

BRYN MAWR ENDING VACATION DISPUTE

Faculty and Students Expect to Settle Jurisdiction Over Week-End Leaves

NO WAR, SAYS DR. THOMAS

Dr. M. Carey Thomas, president of Bryn Mawr College, said today that the dispute between the faculty of that institution and the students' association is in a fair way to be settled.

The dispute concerns who shall say how many or how few week-end vacations the students are entitled to during a semester, and Miss Thomas thinks it will be settled at a meeting of students and faculty.

The dispute began last spring, when the faculty initiated an order that a student could take no more than four week-end vacations during a semester for exceptional reasons.

This regulation was immediately and with some little wrath attacked by the students' association, which maintained that such a regulation was an infringement on its own jurisdiction.

"The point," said Dr. Thomas, "is not whether there should or should not be restrictions on Saturday-to-Monday absences, but who shall initiate these restrictions."

"We—that is to say, the faculty and the students' association—are agreed that a greater portion of the students should be at the college at all times except during the regularly ordained holidays."

"Since the war this habit of leaving the campus over week-ends has spread so that a majority of the students were absent on twenty-eight out of the twenty-nine Sundays of a semester. Every one, including the representatives of the students, felt that this was a condition that needed correction, and the only question remaining was whether it was to be corrected by an order of the faculty or by a resolution of the students' self-government organization."

"This matter has been pending adjustment for some time, but attempts made by some newspapers to represent it as a 'clash' or 'war' between the students and the faculty are misleading. It is simply a question of the better means to an end that everybody concerned is agreed is for the good of the college."

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In Washington



MISS HORTENSIA CORONADO Daughter of Mme. Maria de Coronado, of Bogota, Colombia, who with her mother is spending the winter in Washington

FAMILY FLEE FIRE

Blaze in Shoe Store, 5044 Baltimore Ave., Does \$5000 Damage

William Weiss, a shoe dealer, and his wife and child escaped down a rear stairway at 12:30 o'clock this morning as fire destroyed a large part of his shoe stock at 5044 Baltimore avenue.

The blaze began in the basement and had reached the store when several youths and girls returning from a dance passed the store. They called until Weiss awoke. One of the youths then sent in an alarm.

The flames were confined to the store. The loss was estimated at \$5000.

FOOD-SAVING AS TOPIC

Dehydration to Be Explained by Prof. H. W. Youngken

"Strawberries at the North Pole and Apples at the Equator" will be the theme of Prof. Heber W. Youngken, who will give a food conservation lecture at 8 o'clock tonight in the Philadelphia College of Pharmacy, 145 North Tenth street.

Dr. Youngken will discuss the use of dehydrated foods as a new and superior means of conservation.

EDDYSTONE ASKS PLAYGROUND

The School Board of Eddystone is making a special effort to get possession of a strip of ground along Ninth street, between Leiper and Simpson streets, for a playground. The plan has been placed before the borough authorities for condemnation of the site and a jury has been appointed to fix the price.

Typical Conversations

By J. P. McEVoy

Two Old Grads at a Football Game

LOOK kind of slight, don't they? Yeh, I'll say they do. No such fullback as old Bull Branigan. There was the boy! Dear old Bull! Wasn't he a wonder? Do you remember the time he ran forty yards with three men hanging around his neck?

Do I? Well—Do you think any of that gang down there could do anything like that? Oh, they aren't so bad! (They watch the game for a few minutes.)

NOW what do you suppose they did a fool thing like that for? I don't think the coach knows his business. They don't have any coaches these days like they used to be. Remember old Eagle-Eye Simpson? There was a coach! Wasn't he a wonder? Say, do you remember the time he took eleven cripples off to play old Wasach and licked them 69 to 0? That boy had a skull!

I'll say he did! There ain't no coaches like that today. (The fullback for the home team carries the ball forty yards for a touchdown.)

(Grudgingly.) Not so bad. YEH, but you notice he had an open field. Say, what "Red" Miller wouldn't have done!

I don't suppose he could do much more than make a touchdown, could he? Say, he used to run forty yards after

THE MAN WHO TRIED to be Emperor

Yuan Shih-Kai, former President of the Chinese Republic, most remarkable Chinese of the decade, plotted to make himself Emperor. It wasn't so easy, but the whole coup was arranged even down to having the throne re-photographed by an Italian firm in Peking.

To understand the background of the Disarmament Conference, read ex-Minister Reisch's Great Story of Inner Diplomacy in the Far East now running, among the

Other Brilliant Features in December

ASIA

The American MAGAZINE on the Orient

Out today—all news-stands—35 cents

ain't no sense to them. Oh, it was real football in the good old days. I'll say it was!

(That night the old grads get up at the dinner and tell the team it's the best team they ever saw. Well, they'll be old grads some day, too. They're entitled to use the same stuff.)

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					SUITS	(Value 59.50)	35.00
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NO ONE can look at it without feeling the elegance of its symmetrical proportions, so suggestive of power and grace.

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Navy Ships for Conversion to Commercial Uses

By Sealed Proposals Opening December 15, 1921
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Some of the Vessels Offered for Conversion

U. S. COLUMBIA (Cruiser). Built in 1892. Length, 413 feet; draft, 21 feet; beam, 58 feet; speed, 22.8 knots; 3 vertical triple expansion engines. 8 D. E. and 2 S. E. boilers. Displacement, 7,387 tons. Now at Philadelphia, Pa.	U. S. S. BROOKLYN (Cruiser). Built in 1895. Length, 402 feet; breadth, 65 feet; draft, 21 feet. Speed, 21.31 knots; 2 vertical triple expansion engines. 5 D. E. and 2 S. E. boilers. Displacement, 10,065 tons. Now at Mare Island, Calif.
U. S. S. SMITH (Destroyer). Built in 1909. Length, 294 feet; draft 8 feet; beam, 26 feet; displacement, 902 tons; speed, 28 knots. Now in 4th Naval District (Philadelphia, Pa.).	GALATEA, S. P. 714; Steel Yacht. Built in 1914. Length, 192 feet; beam, 24 feet; draft, 9 feet; gross tonnage, 367; speed, 14 knots. One vertical triple expansion engine; 2 Seabury boilers. Now at Portsmouth, N. H.
FREIGHT LIGHTER No. 160 (EX-SURPRISE) S. P. 3740. Built in 1902. Length, 88 feet; beam, 30 feet; draft, 6 feet; speed, 7 knots; gross tonnage, 110; depth of hull, 6 feet; 2 two-cylinder Union Heavy Duty Gasoline Engines. Now at Mare Island, Calif.	VEGA, S. P. 734; Steam Yacht (Steel). Built in 1907. Length, 161 feet; beam, 20 feet; draft, 8 feet; 276 gross tons; speed, 15 knots. Two vertical triple expansion engines; two Seabury boilers. Now at Philadelphia, Pa.
U. S. S. INTREPID, Naval Training Ship (Steel). Built in 1904. Length, 211 feet; beam, 46 feet; draft, 16 feet; displacement, 1,800 tons. Now at Mare Island, Calif.	U. S. S. EAGLE No. 25. Built in 1918. Length, 200 feet; beam, 25 feet; draft, 7 feet; speed, 18 knots; displacement, 500 tons. Now at Philadelphia, Pa.
U. S. S. ALBERT BROWN (Fish Boat); Wood. Built in 1897. Length, 103 feet; draft, 10 feet; beam, 18 feet; gross tonnage, 108 tons; speed, 8.5 knots. Now in 4th Naval District (Philadelphia, Pa.).	U. S. S. ASTORIA, Transportation Ship (Steel). Built in 1902. Length, 320 feet; breadth, 46 feet; draft, 21 feet; dead-weight, 4,650 tons; gross tonnage, 2,789; speed, 9.5 knots; 1 vertical triple expansion engine and 2 S. E. boilers. Now at Boston, Mass.

The offer of these vessels by the Navy Department should be considered from the standpoint of the "future possibilities" of these vessels as cargo carriers.

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