# EVENING PUBLIC LEDGER-PHILADELPHIA, TUESDAY, OCTOBER 25, 1921

# Evening Public Tedger PUBLIC LEDGER COMPANY

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Philadelphia, Tursday, October 25, 1921

# A FARCICAL ELECTION

FORTNIGHT from tonight the election A of 1021 will be history. That is perheps all that can be dispassionately said of the impending event. Any interest that may be injected into the campaign will be factitious. Public apathy is pronounced and, in view of the circumstances of the case, even justified.

The result of the election 14 a foregone conclusion, a mere formal registration of the decision of the primaries. To the importance of that contest the cirinens of Philadelphia, aside from the politicians and their widels ramified connections, failed to rise. The coming election is a preurranged farce. the logical and legal sequel of an insufficiently attended, though vitally important,

rehearsal. The same ridiculous drama will continue to be played in this city so long at the meaning of the call for principles is imperfectly grasped.

The only way to change the monotonous bill is to throw out the management before any of the formal preparations for staging the draina are made. In local issues the case is hopeless once the opportunity at the primaries is last.

# AS OTHERS SEE US

CAPTAIN HUNTER, of the French Line freighter Greifryda, is one skipper who floes not have to be convinced of the enrerhandling advantages of the port of Philas delphin. He has tested them in a "turnaround" calculated to awaken a very practical sort of interest on the grand quays of Havre and Bordeaux

Never in her career as a nier-hantinan was the Grelfryda loaded so swiftly as at Pier 98 South last week. Three days four hours was the time consumed in the whole operation. Before sailing away on Sunday Captain Hunter expressed himself as amazed and delighted.

He is not the first of name al visitors to indorse the inclusives of this port and to contrast them favorably with conditions elsewhere on the Atlantic seaboar

The tendency of Philadelphians generally to adopt a deprecatory manner much the port is a topic is a product of an old convention. For years obvious natural assets were flagrantly neglected. But the marked increase of pler facilities is offerting a change which is at least immediately uphim is out of proportion to the sum of his resources. It ought to be reduced. In neglecting to provide relief for the small-salaried man the Senate leaders have manifested a strange lack of political wisdom. For the revenue derived by the Government from the people with the smallest

taxable incomes is not large enough to justify the very widespread hardship which the present tax rate imposes in a period filled with various stresses and anxieties for the people with small means. Because the multitudes affected by the small income tax are so large their grievance is pretty sure to be reflected sooner or later at the polls.

## SHIPPER'S INTERESTS PUT ABOVE THOSE OF STOCKHOLDER

#### Latest Ruling of Interstate Commerce Commission on Freight Rates Another Step Toward Government Ownership of Railroads

# THIS country is moving so rapidly in the

direction of Government ownership of the railroads that, whether we like it or not it may be upon us before we are awars

Nothing can prevent it save a demonstration of greater ability to meet problems as they arise than has been shown by the men now managing the roads.

The Interstate Commerce Commission has just laid down a rule for rate-fixing based on the principles that rates should be made rimarily in the interest of the shippers and without regard to the financial interest of the

In explaining the reduction of 16 per cent a the freight charges on hay and grain unitstoner Potter said !

Practically every one adm.'s that rates are too high. Bates too high are unjust and unreasonable and under the law must be reduced. Those who yestify the present rates regard them as necessary evil-something that must be telerated because high costs of operation prevent their reduction. That is no untification. If operating costs and notding rates at a level too high, the thing to do is to reduce the costs.

It seems to be assumed that the railroads exist to serve the public and that the cost of operation must be so adjusted that that service can be provided at a reasonable price.

If this is to be the policy of the Government one of two things will happen. Either the railroad managers must reduce wages and ut down their working forces and change the rules under which the men work so that the necessary economies may be effected to keep the roads out of bankruptey, or the Government will have to take over the roads. carry freight and passengers at what it regards as a fair rate and pay the deficit out of funds raised by taxation.

There is no escaping one or the other of these alternatives. It is possible for the managers to make great economies in operating cost. Hency Ford has recently shown small railroad by raising wages and by scrapping the union rules which are framed to bring about the employment of the greatest | possible number of men. As a result it is costing his road less to move a ton of freight | sections of that law which are still ambiga mile than it costs the competing lines.

But if the Government should take over the roads it would not make any such e onamies. The country knows what happened when the Government operated the rouds during the war. Wages were raised and ules were made which required the enployment of three or four men to do what used to be done by one man.

The people are confronted by the posibility of having to pay out of the tax funds the difference between the cost of tooying the freight of the leading producers and the amount which these shippers pay to the railroads.

This is what has happened to England, where the telegraph rates are fixed without car or a trunk or any other sort of personal regard to the cost of the service and the an-

the novelist protesting against the notorlety given to them. But in nine cases out of ten the novelist never heard of these persons.

This tendency of people to identify themclves with characters in fiction is so prevalent that a number of novelists have taken he precaution to announce in a note in the beginning of their books that no one in it only real existence.

Characters like Mrs. Wiggs and David Harum, however, are usually more or less truthful portraits of living originals. The wonder is that so few unique persons get immortalized in fiction when there are one or two of them in every community. It is a ommon remark among their acquaintances that some one ought to put them in a book. Mrs. Bass got that distinction and added to the joy of thousands.

# LEGALIZED BEER

DECRETARY MELLON'S ruling of Systerday, by which a formal right is extended to physicians to prescribe beer in unlimited quantities, virtually legalizes that bress.

You may like that prospect or you may regard it as a calamity or a partial collapse of the Volstead act, but the central fact remains clear and unclouded for the iniinterlieve.

The brewers now are automatically permitted to manufacture beer on an unlimited scale. That is all that they have ever de-Once manufactured, beer may be asily circulated. It may be shipped virtually without fear of interference. Since doctors aren't asked to limit the

number of their prescriptions, it appears that the Trensury Department has no intention to put any check on the use of the lighter stimulant. Prohibition enforcement officers know that the only way to enforce the "dry" laws is by restriction at the sources of manufacture and supply.

Since a physician will be authorized under Mr. Mellon's ruling to prescribe the total output of a brewery in a single day if he so wills, no sort of legal restriction will be possible at the breweries. Wine, too, floats back into the pale under the beer order. There will be consternation in the "dry"

camp. There may be consternation in the "wet" camp. too, since one of the first effects of the beer order will be to deflate the price of whisky held in large quantities. by speculators.

Some people believe that the traffic in whisky and the consumption of all its vile imitations can best be reduced and eliminated by the method which Mr. Mellon has adopted. That remains to be seen.

It will not do to believe that the order from the Treasury Department is in any way inspired by a seigntific regard for the Nation's health. Reer is not a medicine. Doctors seldom or never prescribed it in the days before Voistendism. They were more likely to denounce it, not because they thought it a dangerous intoxicant, but because they knew that most of it was impure. hastily manufactured and therefore injurious what can be done with his comparatively to the general health of those who consumed it

Mr. Mellon's ruling follows inevitably upon the failure of Congress to Interpret. in amend onto to the Volstend act, some

Because Mr. Palmer, when he was Attorney General, expressed the opinion that no definite restriction could apply to 'medicinal beer" under the Volstead act "drys" in the House drew up an the nmendment intended to put beer forever in its grave

The Senate refused to accept that amendment unless the House committee agreed to accept an amendment which the Senators themselves and drawn. The Sennte amendment would have rigidly limited the authority of enforcement officers in their search for contraband whisky. It would have made search of a house or a motorbaggage illegal unless the searcher appeared

# THE STATE'S NEW MAP

It Will Set Out in Detail Every Hill, Valley and Stream-The Graveyard of the Fanita-\$100,000,000 Toll for Missing Freight

#### By GEORGE NOX MCCAIN

ONE of the most interesting and intricate pieces of State work has just been com-All records have been broken to date. The Bureau of Topographic and Geologi-

cal Survey has about wound up its primary control surveys.

While the technical title may be rather foggy to the layman, it can easily be ex-

For years the State has been engaged in the preparation of a new map of Pennsyl-vania. It is known as the topographic map, and is designed to show the shape of every hill, mound, valley and ravine and the meanderings of every brook, strenm and river in the Commonwealth.

There are two processes involved in the making of one of these maps. The first is to secure the foundation or base map by careful surveys, and the other is the putting on or outlining of all the natural features. Pennsylvania, unfortunately, is far behind

adjoining States in this topographic work. Ohio, Maryland and New Jersey have been completely mapped and New York is just finishing the work.

The preliminary control, as the making of the base map is termed, will require three more years. Ten years will be required to complete

the rest of the undertaking.

DIRECTOR GEORGE F. SPROULE, of the Department of Wharves, Docks and Ferries, made an interesting discovery on his recent visit to Tampa, Fla. As becomes his position and his long ex-

perience in affairs maritime, it is natural that the port of every constwise city has Lying on the flats at Tampa with some of her ribs and shell plating showing above the wash of the Gulf, he found the remains

of the old Philadelphia steamship Fanita, one of the bravest of the smaller merchant craft that once made Philadelphia famous. She was built of iron fifty-two years ago in Wilmington, A backward glance over the record of her

dimensions serves to indicate the tremendous forward strides made in marine architec-

ture in half a century. The Fanita was only 161 feet long, 26 feet breadth of beam with a little over 8 feet depth of hold. She would be a pigmy compared with the coastwise craft of today.

CAPTAIN W. B. GALLAGHER was her first commander.

He was famous in the early days of Phila-delphia's shipping as master of the bark Achilles in the London trade out of this port.

Captain Gallagher was an uncle of Barclay II. Warburton, and was, until his death, closely identified with the development of the port.

The Fanita was his first command in steam. Later he was appointed superintendent of the Reading Company's fleet of col-liers trading out of the Delaware River. As a member of the Board of Port Wardens and chairman of the committee of that board, he had charge of the pilots and all matters relating to the development of

the harbor. Like a broken-down race horse, the Fanita fell upon evil days until finally she became a cattle boot in the trade between Tampa and Havana. Then one fatal night she went aground on

the flats which proved her grave.

GENERAL W. W. ATTERBURY has little odds and ends of railroad management other than the work of handling strike issues and prospective walkouts to claim his attention as vice president in charge of operations of the Pennsylvania

For instance, he has just completed a campaign in the eastern region to prevent loss and damage to freight in transit. The railroads of this country last year

NOW MY IDEA IS THIS Daily Talks With Thinking Philadelphians on Subjects They Know Best houses all around the neighborhood, but con-CHARLES L. BOURQUIN ditions have changed very much since those days and practically all of them are now On Sailors' Missions gone. Some of them were all right and others did not offer a very desirable environ-MISSIONS of Philadelphia are doing a great work to further the cause of citizenship among the sallors who visit this port, in the opinion of Charles L. Bourquin. tapir. ment for the sailor just off ship from a long cruise. "The American sailor today is not so boisterous as the old-timer. Part of this is for almost thirty years in charge of "The Sailors' Mission." Mr. Bourquin also says that the standard of the American sailor of yet, you bet. due to the superseding of the old salling ves-sel by the fast steamship, which makes the time spent at sea much shorter and the today is much higher than some years ago. "There is no class of men who are ex-posed to greater temptations than the sailor," said Mr. Bourquin. "There is an old tradition to the effect that a sailor and from what periods spent in port much closer together. There is little novelty nowadays for sailor to be on shore leave. Today a sailor his money are easily parted, and from what we know of the liberal, open-hearted char-acter of the men, this has undoubtedly a in a voyage and be from fourteen to twenty-four days; on the lin to Charlie Hapsburg. old sailing vessel this same trip would have In life's moving pictures the railroad taken from three to five months. good bit of foundation in truth. The moment "Our aim is to make the mission a haven strike shows an indication to become at once that a big vessel makes port there are inof refuge for all sailors. People can scarcely a close-up and a fadeaway. numerable sharpers who lie in wait for the realize what it means to a sailor to make sailors. These gentry had better success in Optimists trot out the opinion that after a run in with the Labor Board railstrange port where he knows no one and no getting hold of the sailors' money in the one knows him. We overcome all this and we make them not only better men, but olden days than now, for not only are many roaders will decide not to walk out. safeguards thrown around the seamen, but the sailors themselves are of a far higher better citizens, for we teach them that the citizens of the city and of their country as type than formerly, and they are not so easily taken in by the sharpers as they well are with them in all that they do and in all that they suffer.

hibition.

4. Whi

5. What

From the Baltimore Sun.

SHORT CUTS

Winter is on his way, of course, but he is probably wearing a Palm Beach suit.

Violets are blooming in Delance. One we saw this morning seemed blue with the cold.

light of the Zoo by presenting it with a

Summary of the commercial, industrial and financial outlook : We may be happy

as high as ever.



ONCE AGAIN

No. dear.' nobody was trying to make

In the matter of home runs, members of the Stove League this year expectorate

At that we'll be willing to bet that the

The Highest Point in Connecticut

The Beginning of the End

of vertical drinking. They'd better be warned that it's the first step toward pro-

The Point of View

What Do You Know?

QUIZ

Who said "Man hath no better thing under the sun than to cat and to drink and to be merry"? Name four famous funeral marches. What position in the Cabinet of President Harding is held by Edwin Denby? Who was Prime Minister of England dur-ing the American Revolution? What is the first name of Aguinaldo. leader of the insurrection of 1899 in the Philippines? Who was Lope de Vega?

Who was Lope de Vega? What States at the close of the American Revolution claimed territory as far West as the Mississippi River? What is a figurante?

Answers to Yesterday's Quiz

Adna R. Chaffee was an American gen-eral. distinguished for his services in the Civil War, in Indian conflicts and in the Spanish War. His reputation is chiefly based on his achievements in the Cuban campaign of 1898. In the expedition for the relief of the legations in Pekin in 1900 and in the Philippines.

What is a geological fault? What color is magenta?

in 1380

6. Str

From U. S. Geological Survey Press Bulletin.

Although Connecticut is very nearly

parent to strangers. Business men abroad may be expected to

take note of the progress which is restoring its once lost maritime prestige to the chief commercial harbor on the Delaware. With outsiders contributing the stants of

approval, the realization of the truth may become more vivid at home, and some venerable prejudices may go into the discard at last.

# HARDING WRITES A LETTER

"T WISH," writes President Harding in a Letter addressed to the baby in Norristown who has just been christened in his honor, "I could hope to remain as long as you may, for the world is going to be an extremely interesting place during the time you are entitled to stay in it!"

The world would be a fur happier and more peaceful place, too, if the Leads of Governments generally could boast a little of Mr. Harding's good nature and his lack of anything like "side." The President appears to lose no opportunity to keep in touch with the crowd and he isn't ashamed to make if in that he likes to let his actions he roled by warm-heartedness and ommon sense. These are great virtues in themselves. In the end they might do wonders and even repair some of the enormous damage done by scientific reasoning and the philosophy of diplomatists.

## SANE RULE REPUDIATED

CONSIDERING the obstacles in its way. I the Wirth Ministry, ut last collapsed in Germany, may be said to have achieved a creditable record. To the moderation and good faith of the Chancellor the breakdown ast May of the French plans for occupation of the Ruhr valley was obviously due, as also at least the temporary adjustment of the reparations problem. The negotiation of the Berlin treaty with the United States ranks as another highly unportant practical accomplishment.

That the impending new Administration will be for the better so far as world sinbility is concerned is extremely doubtful Passions are running high upon the Silesian dispute which produced the rock upon which Wirth regime split

Reactionary influences headed by the pervasive Hugo Stinnes are detected in preparations for the new Ministry which must be formed tomorrow to meet the Enente requirements regarding the division of Silesia. It is even intimated that monarchist interests will be . tirring.

After a season of restraint beneficial both to Germany and the outside world the prospects of change are of a manifestly disquieting nature.

#### TAXES AND SMALL INCOMES

ANY one familiar with the mental proc-esses of the United States Senate will not be surprised to observe that consideration of methods of relief for small income taxpayers is prompted by what might be called an after-thought in Washington.

The Senate has seemed willing to forget the man with an income of "\$5000 or Yet the problem of income tax as under." it confronts the man with a small income has many painful aspects.

The man with an income of "\$5000 or under" is usually a person with a invriad of small responsibilities and family obligations. His is the class which has suffered most by the high cost of the essentials of life. The rate of income tax imposed upon ,

nual deficit is paid by a Government approprintion.

Such a dasaster can be prevented if the railroad managers, backed by public sontiment, are permitted or forced to devote themserves to the elimination of waste. Frommiss in operation together with increased revenues through increased business attracted by low freight rates would probably enable them to pay dividends. Not the managers insist that such a result is conlectural. Of course it is, but the callroads ought to be willing to take some risks.

The principle laid down by the Interstate Commerce Commission is that the railroads are public highways maintained for the hence fit of all the people. The courts have deelded time after time that the railcoad munagers are trustees for the people in the operation of trains on these highways. To and that the charges shall be fixed in the interest of the suppers and not in the interest of dividends on capital or to pay the cost of estravagant operation is merely to take the

next logical step. It will stop there if the managers can take good. Otherwise the processes of muke good. logic will continue to operate, however unfortunate the conclusion may be for the taxparers.

#### HIGH COSTS

TT MAT be true, as the news a -putches suggest, that the supreme wisards of the invisible hootleg empire were preparing to it millions of filla it money into a slush fund to carry future elections in Pennsylvania. If no such plan were afoot it is necessary to assume merely the men higher up were determined to devote their winnings to other uses. For it is a fact easily demonstrated that since the dry law went into effect some hundreds of millions have been gathered in by the people who entered deliberately into the underground liquor trade on a large scale.

This, however, is not intended as a commentary on law violators. It is to suggest one of the odd aspects of the problem of the high cost of living. Men who made fortunes in bootleg whisky were able to do so because the price of the stiff doubled and quodrupled and quadrupled again. Buyers ere plentiful in a time when there were sounds of a great popular rage over the high cost of bread and coal and the like.

Did you ever hear any one complain about the high cost of booch?

# MRS. WIGGS WAS REAL

MRS. WIGGS of the Cablage Patca, the heroine of Alice Hegan Rice's successful novel of the same name, was a real person. Her name was Mrs. Mary A. Bass, and she lived in a district in Louisville known as the Cabbage Patch, until she died this week.

Mrs. Rice did not pretend that she had created the character. She merely put an nteresting and original-minded woman in a book, just as Edward Noves Westcolt put a noted Central New York horse trader in "David Harum," and did it so well that the made a fortune for his family, Disraeli put his contemporaries in his novels and a key has been made for them to inform those who would like to know the identity of the characters.

But it is not the general custom of novelists to use real people as the basis for their stories. The impression prevails, however, that this is common, and no successful book appears without speculation in some quarters as to the identity of the hero or the villain. Men and women who think they have been idealized or buriesqued trequently write to

with a specific warrant. The House cominfitee pointed out that such provisions would make it impossible to stop the illegal import and transportation of intoxicants But the Senate remained firm.

A deadlock ensued and the question of er was high in the air until Mr. Mellon brought it down vestering and settled it. temperarily at least, with a which of his pen. The ruling will probably stand unless the House and the Senate can come to an agreement to outlaw heer. But at present there are no signs to indicate that committees will find it possible to reconcile the divergent views of the Senate and the House on the later aspects of the prohibition ques-

# AN AUSPICIOUS ADVANCE GUARD

WITH characteristic acuteness, Japan is the first of the nations to be officially represented here by members its delegation

to the disarmament parley. The exchange of courtesies with leading Washington officials is, however, something more than a commendable exhibit of tact. In the field of international relationships personal amenities are of more practical consequonce than is sometimes realized by the general public.

The current preliminary introductions are auspicious. Both Japan and America have much to learn concerning an alleged conflict of purposes and the true state of opinion in the two nations.

Personal contact provides an excellent crucible for the extinction of unreasonable animosities. In the fortnight of friendly intercourse before the conference American and Japanese officials alike erjoy the opportunity to prepare for the adjustment of dellcare situations with the least possible fric-

Already the celerity of the commission. from Tokio has created an impression of good will, which is the prime necessity for the success of the momentous sessions.

#### HE'S OUT AGAIN

TF GENERAL LUDENDORFF were not at least slightly crazed he would never have written the book which has just been issued in Germany as a trumpet blast for a revival of frightfulness.

The worst-beaten general that the world has ever known wants the Hohenzollerns restored to power. He cries out for the universal acceptance of Prussianism as a working code and urges the people to stiffen and steady themselves for a new war by which the right of might may be forever established.

The worst thing about that sort of writing is that it is likely to create lasting impressions everywhere but in the Germany of It is the most valuable sort of oday. propaganda for the statesmen who have always insisted that the world cannot afford to be merciful to its recent enemies.

In every country there are people who have been hoping to see the terms of settlement readjusted, not for the sake of Germany alone but for the sake of Europe and in the interest of continuing peace. Such the demented people will be disarmed by supplings of Junkers like Ludendorff. There are other reactionaries in Berlin

the would like to reconvert the Germans to the theory of Prussianism. They have only to keep up their work of propaganda to start a new safety-first movement organized to take the Government of Germany completely out of the hands of Germans.

You may get 105,000 rubles for a dollar in Moscow, but it isn't worth the trip.

made payments on account of loss or damage from this cause in excess of \$100,000,000. No road is exempt from the toll.

An army of adjusters, inspectors, auditors and reclamation men is employed constantly the railroads in this department alone. The twin evils that railroad have to wrestle with in their freight traffic

is rough handling and poor stowing. They grew prodigiously during the war and the never-to-be-forgotten period Government management. It was due to loss of morale and general back-sliding among employes during that time. As a result of the drive, which meant

simply a bracing up of the personnel, the number of claims for damages between June of last year and June of this year showed a decrease of nearly 50 per cent.

DURELL SHUSTER has united to his duties as private secretary to the Mayor those of purser, supercargo, shipping agent and passenger traffic manager of the constwise steamship Juniata

When the Juniata leaves her moorings at Pier 18, South Wharves, on Saturday, No-vember 12, he will be entitled to be addressed as "Sir" by the entire ship's company. It will be "What time do we reach Sa-

vannah, Sir?" "Do you look for rough weather, Sir?" "Shall we splice the main brace, Sir?" Any voyager on the seven seas who has

collogued or otherwise fraternized with ships' officers requires no interpretation of that phrase. It is the technical "main-brace" term for taking an observation through a glass.

All of which aforesaid references mean that Mr. Shuster, as assistant secretary of the Atlantic Deeper Waterways Association, is booking steamship reservations for the annual convention of that organization, which is to be held in Savannah.

TT IS already apparent that quite a distinguished company will avail itself of the opportunity of the sen trip and the subsequent festivities in the beautiful Southern Incidentally the program of the Savannah

Reception Committee reads like the preliminaries to a Mardi Gras. There are to be dances, automobile excur-

sions, harbor inspection by steamer, trolley rides through the shaded avenues, and, oh boy! n real old-fashioned Southern barbecue

Here are the reservations to date: Director of Public Works Caven and Mrs. Caven, City Solicitor Smyth, Director Sproule and Assistant Director Thompson, of the Department of Wharves, Docks and Ferries ; Councilman and Mrs. Von Tagen, Becretary C. W. Neeld, of the Civil Service Commission, and Mrs. Neeld; Mr. and Mrs. A. J. Frosch, Mr. and Mrs. Joseph J. Cos-tello, Mr. and Mrs. N. W. Kenworthy and

Mr. and Mrs. Samuel Rosenbaum and Major and Mrs. Hollenback. It is unnecessary to add that Mayor

will represent the city officially. He will go by train.

From the St. Louis Post-Dispatch We get income-tax exemption and rental penalty for having children.

Sign in an Atchison Window From the Atchison Globe.

# Missouri Wants to Be Shown

from the Chula News. We've never seen any of these men who boast they have money to burn carrying sut any ashes.

once were. "Nevertheless, there must be constant vigilance on our part as well as on the part of the sailors themselves. They know that both they and their money are per-fectly safe at the mission, and this fact, doubtless, accounts for the very large sums of money in the aggregate which is intrusted to us.

#### Some Sallors Good Savers

I have handled between \$500,000 and \$600,000 in this way. Only a day or so ago I sent \$300 home for one of the sailor boys, sum which in this time of depression in sailing trade represents a great deal of self-

denial and careful saving. "While we look after the spiritual wel-fare of the sailors, we first look after their material comfort. Not much can be done in material comfort. a spiritual way with a man who is hungry or who needs a new pair of shoes or a new suit of clothing. Coffee and refreshments are served and any other material assistance that is needed and can be given by us is

suppl With all his roughness, the American peril sailor today represents a fine class of man-hood. Many a boy is in a strange port when his vessel makes this city, and it is this class of sailor to which the mission most especially appeals.

"The sea-carrying trade is now at a low point of depression, like many other busi-nesses, and the demand of the snilors for help consequently greater than it usually is. Where it is possible we give them clothing, shoes and other articles which they need. Only a few days ago we were able to equip almost entirely a man with a new outfit, and shall never forget his gratitude.

# Mission Seventy-five Years Old

"This mission." said Mr. Bourquin. now almost seventy-five years old and has now almost seventy-new years old and has been in active operation every moment of that time. It is primarily a place where all seafaring men can come whenever they so desire and he sure of a welcome and of material assistance when that is required. "The work of the mission was begun in 1847 and the place of meeting at that time was a floating church, known as the Church of the Redeemer. The building was erected on an immense fintboat, and when not in active service was moored at the Dock street wharf. The edifice itself held about 250 persons, and whenever a ship made this port it was towed by tugboats alongside of the in Pekin in 1900 and in the Philippines.
 "In flagrante delicto" literally means in flagrant dereliction. Applied to crimi-nals, it has become synonymous with red-handed.
 Frague is the capital of the Republic of Czecho-Slovakia.
 Currer Bell was the pen name of Char-lotto Bronte, author of "Jane Eyre"
 The first complete English translation of the Bible was made by John Wycliffe in 1380. and services were held there for the sailors. it being probably harder at that time to get

he sailors of the old-time sailing ships to come to a church when they once got shore leave than it is at the present time. "The old floating church was built and put into commission in the opening year of the mission-1847-and remained actively in the service until 1850, when from some unexplained cause it sank at the wharf. It explained cause it sans at the wharf. It was raised, the necessary repairs made and again entered the service. It was used until 1858, when it was sold to St. John's Episco-pal Church of Camden, the cornerstone of

our present building at Front and Queen treets having been laid in 1857 and the strepts having been building being ready for occupancy when the floating church was disposed of to the Camden church. We expect to remain here until the new building for which the plans have been made is created on the block be-tween Second, Walnut, Dock and Moravian streets.

#### Seamen More Sedate

"When the mission was first opened there were a large number of sailors' boarding Due respect should be given to the de-nial of Judge Witmer that the bee in his bonnet has been after honey with a kick in it.

Hungarian royalists who envisioned new constellation saw nothing but Charles Wane. Or, to change the figure, saw Karl emallest State, only Rhode Island and Dela curl.

ware containing fewer square miles, its altitude ranges from sea level to over two thousand feet above sea level. The highest "Bluenose Beats Elsie." - Headlint. Couldn't have been more exciting if it had been Bluebeard. Wonder if he used a point, Bear Mountain, in Litchfield County, 2355 feet above the sen. The average elesparker? ention of the State is approximately 500

The booze scandal is said to be worth in Western Pennsylvania than in Philadelphia. Can such things be and not excite our special wonder?

From the Cleveland Plain Dealer. Germans are adopting the American plan of vertical drinking. They'd better be When our Chinese laundryman learned that children were being fed certain portions of sheep in order to stimulate their intellects he said, ."Ain't Nature gland?"

When union leaders declare that railroad executives forced the strike they con-vict themselves of incompetence; for why It will help some if you will reflect that Japan doubtless thinks of it as the white should they play the railroads' game?

> A railroad strike would serve to em-phasize the necessity for a bridge over the Delaware. A motortruck service from New Jersey would be of limited benefit with the present ferries.

The idea of the Reds seems to be that if they destroy a few American Embassies abroad it may change the course of justice here in America. Which, after all, is just as rational as many of their other ideas.

A Beaver Falls, Pa., boy, a student a the University of Pittsburgh, committed suicide because of his inability to take part in athletics; a tragic instance of a popula misconception of what universities are for

C. H. Heck, fifty-eight, of Evanston, eloped with a woman of twenty-four. (11 he said. "This is my third marriage." he said "Having children around me keeps me young." Something in this philosophy, by Heck!

The camera man who introduced Ad-miral Beatty, General Diaz and General Jacques to each other and got them to pose for him together antiquity understands him together evidently shirtsleeve diplomacy and ought to be a good man at the Washington conference.

"The price of a battleship." says Dr. Krauskopf, "would equip thousands of farms, increase food production and lesses uncounter "" "This and other potest unemployment." This and other potest facts are unofficial delegates to the Confer-ence for the Limitation of Armaments. Ever public expression public expression gives them added weight

Dr. Basil L. Gildersleeve, Johns Hopbr. Basii L. Gildersleeve, Johns Hop-kins professor, Confederate veteran and nonagenarian, says he doesn't object to girs wearing short skirts when their legs are shapely, but when they're not—why doesn't somehody tall. somebody tell 'en, he wants to know. You tell 'en, Doc. You have the dope.

the Bible was made by John Wycliffe in 1380.
Stromboll is one of the Lipari Islands, north of Sicily, famous for its con-stantly active volcano.
The moon is postically termed Cynthia, which was another name for the Roman goddess Diana, who repre-sented the moon and was supposed to have been born on Mount Cynthus.
William F. Gladstone died in 1898.
Honeydew is a sweet, sticky substance found on leaves and stems, held to be excreted by aphides or plant lice.
The word vaaudeville has been traced back to the songs of Oliver Basselin, of the Game is plentiful this year, says the Biological Survey of the Department of Agriculture, and there ought to be a bannet builting season. And just to prove that the to the songs of Oliver Hassbeen traced back to the songs of Oliver Hassbein, of the Valley of Vire, France, in the fifteenth century. In French "Valley of Vire" is "Vallon de Vire," which term be-came changed into "val or vau de Vire," and eventually into "Vaux-de-Vire" and "vaudeville," survey knows what it is talking about Green Briar, Pa., woman rises to remark that she saw lifteen wild turkeys roosting is her orchard and her orchard and two deer feeding in her back yard.

Moore, who is president of the association,

It Works Both Ways

"Bushel baskets, all sizes," said a sign

in an Atchison merchant's window yester day.