the next few years, or developed to such an extent as to meet the growing demand for gas, without an early consideration of the terms of the ex-Isting lease and the conditions under which new lease is to be negotiated.

The experts of the Gas Commission rec ommend the immediate consideration of the whole question as the way out both for the city and the gas company. The officials of the gas company admit that the commission right. The Mayor insists that it is right. Council is the only obstacle in the way.

If its members have any political ambition they will recall what happened to the poli-

ticians when they tried to serve some other interests than the people in regard to gas many years ago.

THE SKY FIGHTERS

TMPRESSIVE and beautiful was the dem onstration provided over the city yesterday by air squadrons under the command of General Mitchell. A great was game has been in progress for weeks along the const. and the airmen had it all their own way

Had they more closely simulated condikept at a far greater height and they would have been almost invisible. In the formation adopted by the airmen the planes would have been perfect targets for anti-aircraft shrappel. Flying low, however, they conveyed to the people in the street some notion of the newer warfare. One bomb of the sort which the bigger machines carry dropped in the streets of a modern American city would

do incalculable havoc. Bombing machines of the future will move in the midst of protective squadrons of fighting planes. That they will do unimaginable damage if there should be another great war 18 plain. For there is an increasing tendency among military strategists no longer to consider undefended cities and civil population immune from attack in war.

Since war has become a business so elaborate that 50 per cent of the working population behind the lines contribute their best efforts to it, all people in the embattled nations of tomorrow, no matter how far they may be behind the lines, doubtless will be listed as combatants.

Demonstrations like that made under General Mitchell's direction are educational Anti-aircraft guns and pursuit planes might destroy a bombing machine or scatter a bombing squadron. But the enemy would not care greatly if, before it fell, the bomber managed to deliver its load of high explosive in the streets. The machines that sailed over the city yesterday could carry enough ammunition to leave large sections of a city in ashes within a few hours.

FOOLISH "CONCENTRATION"

A REACTION against the multiplication of Cabinet offices is discernible in the report that Walter F. Brown, chairman of the Congressional Committee on Reorgani zation, is preparing to recommend the consolidation of the War and Navy Departments. By such an arrangement the creation of the Department of Public Welfare would leave the total of Cabinet positions precisely what it is now. That anything more than this would be gained by the merger is inconceivable The unwieldiness of a combined military

and naval department became manifest more than a century ago Henry Knox was the departmental head of both branches of the service in 1789. But no sooner was the bayy revived in consequence of the brief sea war with France about a decade later than the necessity of creating a new office was realized. Appointed by John Adams, Henjamin Stoddert became the first Secretary of the Navy in 1798.

The fusion of the two great departments at this late day is a fool idea. If the Department of Public Welfare is worth constructing it should be allowed to stand on its own merits, regardless of other "concentra-

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 con-

In all respects-save one-the celebration is signally fitting and appropriate. It cannot be reconciled with considerations of the exlendar. It is of record that the Pilgrim immigrants landed on the shores of Plymouth upon December 22, 1620. December, when, the authority of Mrs. Hemans and others, conditions along this rugged cogst are anything but suave, is hardly an attive time for a festival there.

s upon the exact expiration of the

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 spec-

tacle might have been more satisfying. With no disposition to reflect invidiously apon our New England friends, who imitated the managements of the Chicago and St. Louis fairs in being a bit behind time, it is well for Philadelphians to note what has happened. It would be exceedingly regrettable were the official celebration of years of American independence to fall back of the correct schedule.

The temptation to be dilatory is sometimes difficult to resist. But Philadelphia in this instance at least should rise superior to such precedents. The first centennial exposition commemorated a century with commendable punctuality. The obligation to be on time for the next anniversary is pressing. The exercises in New England are not an excuse, but a warning.

THE DISPUTED ELECTIONS ON THE PENNSYLVANIA

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

TIME explanation of the order of the Railroad Labor Board invalidating the election of employes' committees on the Pennsylvania Railroad System is contained in the Esch-Cummins law.

The second section of that part of the law dealing with disputes between employers and employes provides that "Railroad Boards of Labor Adjustment may be established by agreement between any earrier. group of eneriers or the carriers as a whole and any employes or subordinate officials of carriers or organizations or groups of organizations thereof."

The word to stress in this provision is "agreement." The committees elected by the employes of the Pennsylvania System were to constitute the Railroad Boards of Labor Adjustment.

The officials of the system sent out ballots ontaining the names of candidates to serve on the committees. These names were seeted without reference to their labor It is understood that the memhers of the labor unions wished to have representatives on the committees who should be there as union men. When they failed to carry their point the union men refused to vote in the election and it went by default to the men on the ticket sent out by the railroad officials. The union employes pro-

It became evident at once that there had not been "agreement" in forming the committees, especially as the committees were supposed to represent all the employes. The Labor Board has accordingly ordered that on or before August 10 there shall be a conference between the representatives of the road on the one hand and on the other hand representatives of any labor organization or organizations whose members are employed on the system, together with any other representatives of the men with the signed authorization of 100 unorganized employes. This conference is to determine the method of holding a new election.

There is thus afforded an opportunity to find our whether the law will work. Its provisions are intended to mark out the way for conclusting conflicting interests. The real conflict is over the relation of the labor unions with the employers.

The Pennsylvania officials sought to ar range for committees composed entirely of their employes, regardless of their union affiliations. The union employes desire to be free to select their representatives in negotiations from the membership of the unions. regardless of the place where the members are employed. That is, they desire to have the unions recognized as unions.

Under such a plan it might occur that an employe of the Great Northern Railroad would represent the employes of the Pennrate of wages and conditions of work on the Pennsylvania; or an official of the upion whose duties were such that he was not in any railroad employment might be selected

fifteen and thirty different unions of railroad employes, the difficulties in the way of adjusting the wishes of the unions to the baires of the Pennsylvania officials will be

When it is recalled that there are between

to do the negotiating

A strong case can be made for the contention of the railroad company that is should not be compelled to deal with nersons who are not its employes in settling the conditions of employment. It is a case which nearly every employer will admit without argument

The labor unions have maintained that such an arrangement would weaken their organizations, if not destroy them. They insist on the solidarity of interest of all railroad employes and on the right of those employes to select as their spokesmen whomever they will, just as a man going into

court may select his lawyer Under the circumstances there can be no settlement without some kind of compromise. The public is not deeply interested in the details of the disagreement, but it is intensely interested in the efficient management of the railroads and in their operation without interruption by a labor dispute.

PARK VANDALISM

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

The puzzling thing about the class of offenders with which the Park police have to deal is their state of mind. Most of thep; are relatively new to the country. "This is a public place," they say. "It is the property of the people and we a part of the people. Since it is our ground, we have a perfect right to do what we will with it. and no one has a right to tell us to do otherwise. If we want to damage the trees and the grass, who shall stop us? Haven't pende a right to do anything they please to do

Many of the beautiful parks in New York were dimaged sadly and made uninviting to the general public before a rigorous program of prosecutions gave the aliens who use them a new set of opinions relative to the care of

public property. No great park in the world is more lib erally administered than Fairmount. The restrictions imposed by the Commission are slight, and they are drawn generally in the general interest. In Europe many of the parks are fenced in and closed at nightfall. Any one who walked on the grass of a public park in Germany would be thrown into jail. Here we have a great recreation place that is freer than the country fields And those who do not appreciate it ought to be taught to do so even if they have to go to jail to learn a basic rule of common

THE UPTOWN PORT

A S ORIGINALLY planned, the "Greated Group" of piers embraced in the program to provide on a large scale comprehensive terminal facilities for steamships anchoring north of Market street, was of prime importance to the development of the port of Philadelphia

Since the first designs were made the interstate bridge project has taken inspiringly tangible shape. The Girard Group were, indeed, held last winter, but scheme should fit admirably into the great

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. The call by the Department of Public Works for the first work-the building of a bulkhend shed-in connection with the new Girard Piers is a refreshing index of the impending transformation of the river front. If a suitable rate of progress is maintained. virtually a new harbor will be created north of Market street,

The best that can be wished in this regard for Philadelphians is that they will be unable in 1926 to recognize the undeveloped port of 1921.

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. Recognition of his extraordinary vocal equipment was unqualified, but in addition to this, and especially in America, his second home, his ever boyish and unaffected personality won the tribute of genuine friendship and sym-

It has never been said of Caruso that he was in the least degree mean-spirited or small in his relations to fellow artists. Probably no tenor in the operatic chronicle ever attained so high an average of punctuality. The occasions on which Enrico Caruso pleaded "sudden indisposition" as an excuse for non-appearance have seldom been recorded.

His repertoire in the French and Italian schools was enormous and he was equally at home in the modern melodramatics of Leonenvallo as in the chaste and elegant classicism of Gluck Although temperamentally jolly and seemingly unconcerned with the weight of his arduous labors, the adored Neapolitan was always a hardworking, conscientious artist.

In his time the magic of his song was unmatched. The entire world mourns a loss of an engaging character and of a voice such as is produced only in care generations.

THE HOPE OF THE WORLD

WHILE President Harding, talking at Plymouth, Mass., vesterday, was expressing the helief that the international conference for disarmament will carry the world nearer to permanent peace, Bonomi the Italian Premier, was announcing that Italy "heartly accepted" the invitation to participate. Mobs demonstrating against militarism were being cut down by the police in the streets of Tokio. And the signs were plentiful to indicate waning courage and waning strength in the jingoes who of late have been hoping to get full control of Europe.

Mr. Harding may well hope for some successful outcome of the conference. The world hopes with him. What is more, it expects and it demands. The wise Governments are those which realize fully the extent of the responsibilities and the opportunities that will confront them at Wash-

The President was tactful in his references to the purpose of the conference, but he was at the same time shrewd. What he said was for all people everywhere to read He virtually said to the people of the Old World that a way is open to world peace and that the Government which does not take it is the Government which has reasons of its own for preferring war.

URBAN JUNGLES

66 A ND the grass shall grow in the streets A of the Northern cities!" cried Jefferon Davis in a moment of Southron fervor. There have been wilder prophecies than that

Dr. Furbush warns householders against permitting the growth of noxious weeds, tall grasses and rank plants beyond the height of more than a foot. The nuisance occupied dwelling grounds, and especially in vacant lots, where the untained vegetation is sometimes almost jungly, is undoubtedly conducive to hav fever, which bedevils its unfortunate annual victims from about the opening of August to October. The rag which grows all too abundantly, is one of the worst offenders and affords also a refuge for mesquitoes.

The Department of Public Health is wise in inaugurating a vigorous campaign against disease-breeding weeds and grasses. But the survey of metropolitan conditions, in which the Police Department will share should not confine itself merely to lots and

Wherever the sidewalks are equipped with the old-fashioned brick pavement, in indifferent repair, summer weeds are extremely likely to rush up through the interstices. Especially in the side streets in the neighborhood of Rittenhouse Square, from whence a considerable part of the residential opulation flees in summer, does Davis' forecast assume a dreary and pestiferous reality

There is seant excuse for urban scenes of this depressing and insanitars nature.

THE END?

THE course of the Soviet experiment in A Russia has been such in recent months as to promise something terrible and unexpected in the way of a closing denoument. But since ordinary observers are without the imagination of a Poe, current tidings from the Soviet strongholds come with suggestions of unlooked for tragedy.

At Moscow, it appears, new divisions of shock troops are being burriedly formed. Only the best soldiers are chosen for these units, and they are being heavily armed And what are these shock troops for? Not to fight Poland this time, and not to put down revolution, but "to protect Moscow and Petrograd against the hordes of starving Russians who are advancing in a delirium of hunger from the famine districts.

It is unfair to blame the Soviets wholly for the present famine in Russia. Large areas of the country have been blighted by an almost unexampled drought. Crops have failed. There has been no rain. Seeds have withered in the ground. But the familie regions are but a small part of Russin. Under normal conditions it is probable that the Russians would be able to take care of each other without asking help of the outside world. But agricultural production has been at low ebb everywhere in the country and the railway system has broken down. The shadow of acute famine will for a time hide the Soviets and nil their errors, and when it passes and the world looks again the Soviets probably will have vanished.

Money is cheaper; bonds are advance ing; the railroads are employing more men crops are abundant; a Chamber of Commerce committee says we are getting out o the woods rapidly, and the price of candy other hand the chief of the Bureau of Legel Aid says there is an exceptionally hard winter ahead of the poor and furnishes So suppose we don't bother with adding the tiger.

will come out of the House Ways and Means ommittee in the way of a tax revision bibut one thing is sure: Though nobody will he sorry to say goodby to the excess profits in its substitute.

Now let some epic poet tell us in Volsteadian numbers how the President ere he reached the rock-bound coast of Massa-chusetts had to pass the rye-bond, that is to say, bound, coast of New Jersey.

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 McCAIN OMAIN C. HASSRICK is chief of the Bureau of Legal Aid in the Department

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 at

He tells me that his department is looking forward with great apprehension to condi tions that are almost 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 nany years. That is so far as the unemployed and

or are concerned.

Identically the same outlook is visioned in an interview by Commander Evangeline Booth, head of the Salvation Army in the nited States, for New York City. Whatever degree of suffering is applicable to Philadelphia and New York may be prophosied with reasonable assurance for

very other great center of population in the country. MR. HASSRICK says that unless there is an upward turn for the better before fall, particularly with regard to unemploy-ment 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 "The rapidly increasing number of cases eviction and landlord and tenant troubles

that are coming to our attention now is indicative of a multiplication of similar cases later," says Mr. Hassrick,
"Unemployment, high rents, high cost of fuel and the continued maintenance of almost war-time prices for food and other peressities 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. Evicted tenants cannot live 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 unfortunates," declared Mr. Hassrick.

MILLIONS of dollars were capering around the campus of Ursinus College out at Collegeville last week.

Not literally and in the visible embodi-

ment 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 four-

teenth annual gathering. Every corner of the State was represented. E. A. Hempstead was there from Mead-ille, in the far West. George F. Saubel. from York, represented the South; H. L. Wilmarth, from New Milford, was there from the North, while B. Witman Dambley, of Skippack; Arthur M. Eastburn, of Doylestown, and a score of other lawyers, bankers and insurance men represented the

They are the big men of the "country"

mutual insurance companies, THERE has been an almost phenomenal

growth of this class of insurance association 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 dinkey little company to protect themselves ngainst fire and storm

Great city insurance corporations have, The measure of protection against fire was too low, and this fact held premiums

at top notch. And they were not to blame, There is scarcely a county in the State now that has not a mutual fire insurance company. Some have three or four.
And you rarely, if ever, hear of one of these companies failing. Their expenses are nfinitesimal. They maintain no costly offices. There are no high-salaried officials

of these mutual country com panies are known personally to seven-tenths At the ourstart these officials may not be expert accountants or fire adjusters. They are keen judges, however, of the value farm property. That in itself is their

They carry no pretentious surplus. They can usually be expressed in five figures, and that is the amount left on hand from the latest assessment.

These country insurance men, like Hon. A. D. Fetterolf, of Collegeville; Hon. John A. Landis, of Millersville; Hon. R. C. Lantz, of Lebanon, and Hon. L. P. G. Fegley, of Boyertown, have had political and legislative experience. As a matter of fact, men like these are

a big asset to these mutual associations They are of the country, by the country and for the country exclusively.

DIRECTOR FRANK H. CAVEN, of the Department of Public Works, has advanced ideas on the subject of street clean-ing and rubbish editection.

His plans for the erection of destructories for the orderless cremation of street and household refuse is evidence of this fact. This is the electric age—the "Johnnyon-the-spot" era of efficiency.

It is the period when efficiency engineers flourish and by-products are the creators of greater wealth than the original article production. Notwithstanding this the expérimental nelusion of the Director and his force of

engineers is that it is greater economy to spend something like \$800,000 for trucks. wagons and horses with which to start ony-wide street-eleming program than to put the same amount of money into costly gasoline trucks, dump carts and auto ma-A fremendous upkcep is the principal

argoment against motor vehicles in street with the construction of destructories long hauls necessitated by far distant damps will be eliminated. A team of horses for

short hauls is more economical than the At least at the present stage of developent in street cleaning

About 1400 horses are required to keep a city streets clean. This includes teams the city streets clean. This includes tear for the collection of cubbish and garrage. These horses are used to move twenty one flushers, fifty-seven trucks, 515 wagons, If the Department of Public Works wen into the auto ash-collection scheme over 1000 motor driven vehicles would be re quired to keep the city clean.

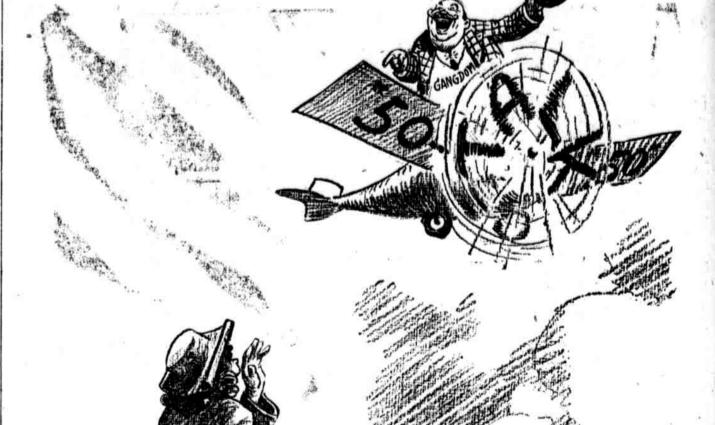
Une's Sam is going to do what he can protect American holders of Austrian or

Hunga inn currency bonds or securities. In the absence of tangible assets the patience

the job will demand of Uncle Sam won't

a marker on the paffence demanded from the Opposition to the Administration bill giving the Secretary of the Treasury a free hand in the funding of the allied debt will at least give the public at large a chance to understand what it is all about.

Germany is having little trouble in porrowing money to start her in paying her thrifty and wax prosperous, while the payer, if not careful, may be careless and lose his substance.



"I HAVE NOT YET BEGUN TO FIGHT!"

NOW MY IDEA IS THIS

Daily Talks With Thinking Philadelphians on Subjects They Know Best

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, commis-sioner of transportation of the Chamber of Commerce. This comes as the cl years of development on the whole of adjusting the whole question of rate dif-

"A differential," explains Mr. Wilson, is the measure of the difference in rates between one point and another and is based on the preference due one point over another by virtue of distance or geographical position. Thus Philadelphia, being nearer many points south and west, should enjoy an advantage in rates over New York or Boston. just as these cities will enjoy a similar advantage by being closer to points north or

Not Case of "Favored City"

"The differential did not start on the theory that one city should be favored over another by a certain number of cents in rate, but it did find a measure of difference between one city and another in advantages of position, which for practical reasons and in the interest of fair play it was necessary reward by preferential rates.

The differential is not thought of in erms of fixed rates, but as to what rate change between two cities will constitute fair principle. throw light on the differential question it would probably be well to have a

ittle background showing the steps that led up to the present situation.

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.
"They then worked on the busis, long duce recognized in business, of giving its best rates and service to preferred cus tomers. In applying this principle in railand the small one was contrawise kept from

getting larger. How Competition Works encouraged monopoly. While this principle might be all right in other basi-

ethically under the obligation of being neu-Otherwise they are in danger of be ming nutoeratie. "If in competition between two business concerns the other fellow, by reason of a superior aggregation of capital and brains nu get business from the other fellow, h is entitled to the reward which he gets. This is an accepted principle of business. But if he gets an advantage through a

ciminatory railroad rate, then he is un-Before 1887 the railroads didn't publish tariffs as they are now required. They quoted rates on application, but that was The Interstate Commerce Act changed It also stopped the practice of giving over rates to large shippers than to others, "Unfortunately, the Act of 1887 was not

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

trong. It contained no penal clauses. Pro-

hibition of discriminatory rates could not

Early Mistakes Remedied

"This cleared the atmosphere of earlier conditions and made for reasonable correction. Provision was made for amount to the Interstate Commerce Commission for relief. f the amendment happened for one reason or another to put an unjust burden on certain points and an investigation would be in order. The commission could then adjust these differences: or in the event that they did not, un uppeal could be made to the Fed eral courts and then up to the Supreme

rates, both before and after the act became 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 com-

nission the effect which these changes would have on business.

"Under the provisions of the act a rail-road cannot charge a higher rate to a nearby point than to a distant point, it being a violation of Section 4 of the net. This has been done on the basis of giving preference to communities on the ground of greater volume of business or competition with

"Distance is an important factor in making rates. The theory of railroad service is that the greater the distance the greater the service, and, therefore, the greater the charge. But for other reasons

this was not always carried out. 'The principal factor in the making of all freight rates is the distance modified by the preferential location of communities and competition

Can't Have Same Rate

"In some cases we have cities occupying 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 this city's trade. If one city has more advantages in situation than another in the same market, the best location should get the lowest rate.

'If we tried to get along without the differential rate and applied the 'postage-stamp theory,' we would find that it is utterly impossible to have the same rate from the same city to any other city. The rate then would be low enough for any other city to com-pete with that city, with the results that the railroads couldn't handle the business. only would there be a congestion of traffic at some points that would become beyond con-trol, but there would be great losses at some points that would work an unfair advantage o the points that made profits. If, the postal service, the Government owned all branches of the service and there were competition, it might then be possible to equalize these conditions.
"In my judgment, the only time that the

law of averages is ever fair is when the same conditions are handled by the same party. Even though you had Federal con-trol, the volume of business at some points and the discrepancies of loss and gain would be such as to make such a practice im-

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. he contending railroads finally agreed to cognize a fixed differential between Philaelphia and points west of six cents for freight of the first and second classes, two cents for freight of the third, fourth, fifth and sixth classes.

From that time on New York and Philadelphia have made recognition of these fig ives as the proper differential between these two cities. That differential still exists, and there is no dispute.

But now we have come to the questions dispute between Northern points and points South. To understand this we must remember that at one time there was active water competition on the Mississippi River. We had the Ohio River feeding into the Mississippi. This resulted in combination rates to some points and through rates to others, all of which were different. Then through rates based on combination rates were established to some points which were higher than original straight rates to others, based on what the ommission characterized as 'potential' com-

This brought matters to the point where the Interstate Commerce Commission de to force an adjustment which would make for an observance of the law which had been violated by these discrepancies. The railroads then all filed petitions requesting hat they be allowed to continue these violations of the law until they had time to corest them. This gave Phiadelphia a chance o enter the fight and contend for differen als which she had never before enjoyed and a which she was entitled.

Water Competition Considered

In figuring differentials on the basis of givantages, it must not be forgotten that the commission also takes account of differ nces of water competition and certain disadvantages by reason of the water lines being slower and breaks in the bulk, or the transferring of the shipments from one kind of carrier to another.
"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. "So there is a degree of adjustment to be made between all-rail and water-and-rail business. While not so great as it was, there is a recognition of the justice of a differential rate.

"A series of conferences has been held recently and still is in progress whereby the railroads and shippers of all points North and South, in addition to some points West, are trying to adjust their differences.
"Thus it has been agreed that there shall be a differential between New York and Baltimore of twelve cents in favor of Balti-

more, with Philadelphia, by virtue of her half-way position, enjoying a six-cent dif-"The value of this in dollars and cents that it means about \$1.20 a ton on highgrade shipments and down to sixty cents ton on the lower classes, with the bulk of

the traffic to the South being in the higher grade. This means hundreds of thousands of dollars to the shippers of this city and nearby points in that zone. "It looks as if Philadelphia will at last get the recognition that she has fought so hard for, and that the ultimate outcome will be a fair settlement of relationships between

SHORT CUTS Milesian and Silesian arguments make

The bombing planes came, saw and left 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 Can it be that every woman's political party is to be divided between dinner heller

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

and door belles?

There is cause for thankfulness in the fact that August blew in on a cooler breeze than any July knew. My. my." said Father Penn as the planes bombarded him. "this must be an-

other free silver campaign-sixteen to one

What Do You Know?

QUIZ What large river flows into San Fran-cisco Bay?
 Who served as American Ambassador to Great Britain during the Wilson ad-ministrations? ministrations?
3. Name a book of the Bible in which most

of the scenes are laid in Babylon. Who was Ingres? In what year was Julius Caesar assassi-What is meant by the "zeitgoist"?

What is a wherry?
What is usquebaugh?
What is meant by riparian rights?
What are Fabian tactics?

Answers to Yesterday's Quiz George Christian is President Harding's private secretary. The dramatic unities, Aristotle's rules for

tragedy, are "one catastrophe, one locality, one day,"

Table sait is another name for sodium chloride.

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 1559.

6. Claude Duval was a notorious French highwayman, executed in Tyburn, London, in 1679. His adventures form the subject of a number of novels and buillads. subject of a number of novels and ballads.

"Vamoose," or "vamose," 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 Falkbernuse of a Latin treatise, "On the Seven Sacramenta," which the King wrote and oublished in 1521

Seven Sacramenta, with 1521 wrote and published in 1521. The name ketchup is said to be derived the name ketchup is said to be derived the name ketchup is said to be derived to be name in the name i

pickled fish uniptuary laws regulate the balits of the people and are especially regulatory of the private expenditure of the citizens of a community.