## EVENING PUBLIC LEDGER-PHILADELPHIA, TUESDAY, JANUARY 24, 1922

## Evening Public Tedger PUBLIC LEDGER COMPANY

sibilities

able cutring

While his opponents may differ concern

world betterment, the soundness of his gen-

Bryce, Being a Philosopher and a

Scholar, Was a Friend of All Mankind

THERE are many learned men in the world, but few of them are really wise.

Because Viscount Bryce had both learning

and wisdom his death will mean a loss to

all people who hope to see reason substituted

for violence in the conduct of human affairs.

One phrase is repeated almost monta-

nously in every printed reference to Bryce's

That is true. So affectionate a friend of

America was Bryce that he felt as much

at home here as he did in England. But

his capacity for friendship was not limited

by any national boundaries. He was a

friend of all mankind, and as such he must

be regarded before it is possible fully to understand the nature and value of the

work scholars of his sort do for their world.

great humanitarian. He was above all

things a great democrat. He rendered to

the institutions of constitutional govern-

ment the rare and invaluable service of

informed and radiantly honest criticism.

He was one of these men who cannot be

selfish either in a national or a personal

sense. His concern was the future of the

race. For about thirty years he scrutinized

the processes of free government as pas-

sionately as laboratory men peer into strange

substances in search of a precious element,

and he felt to the last that, despite all its

defects, its blunderings, its omissions and

its inherent lethargy, democracy was still

The ideals and forms of government of

which the Bryces dream ought to be better

understood by every one who shares the

responsibilities and privileges of free cit-

izenship. They suggest a political state in

which, because of the enlightenment of the

individual citizen, the need for wise, gener-

ous and courageous leadership would be

Such a state would reflect in its life and

its habits of administration more of the

America of the pioneers, of the wars of

liberty, of plain men's homes and less of

the America of Wall street and political

grand headquarters. It would be of and

for the French who are not of the Qual

d'Orsay, but of Verdun and the Marne

battles. It would be inspired by the British

of Ypres and the North Sea and the farms

and shops rather than by the British of

In no case, however, would such a state

deny itself the service of trained, tempered

and devoted minds in answer to any impulse

generated out of class suspicion or the

aberrations of mobs. In its international

view all mankind would appear struggling

in a difficult pilgrimage toward peace and

light, single-hearted in the search for escape

from the nightmare of hates and fears that

has afflicted all civilization. From the view-

point of even an almost perfect democratic

state it would be impossible to regard Mos-

Downing street and the Board of Trade.

recognized and intelligently met.

the hope of the world,

Lord Bryce was a great scholar and a

death. He was a friend of America.

A PROPHET OF DEMOCRACY

eral principles is indisputable.

A BRITISH LORD WHO WAS

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Philadelphia, Tureday, January 24, 1922

## PRACTICAL POLITICS

THE intimations from Harrisburg that the successor to the late Lewis S. Sadter as Highway Commissioner will be a practical politician would not be credible under ordinary circumstances. But in the present state of political flux in the Com-

monwealth almost anything is possible. The Deputy Highway Commissioner George R. Billes, is an expert engineer. He has never taken any active interest in politics. Nevertheless it is known that the Governor before the death of Senator Penrose was considering his promotion to the head of the department in the event of a vacancy occurring there. But the death of Penrose and the grave illness of Senator Crow and the ficrce rivairies that are raging beneath the surface have produced a combination of circumstances which a practical politician such as the Governor must consider

But whatever he does it is morally certain that he will not turn the Highway Department over to the spoilsmen. He is too deeply interested in his road-building program to sacrifice that to any temporary political considerations. If he puts a practical politician at the head of the department it could well be with the understanding that the efficient engineers in charge of construction should be undisturbed in order that the work may be continued in the efficient way in which it has been begun.

### THE TRAVELING CARDINALS

ONLY under the most ideal conditions is it possible for an American Cardinal to participate in the election of a Pone. The Atlantic ferries have slowed up considerably since ante-bellum days. A seven-day crossing is now considered speedy.

The Paris-Rome express is limited in capacity and unless passage on this de luxe train is available, the journey conforms to the somewhat leisurely standards of Continental travel.

The sea route to Italy is direct on the map, but it is safe to allow ten days for the voyage to Naples, and the Eternal City lies me six hours' rail journeying beyond that port.

Cardinal Dougherty's difficulties, morever, are increased by the fact of his West Indian pligrimage. His vessel from the Lesser Antilles is not expected to reach New York until Friday. Should a reservaobtained for the next day French liner that ship could hardly attain Havre before Saturday of the next week. The conclave is expected to be called on the previous Thursday or Friday. Ice in the St. Lawrence and the winter suspension of steamship service there will handleap Cardinal Begin, of Canada, who will be forced to sail either from Hallfax or from some port of the United States. Inevitably the latest arrival of all will be Cardinal de Albuquerque Cavaicanti, of Brazil. Under normal circumstances the trip from Rio to Rome consumes about two and a half to three weeks.

on mutual sympathies and reciprocal responrine Association in its campaign. But official aid alone will not suffice. It is refreshing to note that his fervency

It is incumbent upon the American lines to be at least as active as their foreign rivals is blended with philosophy and good humor and that the prospect of a monumental task in securing patronage, and it is as fully necessary for the American public to recogserves to stimulate his apparently unquenchnize the immense change that has been effected in marine passenger transportation ing the merits of his specific recipes for since the war.

Habits of travel are often strongly ingrained. Americans bound for Europe are accustomed to journeying on foreign shipe for the excellent reason that until recently there were few other means of transit.

Within the past two years a fleet of American passenger vessels on various lines has been developed for trans-Atlantic travel. Two splendid new liners will augment this service in May, and eventually the Leviathan, now about to be reconditioned, will swell the total. Under Shipping Board supervision all-American services are now available to India, China, Japan and down both coasts of South America. It is unnecessary to indulge in special pleading for the passenger fleets under our flag. In the end they will be patronized or otherwise according to their merits or defects. But it is assuredly good taste for Government servants to book on the

craft of their nation. More than on anything else the situation lepends upon the realization by these officials of modern conditions upon the seas and upon the alertness of the American steamship companies. It is idle to complain of the celerity of competitors. Naturally, they will endeavor to restore the old status quo.

### THE FARM PROBLEM

DOLITICAL considerations were without doubt as potent as economic reasons in

inducing the President to arrange for a conference on agricultural conditions. The farmers are suffering from the same economic depression that affects men in every other form of industry. They are as deeply interested as every one else in the discovery of a way to better conditions. But unfortunately they are more disposed than other business men to be hospitable to quack remedies. A gathering of representatives of the farming industry such as assembled in Washington yesterday may, however, be able to reach some sound conclusions on the best methods of relief. But whether any economic advantage follows the conference, it has demonstrated that the Administration is interested in the

troubles of the farmers and recognizes that their relief is important and that it is committed to such legislation as seems best fitted to improve conditions. When there is a farmers' bloc in Congress doing its best to hold up legislation until it gets what it seeks, it is politically important that something be done to bring the farmers themselves to take a reasonable view and to persuade them that their troubles are only part of the troubles from which the

Nation is suffering. The men attending the conference are said to be conservative for the most part. But there is a radical wing which will seek indorsement of a greater degree of governmental relief than is wise. For example, some of the radicals wish the Government to guarantee prices for the principal farm crops. In the war emergency he price of wheat was guaranteed in order to induce the wheat growers to raise a large rop. There was considerable dissatisfaction because the price was not high enough to satisfy the farmers who wished to take advantage of the world's necessities. Many of them said that if it had not been for the interference of the Government they could have got from fifty cents to \$1 a bushel more for their wheat. Yet the fact remains that this experiment with a Government promise that wheat should not go below a fixed price has convinced many wheat growers that it should be the per-

manent policy. The only way they can be convinced of their error is by showing them the remedy Forwould be worse than the disease. tunately the evidence is easily available in the experience of one of the Brazilian states years ago in validating the coffee n for crop. There had been an unusual crop. a crop so big that the price fell below the cost of production. The Government fixed a minimum price and bought the surplus crop and held it on the theory that a poor crop the next year would make a market for what it held. But under the stimulus of the profitable price fixed by the Government the planters intensified their cultivation and produced another big eron and the surplus had to be bought once more. The plan broke down because it was costing more than the Government could afford and was rapidly turning into governmental subsidy to the planters. What happened in Brazil would happen in the United States or wherever else the validating plan might be adopted. The demand of the farmers, however, that arrangements be made for financing them in the same way that manufacturers are financed is reasonable. The manufacturer has a quick turnover, while the farmer's turnover occurs but once a year in the case of grain and but once in three years in the case of livestock. The farmer naturally wishes to be able to get money for a year at least without the necessity of frequent renewal of his notes and without the risk of having the notes called before his crop is ready to sell. The Farm Loan Board has provided a way for the farmer to get capital with which to buy his farm. What he seeks now is a way to supplement his working capital. The President is committed to the support of any feasible legislation which will meet this issue, If the conference brings about anything he an agreement among the delegates on what can be done and what it would be unwise to do it will justify itself

### A MIGHTY PROJECT

Pittsburgh's Proposed Lake Erie Canal Will Carry More Freight Than the Panama Canal and All the Big Rivers of the Country Combined

#### By GEORGE NOX MCCAIN

THE combined business and manufactur ing interests of Pittsburgh are boosting for the greatest enterprise on the hemisphere.

Once undertaken it will be greater, estimated on the basis of traffic, than the Panama Canal. The only difference is that the Panama

Canal benefits the commerce of the entire world, whereas Pittsburgh's project will be internal

That is, it will affect largely the North-east and the Southern States tributary to the Ohio, Mississippi, Missouri and the navi-gable rivers draining into the great Missis-sippi Valley.

The Lake Erle and Ohio River Canal is the name of this mighty undertaking. As its name indicates, it contemplates the construction of a canal connecting Lake Erie with the waters of the Ohio River at the mouth of the Beaver River.

FEW weeks ago forty representative A men of Western Pennsylvania and Eastern Ohio, delegates from all the great industrial, business and civic associations generally, went to Washington. They had a hearing before the United States Board of Engineers for Rivers and Harbors

They could have taken three times that number of delegates had it been desirable.

The project is not a new one. It dates back almost to Colonial times when far-seeing engineers, French and English, saw the possibilities of such a water-way in the development of the imperial do-main west of the Alleghenies. During the recent visit to Pittsburgh I

discovered that the intention among its rep resentative business and manufacturing in terests is to keep driving at this project until it is a fact accomplished.

Most interesting, however, is one argument that its projectors advance for the construction of this canal.

THE National Government should assume the great bulk of the outlay !

The canal, it is argued, will be of such national importance that the Government will be justified in footing the largest part of the bill

Why? is the natural query. Because the Lake Erie and Ohio River anal will, when completed, carry more Canal traffic than the present combined tonnage of the Panama Canal, the Ohio and Mississippi Rivers and other waterways upon which the Government has borne the entire

Six times the cost of the Erie and Ohio Canal has been spent upon the waterways I have just mentioned.

At the peak prices of last fall the spe-cial Board of Engineers estimated the cost of the proposed waterway at \$120,000,000. Revised estimates fix the cost now not to exceed \$100,000,000.

THE United States Board of Engineers L has for years given the project a questioning shoulder.

It is the engineering way to drag out all the obstacles to a project and then listen to

The principal objection at the outstart was that the amount of traffic through the canal would be too small to justify its construction. A matter of 20,000,000 tons annually was

necessary to justify its construction, ac-cording to the report of a special engineering

The next finding was that the bridges connecting Pittsburgh and Allegheny across the Allegheny River were too low.

The latter ordinarily would have been a body blow to the scheme, for the bridges represent a municipal outlay of millions of dollars.

Every time there was moderately high water in the Allegheny the low bridges would be a bar to the free navigation of traffic destined for the proposed canal.



if they wish to do so, but the trouble is to get them to spend it. Others complain of the difficulty in collecting. right, as the prices of some of the necessi-ties were very slow in coming down. conditions are not peculiar to

Could Cardinal O'Connell, of Boston, have managed to sail today on one of the few ocean greyhounds there would have been : alight chance of his adhesion to a strict ecclesiastical schedule.

The transit quandaries of New World prelates are of comparatively recent origin In the days when all the Cardinals were European it was generally possible to secure a full attendance at the Sacred College on the opening day of its sessions. The conservstism of the Church is traditional, but cannot be denied that the pressure of breath. taking travel exerted upon its distant princes is somewhat extreme.

## KEEN SIGHT OF LLOYD GEORGE

LOYD GEORGE'S remarkable faculty for rejecting the dry formalism of ministerial verbiage in favor of the elupiest and most forceful expression of vital issues has seldom been more vividly displayed than in his brilliant address before the Coulition Liberals.

It has been suggested that the unnerently invincible Premier was playing for political advantage, seeking to organize his cohorts. in advance of a general election, which is belleved by some commentators to be inpending in England. But even if these contentions are correct, his analysis of the needs of civilization still statils as a frank, manly and discerning appreciation of realities.

"You cannot argue," declared the Dritish Prime Minister, "with a dispatch ; you cannot reason with a dipiomatic message must come face to face. " " " Men who dislike conferences are men who dislike realities. \* \* The gibers say 'Another conference? Forty-five delegates and a thousand experts-what extravagance!' Yes, a thousand experts- financial, diplomatic and conomic. They are thenper than military experts.

The spiritual basis of Mr. Lloyd George's hopes for the success of the coming international meeting in Genoa is the belief that this assemblage will help to extinguish surolcions which have so lamentably darkened the politics of the various Governments since the close of the war. "Most quarrels," he contends, "ard bred in suspleion, which could be removed by sensible interchange of opinion." If reasoning of this kind is "political." the world can do with an accession of politics.

The tonic value of Mr. Lloyd Guorge's ddress consists not so much in its cheery misor-for optimist; may sometimes be re pose as in the courageous recognition ts as they exist. Consistent with this sort of veracity is his acknowledgment of the structive worth of the Washington Conand the intense necessity for a still greater solidarity of nations.

Mr. Lloyd George is not afraid to call Concerning the old hugger-mugger macy he retains no illusion. His faith is centered in new adjustments, based

cow as Russia or to permit hatred of a handful of fanatics to obscure the memory of the 1.700,000 Russians who died in snows and swamps in the war against German aggression and fought heroically month after month in the face of machine-guns, which they faced, because of the monstrous cruelty of their Government, without ammunition.

To men who want to see a better order in human affairs it must always seem that all Governments will function more satisfactorily only after they manage to borrow something of the faith and courage and reperosity of the average man. Such qualities translated scientifically in terms of administrative action and policy ultimately will make for the perfect democratic state as Bryce perceived it. And, beside the Bryces of this world, who believe that a better future for humanity can come only through more enlightenment in the average citizen and a liberation of the fundamental human impulses of charity and compassion among peoples, the men who are now trying to direct the course of international affairs in the old world-jingoes, frenzled financiers in Paris, the Wallingfords of prostrate Germany and the hate-erazed crowd at Moscow-scem like blind organisms tearing at each other in elemental darkness.

REAR ENTRIPS.

We ourselves have a good year to learn from men who prefer to view the processes of government philosophically and scientifically rather than as uncritical partisans. We shall have to stop believing that we are perfect. We shall have to listen to the minorities if only that we may disagree with them intelligently. We shall have to ston voting merely as Republicans or Democrats and vore as Americans, conscious of our obligations to the past and to the future. And we shall have to stop making martyrs of the men who, like Lord Bryce, believe that there is a wisdom of the heart as well us a wisdom of the mind, which will be expressed politically in the interest of peace and progress in the perfect states of a war-

### ENVOYS AND SHIP PATRONAGE

THE National Merchant Marine Association is aggrieved over the frequency with which Government officials and envoya delegated abroad distribute their patronage to versels flying alien flugs.

The case of Charles L. Kagey, American Minister to Finland, is especially cited. No. sooner was the news of his appointment circulated than agents of a British and French steamship company called upon this legate to exploit the advantages of their respective services. There are instances in which this sort of persuasion has been pro-

That obliquity attaches to this sort of enterprise is, however, by no means certain The Shipping Board is now prepared to grant to Government officials and their families the discounts and particular inducements which foreign steamship organizations have for years accorded to their nationals in Government service.

It is a well-established custom for a French plenipotentiary to cross the Atlantic under the fing of his country and for a British official to be similarly consistent, Every department in the Cabinet has pledged its assistance to the National Merchant Ma-

## MORE IRISH ADJUSTMENTS

 $E^{\rm CONOMIC}$  conditions are said to be partly responsible for the quick accord of Michael Collins and Sir James Craig upon the steps preliminary to establishing the boundary between the Irish Free State and Northern Ireinad.

Doubtless these factors have been influen inl, but they do not cover the whole case. Progress and amity are contagious. The piritual effects of the adjustment of the itonomy problem in Ireland cannot enouted by the first fruits of the new order, miriums as these are.

It is, of course, too early to forceast an iministrative union of the entire island. the official antagonisms are unquestionably fast fading, although the dissipation of inlightual bitternesses will naturally be lower

The definition of the frontier between the two self-governing countries will inject reality into a situation that was formerly so baffling because all avenues of approach appeared closed. It is sometimes easier to efface a tangible boundary than an imaginary Utie

iomewhat

While we are avoiding entangling alliances it is Embarrassing somewhat annoying to

AT STATE AND

realize that we cannot wholly avoid entangling responsibilities. The presence of Japanese troops in certain parts of Siberia is not wholly unconnected with the roposal of the American Government foreign troops be sent there to enable Czecho-Slovak troops to leave.

### Attention of the agricultural bloc is drawn to the fact that the Federal Farm Loan Board in its fifth annual report gives credit for the unquestioned success it has with to George W. Norris, a Philadelphia banker.

The result of these decisions did

courage the projectors. Instead, it only ma made them work the harder to prove their contention and justify the digging of the great ditch.

WILLIAM H. STEVENSON, of Pitts-burgh, is president of the Canal Board, He engaged statisticians and solicitors to take up the question of tonnage for the canal

Every great iron and steel manufacturing concern in the Pittsburgh district made guarantee of a certain amount of traffic

should the project go through. Jones & Laughlin pledged 5,000,000 tons of ore, coal, limestone and finished product. Tb Bertha Coal Company guaranteed 2,750,000 tons annually.

The Youngstown (Ohio) Sheet and Tube Company set their figures at 5,250,000 tons. while the Republic Iron and Steel Company of the same place set 4.170,000 opposite its

The figures are simply staggering in their magnitude. Translated into railroad terms, the ton

nage guaranteed by the Jones & Laughlin Steel Company alone would represent about 125,000 freight-car londs.

WHEN the returns were all in it was found that instead of the minimum requisite of 20,000,000 tons of traffic nanded by the Government engineers, in the Pitteburgh district alone over 31,800,000 had been guaranteed.

As pilling Pellon on Ossa letters were in of Mr. Stevenson showing that 75,000,000 tons more could use the canal to ndvantage.

S THOUGH this were not sufficient, let-A ters were received from the industries and communities interested guaranteeing to provide not only necessary terminal facili-ties, but boats for their traffic on the canal. But there was one strangle-hold which the Government engineers still maintained It was the matter of the Alleghens bridges.

President Stevenson and John P. Elch-leay, chairman of the Rivers and Harbors mmittee of the Chamber of Commerce Pittsburgh, were ready for the issue when it came to grips with the engineers. They showed that the City of Pittsburgh had agreed with the War Department to raise the bridges, and that the work would be commenced this spring.

THIERE is one fly, and a very large one, I in the amber of Pittsburgh's satisfaction over its fight for a Lake Erie Canal, Central Ohio has routes for a canal from Lake Erie to the Ohio via Columbus and Cincinnati.

These latter, however, the Pittsburghers say, cannot show the amount of traffic demanded for the more easterly route. Hearings on the Central Ohio projects are

being held this month, after which the Board of Engineers will make its decision.

One important fact should not he lost sight of in the matter of tounage for the canal derived from that immediate territory The vast coal traffic that goes southward to light and heat the citles of the Missia-Valley and the Gulf Coast is a stop thing separate and apart from the Eric Canal nnage

It amounts to millions more every year.

### Twice 125, and Then Some

From the Wichita Eagle. An overhealthy young lady was observed Friday afternoon walking toward the scales in front of Jack Spine's clothing store. She She raised one foot cautiously and set it upon the platform. The indicator glided swiftly around to 125 pounds. With an air of disappointment the young lady walked swiftly away, evidently thinking one foot enough to weigh at a time.

Philadelphia ; they exist to the same or to an even greater degree in all the large business centers. We are inclined to think that business is worse than it really is on account of the high level which was reached in so many lines during the war years and the period which immediately followed. But this was due to a high stimulation and thus a condition which could not possibly exist per-manently. The inevitable reaction, there-fore, was the more keenly felt and seemed to be much worse than it actually was.

lieve that the buyers have the money to buy,

But the

**Business Generally Good** 

"At present I should say that, generally speaking, business is pretty good. There is what might be termed a surface prosperity in a good many lines, but there is a very real prosperity underlying it. Take, for ex-ample, the automobile trade. A good many persons who formerly bought a new car every year are this year having the c'l one for overhauled and repainted to do servi unother season, but at the same time, consider the immense crowds at the recent Automobile Show here.

"There was surely no lack of interest in the automobile, to judge from the attend-ance and from the number of cars which This interest must have a direct were sold. and a highly beneficial influence on the trade within a very short time.

"Then there are other lines which are represented in our club which report that they have all the business which they car nfortably handle. What these people will do if there is the rush of business in the diet, I do not know, but it is safe to say they will find some means of taking that care of it.

#### Some Won't Hustle

"Then there is another type of business man and one with which I have not much sympathy. He is the man who complains bitterly that business is bad and at the same time he will not get out and hustle to make it better for himself. No matter what the general conditions are, all the average busitess man needs is ambition, courage and r letermination to get the business, and he will succeed in getting it. The business is always there if a man will go after it with determination and, of course, using some-brains as to the methods which are needed in the various lines of work.

"I think that the war has a good deal to do with this attitude, which is more common than a good many persons suspect. was overseas during the greater part war, and therefore I cannot speak of conditions at home from first-hand knowledge, but all the information which I have received as to business conditions in the United States during that period is practically to the same effect.

"Business came so easy during the war period and during part of the period of re-adjustment which followed it that business men became in a measure accustomed to get ting business without working very hard for it; in fact, in a good many cases the business came to them.

### The Inevitable Result

"The result of this was inevitable. When war conditions ceased to prevail and the period of free spending which history shows always to follow any great conflict was over, business again had to be sought. Th competition of former times was resumed and instead of business coming unsought, it became again work to get it from the renewed competition.

"This led many to complain of hard times. matter of fact, all that was harde As n was the work that was required. Any ne cretion of business is easy to accept, bu when things become duller largely because of competition and not essentially because o general conditions, the answer is more and harder work and no complaints which might shake the business confidence of the com-munity. All business men of this and other cities have not strictly followed this plan. If they had, both they and the business

sin will present a disquieting opinion. "But in a way they were like the business men of whom I spoke. If both were willing to accept pre-war conditions as they turned and were willing to work as hard as they did before the war broke out, business

for both would be just about where it was. "The business of the City Business Club is, first of all, to boost Philadelphia-first, last and all the time. We are interested in everything that makes for the good of the city in any way whatever. At our lunchcons we are addressed by prominent men

such as Director Cortelyou, who spoke at the last one, and we do our utmost to forward any movement which is for the good of our town.

The Sesqui-Centennial "We fully appreciate the possibilities for Philadelphia in the coming Sesqui-Centen-

nial, and we are prepared to do everything in our power to advance the work toward this end. The advantages of a world's fair are so many and so great that not only every organization in the city, but every resident of Philadelphia should do his utmost to help along this great project. We pledged the support of our entire membership to the Sesqui-Centennial, and we hope that our organization will be able

some very efficient work along whatever lines effort may be needed." Wanted-Man With a Waterlily Face

From the Columbus Dispatch. The commercial side of Chinese love is emphasized in this translation of an advertisement which the father of a Chinese girl

inserted in a Shanghai daily : "I have several ten-acre of fertile land and am quite well-to-do. I have no son, but only a daughter who is now just in her teens. Her rosy cheeks are like peach blos-soms and her dainty feet resemble three-inch golden lilies. It is my desire to have a good son-in-law, who, after being adopted by me, shall become entitled to all my property. Any young man under twenty years of age, who has a face like a waterlily and is versed in Chinese classics is qualified to apply."

# What Do You Know?

### QUIZ

- 1. What was the first name of the late
- Pope? Where is Torres Strait? 5. How many amendment
- How many amendments to the Constitution of the United States have been ratified since the Civil War?
   When did the Thirty Years' War occur in Europe?
   What planets of the solar system are smaller than the earth?
   How many degrades degrades

- e Hoy many degrees of longitude are there
- 7. What is meant meant by the Quinto-Georgian period'
- 8. What is the largest twin-screw passenger
- steamship? 9. What is the origin of the word ovation? three famous plays by Arthur Wing Pinero

## Answers to Yesterday's Quiz

Answers to Yesterday's Quiz
There is six hours' difference in time between Rome and New York City.
Savorarola was a celebrated moral, political and religious reformer. He was executed in Florence in 1498. His first name was Girolamo.
Charles Gounod wroto the music of the opera. Romeo and Jullet."
"In tattered clothes small vices do ap-pear: robes and furred gowns hide all." is a remark made by King Lear in Shatespeare's play of that name.
Apia is the chief town of the Samoan Behads in the Pacific Ocean.
Glibert Stuart was the American artist especially famed for his portraits of George Washington.
Ninety degrees is the most northern parallel of latitude.
Iowa is the Hawkeye State.
Louis Agassiz was a distinguished Swirs-American naturalist. especially noted as a geologist and ichtingologist. He ded in Cambridge Monitorian in the interfue to the in the parallel of the substance of the maturalist.

conference. The last figure is perhaps a little unfortunate. A bird can't go very far with one wing; and it were unwise to bank on the Genoa Conference until it eventuates. Still, there is hopeful augury in the views of the British statesman, and one must **pot** expect too much exactitude in a poet's figure.

- - Swirs-American naturalist, especially noted as a geologist and ichthyologist. He died in Cambridge, Mass., in 1873, he first election for President of the United States occurred in February, 1789. 0. The

The Craig-Collins compromise, born of economic pressure, may jar Carson and De Valera, but will please the rest of the world.

Long after the Powers have decided what is best for Siberia it may be that Rus-

it listeth.

Women under thirty are barred from voting by a new Hungarian law. This may mean that no unmarried woman will rote before she is fifty.

"Men who hate conferences are men who dislike realities," says Lloyd George. And here a firm finger is placed on the sore spot of the old diplomacy.

> More or less pretentious essays in that direction give color to the hope that out of the Great War there may grow an international money system.

see, remarked the Young Lady Next Door But One, that the tax exempt bond is on the carpet and presume that it is beld in position by the income tax.

Paris has canned food enough to last her for forty-two years. But Mr. Poincare is reminded that just because she has the tin cans she need not play the goat.

The American taxpayer, says Pro Montgomery, is a patient animal. "Tain't so." says Demosthenes McGinnis. "I'm not. I kick mulishly. The trouble is I don't always kick intelligently."

Two violas and a violin valued at \$8000 were stolen from a New York flat, while jewelry and cash in plain view were left untouched. This should narrow the police's field of inquiry ; though, in a way, it makes the search more difficult. It will be vain to look for the instruments in a pawnshop.

Some of the snags China presents to the Washington Conference are indicated by the fact that many of the important agreements. ratiroad and loan, for instance, are with private individuals. This enables a foreign lovernment whose nationals are enterprising to accept benefits while waiving responsibility.

The French Government pays Lloyd George the compliment of being afraid of his personality and has returned to the old diplomacy of sending notes. But this is diplomacy of sending notes. But this is merely a foolish attempt to halt time by turning back the hands of the clock. The old diplomacy is dead. Publicity, of which the conference is merely one manifestation. killed it.

Because seven of the Powers repre-sented at the Washington Conference are signatories of the Treaty of Versailles, and are therefore pledged to the support of the supe support of the support of the support of the support of the su

tung controversy must be between Japan and China, Senator Underwood explains.

It being understood, of course, that Under Sam shall be present in an unofficial but

Washington Conference was a rainbow of promise; now it is one of the wings of the

Temper

Though not according to the rule

Which tells a fellow to keep cool, A man must be a knave or fool

Whose heart will ne'er grow hot. That man 'tis right we should extol

Who keeps his temper in control-Because he has one, heart and soul

And uses what he's got.

heart and soul;

G. A.

Lloyd George is a poet. First the

Japan's position, settlement of the

admonitory capacity.

Shan!