CTIN C. MARTIN. General Business Manager
Published daily at Public Largam Building
Independence Square Philadelphia
ALANTIC CITT Press-Union Building
NW YORK 364 Medison Ave.
Darmort 101 Ford Building
Louis 102 Tribune Building
NEWS BUREAUS
MARKETON BURBAU,
N. E. Cor. Pennsylvania Ave. and 14th St.
Law Tork Burbau. The Sun Building
SCHOOL Trafaigar Building
SUBSCRIPTION TERMS
SUBSCRIPTION TERMS
The Evening Public Labour is served to subrefere in Philadelphia and surrounding towns

there in Philadelphia and surrounding towns it he rate of twelve (12) cents per week, payable the carrier.

By mail to points outside of Philadelphia in United States, Canada, or United States possessing, postage free, fifty (50) cents per month, [35] dollars per year, payable in advance.

La lifereign countries one (51) dollar a month, carrier Subscribers wishing address changed but the sive old as well as new address.

LL, 9000 WALNUT KEYSTONE, MAIN 1601 Address all communications to Evening Public Letter, Independence Square, Philadelphia.

Metaber of the Associated Press THE ASSOCIATED PRESS is exclusively en-tied to the use for republication of all news tepatches credited to it or not otherwise credited this paper, and also the local news published All rights of republication of special dispatches

Philadelphia, Wednerday, March 1, 1922

**OUT-HAMILTONING HAMILTON** THE control by the States of railroad

rates within their boundaries was swept ide by the decision of the Supreme Court Wisconsin and New York cases this Wisconsin Railroad Commission sought to enjoin the Chicago, Burlington

and Quincy Railroad Company from putting into effect within the State the increased passenger rate granted by the In-Commerce Commission, and the State of New York sought to restrain the enforcement of the new rate on the ground that the rate fixed by the Public Utility umission was adequate to earn a reasonable return on the money invested in the railroads within the State.

The Supreme Court, to which the cases of these actions and has laid down the rule that the Federal Government in the exercise of its power over interstate commerce has the right to interfere with railroad rates within the States when those rates affect the profitable conduct of the railroads in interstate trade.

Under this decision the rates of every railroad which crosses a State boundary are under the absolute control of the Interstate Commerce Commission. The Court does not so in so many words, but in discussing the relation between interstate and intrastate commerce it says, "Effective control of the one must embrace some control over the other, in view of the blending of both actual operation." But it does say that if intrastate passenger rates work undue prejudice against persons in interstate commerce such as to justify a horizontal increase in them the Federal authority has the power to make that increase.

This leaves the State public utility commissions with so little authority over the railroads they might as well abandon all ttempt to make any regulations. They ust bereafter confine their attention to the public utility corporations whose activities are confined within the boundaries of the State, such corporations as operate street railroads and manufacture gas and elec-

This concentration of power in the Fedaral Government is greater than Alexander Hamilton dreamed was possible when he was mrging a strong central government in opon to the decentralizing theories of

### COAL

THE communication issued by John L. Lewis, president of the United Mine Workers, yesterday, was on its face merely an announcement of the failure of plans for a soft-coal conference between the men and the operators. It was, in fact, a final order for strike preparations.

Simultaneously the representatives of the anthracite industry announced in this city their intention to meet with the miners representatives in an effort to avert the walkout scheduled for April 1. It cannot be mid. in view of the failure of the plans for a bituminous conference, that the possibiliof a country-wide strike are lessened the attitude of the hard-coal producers. The greatest trouble is in the bituminous wast majority in the miners' federation, will expect the hard-coal unions to act with them and in their interest.

### A WOMAN-RULED WORLD

SECHE has been courted in business," says Prof. Ralph L. Powers, of the Uniersity of Southern California, talking ominously of woman with a capital W, "and politicians feel that they must placate her if they wish to avoid overthrow. She has won first place in the news of the world. won first place in the news of the world. Her manifest destiny as ruler of the world is therefore merely a matter of swift de-

Prof. Powers moves on from this assertion to prophesy that within fifty years women will be the basses of the Wen, he believes, will stay at home and mind the children and cook and wash dishes and sweep up.

Well, well! Fifty years! That seems long time to wait. For, when you read the from Japan and from Russia, from Washington and London and Paris it berise to seem that women, though they might do no better than men as rulers of tion, couldn't do much worse if they

Men took charge of affairs before the ne Age. Prior to that, if you believe all rou read, women were supreme dictators in some parts of the earth. Variety is the make after-dinner speeches. They don't like bloody fighting. Let them take the world, if they are looking for trouble, and see what they can do with it.

## PRESIDENT PARK

DR. MARION E. PARK, who has been unanimously chosen to succeed Miss M. Thomas as president of Bryn Mawr ge, is a graduate of that institution. was inevitable that a graduate should be beted as soon as the college had lived enough to permit one to develop presi-

Dr. Park has manifested administrative in a number of positions which she held since she was graduated in 1898. has pursued post-graduate studies in colleges and in the Classical School in ms. and after serving as associate dean ons College in Boston for five years ame the dean of Radeliffe College fall. Her election to the presidency of Mawr is the natural step upward

les Thomas became president Thomas became president in had not among her alumnas at the was regarded the new that hiles Thomas are probably a number of the probably a number of

teaching any one of whom would be capable of carrying on the work of the college as its head. The college may be regarded now as having reached its scholastic majority.

#### FLOURISHING TRADE SHIPS MEAN A THRIVING NATION

The President's Subsidy Plan is a Welcome and Practical Recognition of Vast New Maritime Opportunities

BY GRACE of extraordinary circumstances the United States is possessed of a merchant fleet commensurate with the dignity and the commercial distinction of

In this phenomenal growth little consistency of policy can be traced. The enor-mous expansion of shipbuilding was primarily a concomitant of the World War. Costs were not counted. Cargo carriers were. The end of the conflict marked an American maritime ascendancy unparalleled even in the days preceding the Civil War,

In the first half of the sixth decade of the last century Confederate privateers ranging from Bering Sea to the Magellan Straits dealt crushing blows to Federal commerce on the ocean. Legislation contributed virtually nothing toward repairing the wreck-

Shipping laws were characterized by an absence of vision, and by 1914 the United States, for all its wealth, resources and its alleged splendor of initiative, occupied an inconspicuous position as a maritime nation.

The Great Lakes commerce, stimulated by special fortunate conditions, swelled the total tonnage, but in foreign trade under the flag Great Britain, France, Germany and even little Norway had far outdistanced us. The tables are ordered otherwise today. Of the world's merchant shipping, the

British still are the leaders with a total gross tonnage of more than 22,000,000. But America is a swift second with more than 17,000,000 tons. There are no close competitors, the nearest being France, with about 3.500 000 tons

It is this significant disparity of assets and the vast new resources at our disposal which have inspired Mr. Harding to sponsor a plan for restoring the sheen to a gem of the ocean that lacked luster for a full half century.

The proposals presented to Congress in a presidential message yesterday are designed to terminate a season of floundering extravagance and at the same time protect-the word may be faced without flinching-the maritime resources of the Nation, in which every fiber of its economic structure is concerned.

The President is unafraid of the word subsidy, long the bugaboo of backwoods Congressmen, and is equally bold in urging the substitution of well-defined, concrete, forward-looking policies for those which have been crippling and, in at least one instance, quite stultifying. The Jones Merchant Marine Act of 1920

was the first congressional recognition of the recovered maritime prestige of the Nation, but its system of discriminatory and preferential duties regarding goods carried in American ships conflicted with treaty engagements with more than a score of na-

Mr. Wilson declined to authorize such a wholesale disregard of solemn international covenants. Mr. Harding has gone a step further. His plan is comprehensive and constructive, and in these respects it is one of the most noteworthy moves of the present Administration.

Encouragement of the American merchant marine is to be provided through the creation of a loan fund, to be administered by the Shipping Board and to be derived from a diversion of 10 per cent of the national customs receipts. It is estimated that this would amount

to financial aid of \$32,000,000 annually, the money to be repaid eventually by shipping companies realizing more than a 10 per cent profit on their investments. Further support is suggested in a scheme for carrying at least 50 per cent of immigrants to this country in American ships,

The details of the proposals, already em padied in hills introduced in both houses of Congress vesterday, are necessarily intricate. It is safe to assume that they represent the patient and exhaustive study of experts.

But the general principles involved are transcendently clear. Shipping has long been the Cinderella of the American economic household. The pending legislation promises justice and well-warranted support. It is not in the slightest degree an undue concession to special interests. "Commerce on the seas," declares Mr.

Harding, "is quite as vital to the great interior as it is to our coast territory. East, South or West. Shipping is no more a sectional interest than is agriculture or manufacturing. No one of them can be prosperous alone. "There is not. "a record in all history of longmaintained eminence in export trade except as the exporting nations developed their own carrying capacity."

There is common sense and keen historical consciousness in this verdict. The new bills promise intelligent, practical aid to an obvious factor of national greatness. They open the way for a return to the system of private ownership of vessels and for a marked simplification of the now complex and burdensome responsibilities of the Ship-

It is impossible to prophesy that complete success will attend every phase of the venture. But unquestionably the experiment is the most seriously fashloned and the best-intentioned effort to safeguard American maritime opportunities that hus been offered in more than a generation,

It is deserving of public support and of the expenditure of prompt political energies.

### SHORT SKIRTS AND TRADE

TT IS agreed by the delegates attending the conference of textile manufacturers in this city that if the women would lengther the skirts of their gowns by a few inches there would be a demand for at least 25 per cent more textiles than are at present manufactured.

But it is doubtful whether the delegates will adopt any resolution urging that the skirts be lengthened. Whatever may be their opinion as business men, there are other considerations to be weighed before the short skirts are condemned - considerations of grace and beauty, and the preservation of

the attractions of the human scene. But if the textile men should decide to seek to have the skirts lengthened they would quickly discover that the hosiery manufacturers were interested in the preservation of the present styles. What the manufacturers of dress stuffs have lost the manufacturers of hosiery have gained, so that there has been economic compensation. How extensive it has been could be judged if one could gather any statistics about the

sale of woolen stockings this winter. These comfortable garments, if stockings can be called garments, have appeared on the streets in pairs by the 10,000 since the advent of cold weather encasing a part of the female anatomy that it is difficult not to look at. And silk stockings have not disappeared. They have been worn outdoors by the more bardy and indoors by every young woman who had the price.
They have come to be regarded as an indispensable part of the modern contume.
The Philadelphia besiers manufacturers

could tell a tale that would make the textile manufacturers pause if they had any in-tention of seeking to change the style of

women's dress. The skirts trailing on the street will come back all too soon, because no style is permanent. In the meantime the wise course for the manufacturers of dress goods will be to persuade the women to buy more gowns instead of making them longer. They can tell the women that the falling prices will make it possible to buy the material for two short-skirted and low-necked gowns for the price which they used to have to pay for one of the fushion of 1910.

#### THE WIRELESS BEDLAM

HAND it no longer to the Germans. Hand it to L. R. Krumm, of the East Pittsburgh Wireless Broadcasting Station and the easy-going wizards for whom he spoke before a radio conference called by Secretary Hoover, who is seeking means to keep the air from being hopelessly jammed with wireless music, wireless talk, wireless jazz and the like.

Mr. Krumm might have been a genie out bottle, or a personage out of a fantastic tale.

"We don't give 'em cheap stuff from our station." said he, talking proudly of the vast and increasing multitude of amateurs who put their ears to radio receivers each evening in all parts of the country. went to Chicago and got grand opera. We broadcast sermons, speeches, crop and weather reports and the reports of the stock markets, general news, violin solos and that sort of thing. We are impartial. In sermons we go down the list until we have covered all denominations. There's nothing cheap about us!"

Mr. Krumm told only part of the magic tale. He made no reference to experiments which proved that a lady in New York may now sing Texas babies to sleep with pretty lullabies. He didn't say that the competing broadcasting stations, working at nights against the vast, unregulated tide of radio impulses created by amateurs and experimenters, justify Hoover's assertion that the air has become a bedlam.

Wireless is unquestionably the dominant wonder of the world. Wireless telephony is something more than that. Any one in well-equipped station nowadays may turn a little knob and hear news going from Paris to London. Switch into a shorter wave and you may listen to the Moscow wireless issuing new defiance to the non-Soviet world. At the turn of a wrist you can cut out Moscow, Paris and London and the ships at sea, and a lady, trilling through a few hundred miles of night, will sing for you. Or an orchestra will play in your ear or some unseen person will declaim the latest gossip of Wall street for your edifi-

But the wireless waves are treading on each other's beels and getting in each oth-The Government is keenly interer's way. ested in all this, since it happens that ether waves respect no national boundaries or State lines. Moreover, there is a furious conflict between powerful interests to establish a sort of monopoly of the air. It was when the amateurs with big sending machines began to work zealously at night that a sort of aerial riot began. Mr. Hoover called the leading radio men to Washington to see whether it is possible to outline a tentative system for the regulation and control of aerial communication. He has started a work that will grow obviously more important with each passing day. The possibilities of wireless are virtually without limit. It is clear, therefore, that the Government cannot afford to let private interests take full possession of the air. In Europe schemes of regulation already are well advanced and there exist international treaties to regulate the use of wireless. That sort of regulation is just about to begin in the United States.

The working of the present Immigration Law discloses many im-perfections and absurd! Supervision by Indirection ties, but at least it keeps down the total of undesirables admitted. To avoid the hard-ships entailed on immigrants denied admiswholly because the quota of their mals has been filled, it has been suggested that examinations be conducted at the port of entry. To this suggestion Italy files unofficial objection. The idea of an American official exercising such a right in an Italian city is repugnant to the Italian Government. And, though the objection Government. And, though the objection may appear far-fetched, it must be con-In the suggestion of President Harding in his ship-subsidy plan that at least 50 per cent of immigrants be carried on American ships, there is virtue entirely apart from its effect on American shipping An American official on an American can exercise supervision without affront.

Colonel McCrea, of the Three Wise Men Pennsylvania, says the railreads of the country are standing still. When a railread stands still it goes back; a paradox to which Time continues to give proof. Unless we have a resumption of railroad construction. says Herbert Hoover, the country will be gasping from a strangulation caused by in-sufficient transportation. Add to these seasoned opinions the declaration of Herbert Quick in the Saturday Evening Post that thout the railroads our Republic would no now exist and without them cannot now endure, and it will be seen that the problem s not merely one of rates and wages.

State rights got still Scratching the another blow in the de-Court that railroad passenger and freight rates within a State are subject to Federal regulation. One may or may not approve of the trend of affairs, but onsideration of the railroad problem at least must convince one that Federal intervention has become inevitable. And just as inevitable is the implication that Government intervention must not begin and

Words of Wisdom America and Japan were without question drifting toward war and that the Washington Conference averted the danger, As Dollar is a business man with a tremendous knowledge of world affairs, his assertion should be earnestly studied by the small burnelferous groun in Congress which is an vociferous group in Congress which is ap-narently trying to nullify all that the Con-ference accomplished.

One feature of the pro-Works Both Ways posed ship subsidy deserves commendation that paragraph suggesting the establishment in the merchant marine of a naval reserve and making it attractive. Its virtue lies in the fact that it works both ways, since it may attract to the merchant marine many young naval officers recently discharged from the service because of retrenchment plans.

Consider, Please, Treasury could speak These Two Pleas and why not, since money talks), one might expect it to remark: "There is little difference in the sound of an appeal to help disabled soldiers and the demand for a bonus, but a whole lot of difference in the sense of them. One is a plea for sid; the other a plea for raid." Let Us Be Glad New York's Motion-Picture Censorship Com-

mission wants the State to appoint a host of inspectors to visit the motion-picture houses daily and to prohibit the exhibition of films containing "unpa-triotic and seditious films." Which, of course, will eventually narrow down to any-

If the United States

## AS ONE WOMAN SEES IT

"By Their Fruits Ye Shall Know Them," Sald the Master, and Never a Word About Denominations

#### By SARAH D. LOWRIE

A PROPOS of being urged more than once to "come out on the question of 'fundamentalism versus liberalism' as it is affecting the general church, from the standpoint of a laywoman," I saw, a heading not long in the paper: Religious Census Put at 05,858,000

Church Roster Grows

That might look very impressive to a visiting Chinaman, especially if he was assured that all of these were monothelsts, i. c., worshipers of one God, and apparently with a few minor difference worshipers of the same God.

But of the 95,858,000 worshipers of God 3.300,000 are not Christians, but Jews; and of the 92,558,000 Christians, 1.646,000 are Mormons; and of the 10,000,000 who are not Mormons, 74,795,000 are Protestants. as against 17,885,000 who are Roman Catholics

Then for the Protestants, 7,835,000 are Baptists, who hold that unless a convert is baptized in a prescribed way, i. c., by immersion, he cannot be a communicant; and for the few hundred thousand Episcopalians, unless a man has been ordained in a certain way he cannot exercise the functions of a minister—and so it goes. Not only do of a minister-and so it goes. the Protestants send missionaries to convert the Roman Catholics and the Roman Catholies to convert the Protestants, and both to convert the Jews and the Mormons, but more than one body of the same name are split up into differing parts, quite as much. if not more, at variance than though they had different names.

DERHAPS the Chinaman, having been brought up to revere history and to worship a philosopher, would not be so shocked as many a person of the U. S. A. considering this lack of unity for the first

Three times at least in history has the

world attempted religious unity, and it is now making its next attempt. The first was the attempt to unify religion in one great tower temple reaching to the skies, the Tower of Bab-il, or Babel. What stopped that enterprise was not a lack of material or of builders, but a lack of comprehension on the part of the builders of one another's speech. They were all saying the same thing in a different lan-

The second attempt was to bring all Christendom under one theological rule in the two secular divisions of the Roman Em-What stopped that enterprise was the failure of men to agree on the definitions of their beliefs, so the eastern church broke from the western church.

third attempt was to keep the western Christians under one political rule. What stopped that combination was the sharp racial jealousies of one country against another. England against a Latin pontiff, Germany against a Spanish-Austrian religious coercion, republican Calvinistic France against monarchical Italian-led

AND nowadays there has been a fourth move in the direction of unity on the ground of simplification, the idea being that Christians have more points in common than roints of difference, since they use the same Bible, repeat the same creed, pray with the same prayers and worship the same God, have the same religious anniversaries, worship on the same day and desire to pattern themselves on the same great Leader. And since there is so much in common, why urge the making of all the material part "in urge the making of all the material part "in common?"—one church building instead of six, one mission station instead of three, one comfortably supported clergyman instead of a number of impecunious ones, one great con-gregation instead of any number of inadequate ones. The pleas for unity are so largely economic that this fourth attempt might be called an attempt at an economic

Yet it seems as though it too were about to fall, perhaps because we have not yet got at the real meaning of unity. We know that unity must not involve coercion or subjection or constraint formity of ideas. We know because we have tried all these ways and failed. But is it not just barely possible that we are having unity more and more without guessing it? the better we may be fulfilling the laws of

our separate functioning.

Could we say of the human body that any two parts functioned alike? Would there not be "war among our members" if they all united to do the same thing in the same way at the same time?

That great Roman Jew, Paul, gave a clue 2000 years ago that Christendom might have saved time and energy perhaps by follow-ing up. He exhorted his fellow citizens, the Romans, to renew their myses and to prove by observation what was the good and acsubject of unity. He entreats them in setabout that great desideratum not to think more highly of themselves, severally in groups, than they ought to think, but to think soberly, seriously, and to remember that as they were many members in one body, each differed in his gifts or potentialities. Those who could preach were to preach : those who could teach were to teach; those who could urge and excite and incite-exhort-were to exhort; those who were seers. philosophers, prophets, should prophesy; those who had much to give should give liberally, and those who were set to rule should diligently, while those who were to tion as ministers should show mercy function as

IT STRIKES me that all these "differing I gifts" need very different surrounding-and would conflict awfully jammed up in the same building, or even in the same or-ganization. I do not find in those early records of the starting out of Christendom any words about the followers of Jesus being one body" under any earthly union. Robody in Christ.'

And so the other day when a very nice and argumentative non-churchgoer tried to drive me into a corner and make me say that because church unity in a material sense was a fuilure, Christianity was a fall ure. I had to laugh.

The more different kinds of people who an be got to worship God the better. And if each worshiped Him in the way each knew was the highest, the nearer he would come to true homage.

The great point for us all is to realize

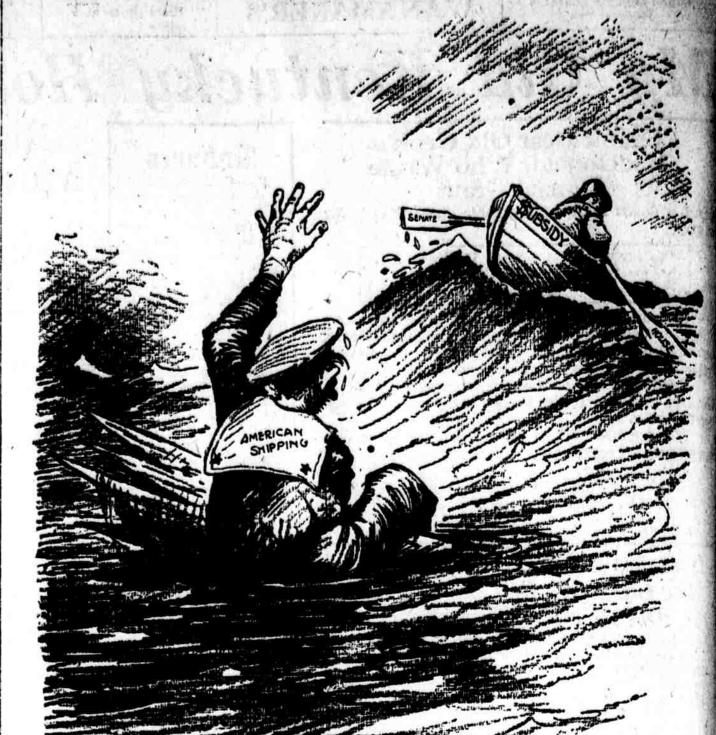
God is neither Protestant Episcopal nor Presbyterian, nor Roman, nor Greek Cathoic, nor Baptist, nor Methodist, great as those organizations are.
"In Him we live and move and have our

being. In His "house are many man-sions." It is quite another conception of unity from the age-old one of Babel, and Holy Roman Empires and state churches, and even of an economic merging of denominations.

No TWO flowers are alike, so why should any two Christians, be? There are thousands of varieties of blossoms, but they are none the less "true flowers" as the botanists term it. Why not a thousand varieties of Christians? Jesus never said: "By their denominations ye shall know them," anyway. He said: "By their fruits ye shall know them." So when persons from time to time have asked me to comment in this column on the

asked me to comment in this column on the progress or the lack of progress of the Lambeth Council idea, or on the church unity idea. I have edged off from so debatable a topic. How do I know whether my conception of unity agrees with that of most of the readers of this column, or that what I would back with my whole heart any one clse would think of as desirable?

"Stamina," remarked Hi Johnson, sar-donically, "is what the Foreign Relations Committee has got everything else but," Which is lucky for Hi Johnson.



"THANK YOU, SIR!!"

## **HUMANISMS:**

Inner Lights on Lives and Whims of Personages in the Public Eye

By WILLIAM ATHERTON DU PUY MRS. GRACE DUFFIE BOYLAN GEL-DERT, the author, sat on a suburban train out of New York all dressed up in ner oldest clothes, since she had set her mind upon tramping about in the woods out there where she was going. Opposite her, and the only other pas-

senger in the coach, was a Dresden-doll young lady enveloped in the habiliments of the wealthy and exclusive, all surrounded by an aura of forbidding aloofness, and with her dainty nose quite buried in a book. Mrs. Geldert was nervous about her sta-

tion for disembarking, since she had never been out here before. The porter and the conductor must have been playing dominoes in the baggage car, so completely had they faded from the scene. The train whistled for a station, began

to slow down. Mrs. Geldert thought it was her station, wanted confirmation and turned in her emergency to her lone companion. "Is this Wyandotte?" she asked. The young woman did not look up. The brakes ground. The train was coming to a stop. She must know if this was her sta-

a stop. She must know it that her companion's ear. "Is this Wyandotte?" That young person ceased reading the book in which she was so deeply absorted, rested it face down under her chin, looked at and through this person to whom she had never been introduced, registering scorn. But as she hurried away, the consciousof Mrs. Geldert registered one fact. The back of the book in which this young voman was so absorbed was familier fact, it was none other than her own latest volume, "The Kiss of Glory." Representative Philip Campbell, of Kau-

sas, chairman of the Rules Committee in the House, once, upon request, went up into the State of Maine to do a bit of spell-binding. He was preceded, however, by a local orator who was scheduled to speak for fifteen minutes but who ran on for three fifteen minutes but who ran on growe to hours. As Mr. Campbell finally arose to make his speech he heard in the distance the whistle of the train which was to bear him away. He made his speech and caught it This is what he said :

"When I have reached my home, I will have traveled 5000 miles to hear the address to which you have just listened. complete this great journey, I must hurry along. Good-by. along.

A friend of mine was browsing about London a year ago and buddying with an Irish-American named Collins. He was a cousin of THE M'chael Collins, who is just now riding rather high on the wave of Emerald Island polities. Michael at that time, however, was in hiding, and the British were supposed to be anxiously searching One night Collins took this American

around to a place in London where Irish-men met socially, and there, in the back room, introduced bim to Michael Collins, a surprisingly youthful individual. It was quite an experience to meet this man who was so much in demand by the authorities A month later my friend was aboard ship oming back to the States. The face of fellow-passenger seemed familiar, and he

asked where they had met before. "You had a conference with Michael Colsaid the stranger, naming the date acc. "I am a British Secret Service man and was present at the conference." So they weren't looking for Michael very

Charles Bennett Smith, of Buffalo, who serves intermittently in Congress, used to be a newspaper reporter. Like other newspaper reporters, he was accustomed to have more or less difficulty with those individuals whom he was assigned to intermediate the server people are somewhat representations. view, because people are somewhat prone to make statements which, when they appear in print, are not entirely satis-factory to them. Smith also became very adept in engaging his victim and setting up props in such a way as to get results ex-

# Bill Nye came to Buffalo and Smith was

sent out to get a column of funny stuff from this well-known humorist. He realized that Nye might not be able to turn on the spigot of effervescence upon call, so he took the precaution to make it easy for him. He framed a hypothetical question which he submitted to each member of the reportorial staff of his paper. staff of his paper.

"If you were Bill Nyc." this question read, "and you were being interviewed, what

would you say in a hundred words?"

Each member came back with the funnest bit of copy of which he was capable. Smith strung these pieces together, had them set in type and took them around to Bill No He wanted to assure himself, he said to that individual, that he had quoted him correctly, and he submitted his slip. Nye read it through carefully, turned to the reporter, shook hands warmly and said:

met in all my career who quoted me without a single error." And so the column was printed.

Miss Florence King, attorney at law of Chicago, practices before the Supreme Court of the United States. She is the woman who ever won a case before that tribunal. Her specialty is patent law once she took a two-year course in machinery that she might better handle a

"You are the first newspaper man I have

Associate Justice William R. Day, of the Supreme Court of the United States, sometimes introduces an amusing story into the solemn precincts of that weighty, deliberative body. There was this one, for example of the lawyer who kept objecting to his witness answering a certain question.

"Where were you between nine and nine. thirty on the morning of the 14th of January?" asked the prosecuting attorney. "I object," interjected the lawyer for the defense.

"Let him ask me," cried the witness excitedly.

They wrangled awhile over the relevancy They wrangied awaite over the relevancy of the question and the case droned on. Presently the prosecution got back to that same question and the defense objected. "Let him ask me!" Let him ask me!" cried the witness wildly, pounding the bar front of him.

Finally the nine to nine-thirty question appeared for the third time and was obected to. Whereupon the witness went into frenzy in his insistence that he be alowed to answer.

The court stepped into the breach and ruled that the question was material. "Where were you between nine and ninethirty on the morning of January 14th." said he prosecutor.

'I don't remember." lisped the witness,

Mr. Joseph Hergesheimer, of West Chester, Pa., who writes so many fiction stories for the magazines, describes the manner of training by which he came to success in that field of endeavor. It seems that, as a lad, he won few scho-

lastic honors; in fact, he was quite given to the practice of flunking. Finally his family gave him up as hopeless, handed him the portion of patrimony which was his que and said good-by. Young Joseph found himself possessed of

87000. He did not believe that there was such a place as Venice with water streets, so he went to see. But there it was sur enough. So he hired himself a gondola and a gondoller, dressing the latter all up in dis-tinctive livery, and stayed right there unta he had bought \$7000 worth of being thus

water-chauffeured about. Upon this ex-perience and training he built himself a litcrary career. When the Arms Conference first met in the halls of the Daughters of the Revolu-tion, down in Washington, an embarrassment which had nothing to do with di-plomacy was encountered. It was found It was found that the proceedings could not be property

heard. The Government has a scientific specialist on everything, so a hurry call was sent for E. A. Eckhardt, acoustician at the Bureau of Standards. He came down and found that many heavy hangings had been put up: that everything that was said was bogging down in them and being that. Relief came as soon as they were removed.

#### SHORT CUTS

Hanford MacNider cannot speak softly, though he seems to think he carries a big

What is confidently demanded by bonus advocates is that the Bonus Bill be passed on its demerits.

"Cheap eggs for Lent" is the news from Chicago. Now let us hear from the rabbit concerning candy eggs for Easter. Mrs. Laucelles will soon have to be

thinking of a porch swing and a new rug for the front parlor and a few things like that. Lenine is said to be suffering fre insomnia. Only fair. He has given states-men of the world many hours of sleepless-

men of the world many hours of sleeples Lascelles is now due to discover that a Viscount must needs have great strength of character to survive the handicap of being

the husband of a Princess. Little Miss Bonus was anxious to own us and tried in a diffident way. Along came MacNider and sat down beside her and frightened Miss Bonus away.

Happily, there is nothing organically wrong with our financial system. Bucket-shop failures are merely slight skin erup-tions to be removed by local application.

Mary or no Mary, salaries of stars will be cut, says Mr. Insull, the new president of the Chicago Opera Company. Dear, dear! Does the man intend to spell his dear! Does the man intend to spell name with a final "t"?

Mayor Moore has notified Senated Pepper that official weather reports issued in Florida and elsewhere do not contain the name of Philadelphia. There will be even less excuse for the Weather Bureau when the fair is once under way.

Agreement in conference is very largely a matter of give and take. At Bouloge Lloyd George was perhaps most blessel, since it is more blessed to give than to receive. At Genoa, when he sits down to the little blessel. his little linotype machine, he'll probably have quite a nice little take.

A woman has recovered damages in an English court in a breach-of-promise subtagainst her divorced husband. He wood, won and jilted her after the court had separated them. Not until he has married her again and described her will that case seem complete.

## What Do You Know?

QUIZ What is a dottle?

2. Who was in command of the French
fleet defeated by Lord Nelson at the
Battle of Trafalgar?
3. Who said "Puritanism is a cloak work
by some persons in this world who will
be warm enough without one in the warm enough without one in

1. What is exogamy?

5. Where and what is Helicon?

6. What is a foyer and how should the word be pronounced?

7. What is the chief city of Iceland?

8. What comedy by Shakespeare takes place in the city of Messina?

9. What is the name of the American becomed?

leopard?

10. What is meant by a "mariage de convenue"? Answers to Yesterday's Quiz Josef Stransky is the conductor of the Philharmonic Society of New York the oldest American , symphony

orchestra.
Anaglyptics: The art of engraving in les Amgriphics: The art of engraving in relief or of embossing.

The expression "dirt farmer" is used to denote one who has practical experience with agriculture, in distinction from one who is theoretical in his

from one who is theoretical in his knowledge.

br. Livingston Farrand, formerly executive of the American Red Cross, is the new president of Cornell University.

"Jude the Obscure" is by Thomas Hardy, the dean of living British novellets. Ohio is nicknamed "The Buckeye State. A parallelograms.

"Circa." or its abbreviation "c.," before a date means about or approximately that time.

Ode: Originally a poem meant to

ode: Originally a poem meant to sung; modernly, a rhymed, or ratturnhymed, lyric, usually of example and of us of irregular or variable.

10. Poetic narros of Engineer are Albien