EVENING PUBLIC LEDGER-PHILADELPHIA, SATURDAY, MAY 27, 1922

Evening Public Tedger PUBLIC LEDGER COMPANY

ment

ARCT

The mere centralization of authority is no

guarantee of efficient public administration.

A League of Towns might do great work in

behalf of improved highway and school systems, and it could, if it got large enough,

lift all important civic questions clear out

Meanwhile each community, by main-

taining its own spirit and character, could

be a force for such stimulation and criticism as would be impossible to a mere unit in a

city accustomed to accept conventional gov-

ernment by routine political organizations.

Financiers as Statesmen and the First

Open Conference in European

History of Real Powers

TT SHOULD surprise no one if the inter-

with J. P. Morgan as American representa-

tive at Paris are able to propose and actually

George and his colleagues could achieve in

increasingly difficult in a political atmos-

at the tombs of their political ancestors.

Political superstition and sentimentalism

did as much as organized greed and diplo-

matic opportunism to make Genoa an even

Bankers do not react to the superstitions

that afflict most statesmen. And, whether

you like to admit it or not, they are the

more efficient for that. Internationalism is

Finance was internationalized long ago.

It moves in accordance with a philosophy

of unvarying realism. It reserves its rever-

Your diplomatist follows a different course.

And it is appalling to observe how little re-

lation there is, in consequence, between the

needs of men and their accepted political

Political thinking in France, for example,

continues to rest upon fear and hatred of the

vanished Germany of 1914. In England it

is guided by the pleasant but misleading

legend of Britannia as the Ruler of the

Waves. In the United States it is directed

by our inherited preference for national iso-

lation. Yet, since these formulae first ap-

peared the whole earth and its requirements

So the statesmen who have been doing our

thinking for us continue to repeat aphorisms

and codes devised for an agricultural and

self-contained America. The British adhere

to ways of thought suited to an empire in

the full swing of expansion, unchallenged by

any external force or circumstance. In

France the politicians seem to believe that

are adequate to meet the challenger of

thwarted, bewildered and angry mankind.

ence for facts rather than for memories.

not a new and terrible word to financiers of

sorrier spectacle than Versailles.

Mr. Morgan's type.

doctrines.

have changed.

the wild wrangle at Genoa.

national bankers sitting in conference

OVER THE RUINS OF GENOA?

WHAT WILL BANKERS BUILD

of the mire of boss politics.

3

CYRUS H. K. CURTIS, PRESIDENT John C. Martin, Vice President and Treasurer; harles A. Tyler. Secretary; Charles H. Luding-mergeon, George F. Goldsmith, David E. Smiley.

DAVID	Ð.	SMI	LE	۳.	60	10			×		Ċ,	ġ,	e		<u>.</u>	6	É
JOHN C.	M	ART	IN.		, G	enie	t	1		B	u	n	è	-		M	an.

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Philadelphia, Saturday, May 27, 1922

SOME TRANSIT SPLENDORS THE imaginative powers of Council have

been spiritedly displayed in the sudden call for increased arban transportation facilities on a magnificent scale. Among the alluring conceptions, none too definitely outlined, are a widened traffic north-andsouth boulevard, with a four-track elevated railway, and a new traffic thoroughfare between Broad street and the Schuylkill as substitutes for the Broad street subway.

This last more familiar project, however, is by no means shelved, since the resolutions calling for a broadside of information from the Departments of Transit and Public Works include the call for further details concerning the underground line from the City Hall to Olney avenue.

Philadelphia is no stranger to phantom Bubways and elevated rouds. In its mind's eye it has beheld also traffic arteries running toward all the principal points of the compass. Nevertheless, the unexpected stirrings in Council at this time are by no means to be deplored. In addition to existing needs, It is imperative that practical consideration e accorded the serious problem of transportation during the Sesqui-Centennial period. As the situation stands now, the community incapable of handling such immense crowds of visitors as are forecast.

Out of the somewhat vague welter of proposals it is necessary, however, that some definite measures of relief should be adopted. But whether the fundamentals of the old comprehensive plans should be airily dismissed is a subject that demands the most

earnest study. There can be no question that the most serious need of the city is rapid and efficient north-and-south transit. The Broad street subway would supply this. A costly station already has been erected under and near the City Hall. Is it wise to ignore this fact and all its correlated features in a wave of enthusiasm for alternate proposals nebulously advanced?

THE URBAN NICHT HIDEOUS

CCORDING to the tenor of a petition presented to Council by residents of Spruce street, the ease with which the innocent sleep knits up the raveled sleeve of care

He has thrived on votes of confidence in lose its identity or its right to self-governtheory enabling him to attain a conclusion. The movement seems to have been inspired But that is seldom or never reached. Whatever history may say-so runs the defenseby the success of the League of Municipalithe curtain did not fall at Genoa. The ties, which for a time put up a magnificent Prime Minister is ready to prove that the fight against political abuses in the public utilities system. A League of Towns would much-heralded international conclave, which was to have established decisions in realities, in the end be better than a Greater Camden.

was only a prologue. Against this species of maneuvering his political antagonists have been powerless to organize effectively. They are confuted at this time by the lure of progress at The Hague. Who would have the heart to halt so fascinating a serial story previous to the grand finale? Certainly not the House of Commons, still obviously in the spell of the most adroit statesman in Europe. Naturally, therefore, Mr. Lloyd George

deals but scantily in political conclusions. In the bright lexicon of his skillful optimism there is always more to come. He has argued and apparently sustained the proposition that there was no last act at Genoa. The artistry of such stage management is quite without modern parallel.

OUR WET OCEAN

THE terrible news is out in Washington. All the world outside of the United States, mariners on deep waters and the very gulls of the air, knew it long ago, but the mere whisper of its significance has shocked the Senate and awakened emotions that can have an outlet only in an earthestablish a peace plan better than Lloyd quake of oratory. High wines and beers and, for all we know, other beverages of greater potentiality and dynamic power are Such is the nature of the time we live in being sold and actually drunk upon vessels that clear thinking and rational action are owned by the United States Government and operated by the Shipping Board! Now it is up to Mr. Volstead to demand that all phere. Statesmen are too often spellbound these sinful ships be sunk and Mr. Bryan must mourn in public. It is time for Billy Sunday to prophesy wrath to be visited upon our ships in the forms of lightning and hurricane and roaring, destructive seas. Evidence to prove what the gulls and mariners and travelers knew before is being

gathered, according to the current news reports, for the Dry Bloc in Congress. And, perhaps, for Mr. Anderson, of the Anti-Saloon League. We are in a bad way. Now and then word

would come into the country that when a Shipping Board ship got beyond the threemile limit ice might sometimes be heard tinkling in glasses. Stewards moved around freely with bottles and glasses, quite unafraid of raiders or an onslaught from what the dry advocates joyfully call "the fleet vessels of the dry navy."

The Shipping Board, when asked about these shocking rumors, was reticent and, now that one may remember all, slightly uncomfortable. It gave no definite answer.

Some of the board officials expressed a desire to operate passenger ships in fair competition with other lines. It was said, too, that for a long time, while the dry ideal was maintained in the fleets of the new American merchant marine, the ships went back and forward across the oceans empty of passengers.

One may only suppose that, rather than ditch all the ships and take the American flag off the ocean once again, the Shipping Board succumbed weakly to temptation. Now the Government of the United States is technically guilty of violating its own most-talkedof law and ignoring the most famous amendment to the Constitution. There may be a way of escape. If Mr.

Volstead can tell the Shipping Board how to get travelers to travel on dry ships all will be well. The Shipping Board will certhe spiritual inheritances of 1871 and 1914 | tainly be glad to pay him largely for a workable suggestion.

THE MINERS' SIDE

Unlike these statesmen, bankers of the M^{UCH} of what the anthracite miners' committee contended in the open stateinternational sort cannot afford to behave as if life were nothing more than a hisment that led to another deadlock and antorical costume play and an occasion for the other temporary adjournment of the conferrepetition of sounding legends of the past. ence called with the operators in New York for discussion of terms for a settlement of the general coal strike has been charged in successive investigations of the fuel trade Thus, the miners' charge that operators manage to control prices in the retail market through a system of subsidies for distributors has been made before. The allegation that coal companies maintain semi-secret agreements with allied rail lines to prevent anything like free shipment and an open market has been repeated at various times and places with monotonous persistence. One assertion of the miners' committee is unanswerable. The present labor cost of a on of coal is \$3.50. A 21 per cent wage cut, such as the operators propose, would mean a decrease of only seventy-five cents on a ton of coal. Is that all that the public can expect from the coal men in these days of falling prices and general readjustment?

THE STORY OF FARQUHAR

He Rode Into the Enemy's Camp and Rode Out Again With the Password-A Rare Election Record. Boyer's Quiet Life

By GEORGE NOX MCCAIN

A. B. FARQUHAR, of York, now pass eighty years of age, has long been a prominent figure and leading Democrat in Southeastern Pennsylvania. My most vivid recollection of Mr. Far-quhar was when he was Executive Commis-sioner, appointed by Governor Pattison, of Democration of Chego Columbian B. FARQUHAR, of York, now past

Pennsylvania, to the Chicago Columbian Exposition of 1893. He was in absolute charge around the Pennsylvania Building, and there was nobody who came in contact with him who was not

who came in contact with him who was not made aware of the fact. He had a dominant personality. I discovered this on two or three occa-sions when for three months after the open-ing of the exposition I was in Chicago as staff correspondent of the Philadelphia Press. For a year or so past Mr. Farquhar has been engaged in collaboration with Samuel Crowther in the preparation of his auto-biography.

biography.

biography. It is an exceedingly clever book for a man past eighty years; somewhat after the Ed-ward Bok style. One of the most interesting stories he tells is a Civil War incident of how he was really a spy, and yet was welcomed openly in the Confederate camp.

WHEN the Confederates, under General Fitzhugh Lee, started on their raid into Pennsylvania, A. B. Farquhar was a mem-ber of a local volunteer cavalry company in

York. The company started out to reconnoiter. The men, unused to riding or discipline, began to grow weary the further they went and dropped out.

Finally no one was left but Farquhar, who found himself fifteen miles beyond Hanover, in the vicinity of the rebel forces and riding a borrowed horse.

"I did not feel that I was in any par-ticular danger, and I was not," he says. "I was not in uniform, and anyway our Civil War was a fight between gentlemen. Moreover, I expected to meet old friends." At length a picket in Southern gray slouched out from the roadside and inquired as to his destination.

Farquhar frankly told him he was hunting for headquarters. The sentry gave him very complete directions and he finally rode to Confederate headquarters and entered the tent of General Fitzhugh Lee.

for TOLD him where I had come from and A what I had come for," he writes. "Is it true." I asked, "that you're going through York? I'm interested, because I

have some property there. "'No,' he answered, without the least besitation. 'We're not going through York. We may go up through the Cumberland Valley toward Harrisburg. You are in no

danger." "We gossiped a few minutes more and then I started to go. General Lee gave me the password, but said that I would prob-ably have no difficulty getting out the

lines Mr. Farguhar rode to York and gave the people the interesting news. That night he went to Harrisburg and had an audience with Governor Curtin. He told him just what he had done and received his thanks

for the expedition. General Lee had given the young man per-mission to make use of the information he had given him. It was an unusual experience and cleverly told

DR. O. S. KRIEBEL, of Pennsburg, in distinguished educators of Eastern Pennsylvania, tells me that the aftermath of the primary election furnished an almost unprecedented record in three districts in Upper Montgomery County.

do not think the record has been equaled in any three adjacent districts in



"AW, Y'KNOW US, GIFFY!"

NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

REEVES K. JOHNSON On South American Trade Possibilities THE United States has great possibilities

I in its trade with South America, according to Reeves K. Johnson, Consul for Chile and one of the best informed men in country on conditions in the lower half of the Western Hemisphere.

request is received by an American manufacturer, which may seem unusual to him, as many of them will, the response which he makes must be intelligent. We must also show more than a mere financial interest in these people, and if we start this and continue it all the rest will come with it. "The war has had the general effect of

As the Washington rakers tell it. Davy Jones' locker is a wine locker.

Ding, dong, Bell. Pussy Kephart's in

Ruth perhaps wanted to justify his

What the cloture advocates want is a

Boy Week, Mother's Day, Poppy Week

been exaggerated. Heavy motortruck traffic, shricking sirens and rattling chassis are, according to this

plaint, making night hideous in a distinctly residential neighborhood, and the city legis lators are asked to supply a remedy. It is suggested that the huge cross-town

commercial vehicles be barred from Suruce street between the hours of S P. M. and 8 A. M. Whether this traffic, which has wastly increased in this neighborhood within the last five years, could conveniently be diverted elsewhere is a problem of some moment.

It is indisputable that the nuisance acute, and is aggravated by almost incessant and largely needless horn-tooting in the hours supposedly allocated to slumber

It is beginning to be demonstrated that the surest way for Philadelphians to attain rest at night is to abandon the center of town. Save for apartment-house dwellers. this exodus is undoubtedly under way. The combination of enormous commercial motor traffic and narrow streets is formidable and distressing.

SPEEDERS IN THE PARK

THE courts seem determined to apply the State motor-vehicle laws to traffic in Fairmount Park. Since the laws apply there, the courts can follow no other course It was only a few weeks ago that the right of the Park Commission to exclude motorcars with smoking engines was denied Judge Rogers has just held that the methods of timing speeders in the Park do not con form to the State law, and he remitted the fines of two nutomobile drivers.

This decision must not be taken as license to speed up the cars in the Park. It may make it a little more difficult for the guards to get evidence, but it ought to be possible to get proof enough to satisfy any Judge, provided the location of what the motorists are wont to call "speed traps" is concealed from those inclined to run too fast.

GARY'S SOUND SENSE

TF. PRESIDENT HARDING had said what Judge Gary said in his annual address before the American Iron and Steel Institute he would have been hailed as a clear-thinking statesman.

The Judge urged that Congress take the tariff out of polities by accepting in a general way the recommendations of an expert and impartial tariff commission; that it now no favorites in its tendency to regulate things; that it substitute a sales tax for the income tax, and that it forget the soldier bonus until the Nation is less severely bur dened financially.

It is admitted that the periodical political revisions of the tariff upset business, that the income tax bears oppressively upon some and is escaped by others who should pay more, and that the country is in no financial condition to incur an obligation of \$4,000. 000,000 or \$5,000,000,000 involved in the bonus scheme. Judge Gary is to be congratulated for saying these things so clearly at this time, even though he is a mere captain of industry and not an official states.

SOMETHING NEW IN JERSEY

TOT long ago it was rumored that Camden would expand itself and annex many of the small boroughs in its neighborhood. After a conference of municipal authorities at the Camden Business Club, however, it announced that Camden and its nearby unities have a better plan. A League

Towns, which yet may spread all over State, has been organized, with Camden in mater. These is to be no merger or of anthopity, and none of the com-

Under the pressure of necessity their think ing must keep in step with the times. Their olicies are grounded upon cold actualities. Lloyd George cannot safely venture to recommend a policy of empire that would be likely to displease the crowd. French statesmen who take a rational view of the European emergency often have to conceal their thoughts because of a fear of the fear which, previously, they deliberately planted in the minds of their people.

Your international banker is under no such restraint. He isn't elected to office. He has no sentimental fallacies to perpetuate for the temporary spiritual comfort of his people. He is free to think, act and speak as he will without fear of a constituency less able or less willing to look unpleasant truths in the eye.

If men of Mr. Morgan's sort seem to have too much power it is because the people who complain stubbornly continue to prefer fletion to fact even in a national crisis. and by the force of their will impose a similar habit of mind upon their elected leaders. Bankers do nothing of the sort. They are not so recliess.

It may be seriously doubted, even while radicals sneer at the part that international financiers have come to play openiy in the European situation, whether bankers, if they had their own way, wouldn't be pacifists of the most robust sort. For they must know now, even if they never knew before, that war doesn't pay.

It was Dr. Simon Patten, of the Univerive of Pennsylvania, one of the ablest and least generally appreciated of modern economists, who said long ago that if the bankers of the world could be converted to the idea of peace there could be no more war. Similarly, if bankers are converted to the idea of war there can be no more peace

So a conference of international danaptiers in the open is a spectacle of green significance. It may even be a cause for hope, For if the bankers can adjust their own colossal differences peacefully, little will be left to fight over in Europe. In Paris at

this moment the real powers of Europe are in open conference- for the first time in history '

A DRAMA WITHOUT FINALES

"IF GENOA succeeds," explained Lloyd George in the course of his lengthy justification speech before the House of ommons, "a great thing will be necouplished for the peace of Europe." At this point it is conceivable that the opposition, which could marshal no more than twentysix votes against the Prime Minister, experienced a peculiar sense of bewilderment. It had been expected by his political foes

that the Prime Minister would present a picture of embarrassment in the effort : give a plausibly favorable accounting of his stewardship at an inconclusive conference. But the Georgian system of strategy had, perhaps, been forgotten.

Had emphatic success been achieved at Genon, Mr. Lloyd George would undoubtedly have consented to regard the meeting as duly adjourned. As it is, by the employment of convenient "ifs," he is enabled to consider the conference as unfinished until the returns are in from The Hague.

It is bad statesmanship, even for the bitterest opposition, to defeat an administration in the midst of its program. In this riew, one of the reasons for Lloyd George's extended tenute of office assuredly lies. His policies are continually in mid-stage.

WHAT BECAME OF THE MONEY?

THE testimony before the referee by Fred Andrews, former cashier of the defunct firm of E. D. Dier & Co., must have been mighty interesting reading for the creditors of the firm.

Mr. Andrews testified that he entered the employ of the firm at \$50 a week and was getting \$300 a week when it went out of business; that he received a birthday present" of \$15,000 from his employers; that other brokers gave him presents; that he made out checks for large sums to himself and cashed them, and that he drew other checks which were cashed by Dier. He did not say what was done with the money paid on these checks. As the income of the firm was only about

\$20,000, according to the figures of the expert accountants, and as Andrews got a salary of \$15,000 and a birthday present of \$15,000. and as other sums were paid to other employes and to members of the firm, it seems to be pretty clear what became of the money intrusted to the firm for investment.

AN AIRPLANE REAWAKENING

PROMISE of a passenger air service. starting July 1, between New York and Atlantic City represents at least a partial awakening from the apathy with which Americans have regarded a mode of transit already standardized abroad.

Despite a certain proportion of accidents. of which the collision on the London-Paris route is the most freakish example, air lines in Europe have become accepted as among the conventionalities of transportation. Paris-Warsaw airplanes have been for some time in service. Bookings to a number of important points can be made by lay travelers in several leading continental cities. Equipment and accommodations have been rapidly improved

It is curious that Americans, with the ploneering inspiration of Langley and the Wrights, have been so tardy in opening the resources of aerial navigation to the general public. Even the Government's postal air system is evincing elements of decay. Airplane travel is popularly separded as a rash venture.

The possibility of restoring confidence and eliciting a new interest lies in the New York-Atlantic City program, providing the machines are thoroughly up to date, the pilots skillful, the prices fair and the presentation of the service carries the aspect of authority.

The sure way to depress the airplane as a practical factor in transportation is to emphasize it as a marvel, devised exclusively for reckless daredevils. Carlander ar Artena

State

In the First District of Upper Hanover Township Pinchot received seventeen votes to none for Alter. In the Third District of Upper Hanover

Pinchot received seventy-seven ballots to none for Alter, while in Pennsburg proper, the borough, out of seventy-two votes cast, only one was recorded for Alter. My friend Dr. Kriebel is, I think, per-

fectly right in his statement that these three contiguous districts stand unequaled in the records of the late election.

HENRY K. BOYER, former State Treas-urer, twice Speaker of the Pennsylvania House and during the World War a food administrator for Montgomery County, has for years resided in Evansburg, on the Germantown pike, about twenty miles from Philadelph Mr. Boyer, who is past seventy years of

age, resides in the same house which his parents bought back in 1841, and in which he himself was born. It is a quaint two-story plastered stone

dwelling. It has a long extension in the rear, and the end of the large lot are the farm buildings.

The side yard is paved with large flag-

The side yard is paved with large lag-stones set in cement. An ornamental iron fence runs next the pavement, while a veranda extends along the entire front of the structure. Beside the entrance and within touch of

the passerby on the sidewalk stands one of the finest unbrella trees in this part of the country. The

former State Treasurer has been living in Evansburg for the last fifteen years or more. He takes, he tells me, only a passing interest in present-day politics. Nearly all the men whom he knew in the heyday of his political career are dead. The

last to go was Senator Penrose. He could do no greater service to coming generation than to write a volume of his personal recollections of the famous men he has known in State politics. Some day, perhaps, he will do so.

What Do You Know?

QUIZ

Who was Dagon? Who said "The sublime and ridiculous are often so nearly related that it is difficult to class them separately"? Which was the second American State to ratify the Constitution of the United States?

States? What is the nearest point at which Mars What is the nearest point at which Mars on its orbit can approach the earth?
 What is a marguy"
 Who were directory general of American railways during the period of Federal control?

control? 7. Of what State is Pierre the capital? 8. Who was called the Sage of Monticello? 9. Into what important river of France does the Marne flow? 10. In what century did King Solomon live? control

Answers to Yesterday's Quiz

- A spate is a river flood. St. Vitus was a martyr of the time of the Roman Emperor Diocletian. He is supposed to have been put to death in
- acculate is a sign at bestowal of 2. An knighthood.
 Ram is distilled from molasses.
 Diapasm is the name for powered aro-
- matic herbs, sometimes made into little
- main: herea, sometimes made into little balls and strung together. Diapason is the combination of notes or parts in harmonious whole; grand, swelling burst of harmony; compass of voice or instrument, range, scope; fixed standard of musical pitch.
- standard of musical pitch.
 The structure supporting a number of railway signals for several tracks is called a gantry.
 In a Pickwickian sense means in a merely technical, constructive or convenient sense; a sense other than the obvious one.
- Sense, a benefit is the capital of Burma, Farther India.
 Surbaran was a celebrated Spanish painter, noted especially for his bold and powerful realism of style. His dates are 1598-1662.
 The national colors of the Republic of Fortugal are red and green.

The World War made more than surface changes in a lot of things," said Mr. John-son, "and even countries like those of South America, which were untouched physically, were in some respects profoundly affected by All over South America there is it. much greater respect than formerly for the United States and a correspondingly greater desire on their part to obtain goods from us. There is an undercurrent of respect and admiration for the progress of our country in the arts and the sciences which did not exist before the war.

The Matter of Exchange

"For years South America has held as a club over the heads of the American manufacturer and exporter the question of ex-change and the matter of German competi tion, and naturally as keen buyers, which they are, they wanted to keep down the prices of the goods they bought. The war has had a pronounced effect on this also, and now there is a much more keen desire to have American-made goods than there formerly was.

"Formerly, prices and quality being equal the South American countries would buy of Europe by preference, but this is no longer the case. The people in those countries have learned to regard the American made goods as the last word in quality and they now expect and are willing to pay the higher prices which the materials and the workmanship in those goods make necessary.

"There are almost unlimited possibilities South American market for in the the man ufacturers and the exporters of our own The point and the manner country. contact is now the thing which is most im portant. There should be a meeting of minds in connection with what both want For a long time it was said that the American manufacturer would not give the American purchasers what they South wanted in goods, especially as to styles, and that was the chief reason why the bulk of the trade went to Europe when we were perfectly able to compete with any country n the world for it. Some concessions mus he made on both sides: we must be more ichient in our terms and they must be more 'olerant of our methods. If this can be accomplished there is no doubt that in a few years we shall have the bulk of this great trade.

Our Geographical Advantage

"We have also a decided geographical advantage over Europe. We have a con-siderably shorter baul, we are getting faster boats and more of them, so that we shall soon have a large excess toninge which will insure low freight rates from the United States for many years to come.

"But in this connection there is one matter which must be taken into considera tion, and that is that our shipping laws make the cost of shipping operations more expensive from here than from Europe. We must therefore provide for this in other way. 'The difference against us in the costs of operation is so great that our shorter haul does not compensate for it.

"I am not an expert on shipping, but it seems to me that our shipping laws should be modified, if that be at all possible, to permit our vesses to compete with those of European countries on an equal footing. Some action looking to this end must cer-tainly be taken if our merchant marine is o continue to develop, for as long as we are undersold on transportation costs the American manufacturer will have difficulty in developing and holding his South American of course these costs must market, as of course these compaid by the ultimate consumer.

Must Know Their Languages

"The matter of language is another thing of the first importance. The most success of the first importance. The most success-ful of the firms doing business in South America and, for that matter, in any other country, make the business deals in the language of the nation which is doing the buying. The United States, in its relation buying. The United States, in its relation buying. The United States, in its relation to the South American countries, has, there-fore, reached the point where we are obli-gated to study their languages, customs and tast and to anticipate what they want in the lay of commercial goods. "By this I mere that when an inquire or

unifying Nor and South America psychologically, if one may use the term in this sense, as well as bringing about a bet-ter commercial understanding. Those coun-tries are sending official and unofficial dele-

gations to our country to study our school system and many other things in which they admit our leadership. There is an ad-miration for the United States and a feeling of sympathy for our ideals which have never before been manifested there. It will be to the benefit of both in many ways if this feeling is fostered and reciprocated by us. There is even talk of prohibition in Chile. while it appears to be a long ways off. still it is one of the straws which show the attention with which they are watching our great national movements

Enormous Natural Resources

South America not only presents an exceedingly rich trade market, but it has nat ural resources which have as yet scarcely been scratched. The development of these resources is really a more natural problem for the United States to solve than for any other country, because this development for-lows so closely along the lines of the development of our own resources seventy-five or one hundred years ago. Enterprises along the same vast scale as has been shown in this country will soon be needed in South America

"Still another thing which may be made to do much to cement the friendship of the northern and southern parts of this hemis phere is the Brazilian centennial celebra. ion, which will take place this year. One of the most important considerations is that American representation there will be considered a courtesy to Brazil and hence all of the South American republics, and courtesy counts for a great deal in dealing with these peoples.

as the big candy season. Unnatural his-torians will be interested to note that the The Brazilian Celebration rabbit has a sweeter tooth than the turker.

"The celebration is to commemorate the 100th anniversary of the independence of Attention has been drawn to the fact that in the suggested new calendar the 13th of the month always falls on Friday. Brazil from Portugal in 1822. In a manner it might be said to be unfortunate that the exhibition buildings have been erected by a private corporation and that the si therefore, will be rented, but it will But this need not condemn the plan. space. may simply have the effect of killing as graceful thing if a large number of the manufacturers of our country make exhibits ancient superstition. and thus show their sympathy with the movement and the celebration, just as Brazil soused on mash. The story disappoints us greatly. It lacks its customary frills and did by sending Dom Pedro to our Centennial

in 1876. "Any exhibitions which may be there by American manufacturers will have a value far beyond that of mere advertising. There is probably no ground for the fear that the agreement between Collins and Griffith with De Valera nullifies the Anglo-Irish Treaty. If it did there would be little likelihood that Griffith would be in Londes explaining the matter to Winston Churchill. although this element will, by no means, be although this element will by no means, be wasted. But it will serve as an carnest of our sympathy and friendship with Brazil and, by implication, with all the South American countries, which will look upon participation as a broader expression of friendship and which will bring good results in more ways than one.

"I sincerely hope for these reasons that there will be a large number of American firms represented at the Bruzilian exposialong. Meanwhile the public surmises the cause of high coal cost, but would like the exact data which only official investigation It offers a rare chance for the tion. ring ing of our country and those of South Amer-ica into a closer sympathetic relationship."

It has been definitely Inside Stuff decided, says a dispatch from Paris, that

· Th Memoirs of Marshal Foch" shall not be published in his lifetime, because of explosive effect it might have on the pub-lic." "Possibly." says George Pattulio in the Saturday Evening Post, concluding his Inside Story of the A. E. F.," "this short history of our effort in Europe will induce a suspicious, cynical attitude toward war in all who read it. I hope so. That was my intention." Probably another angle on the

A member of the Japanese Parliment and a Tokio contractor, both men of emi-nence in their own country, will short'y visit Philadelphia to inquire into the scope of the Sesqui-Centennial celebration. That Philadelphia will treat them as distinguished guests while giving them the information they desire may be accepted as a foregone conclusive. A big Tokic ex tolt will help

same set of facts.

Every time Mr. Pinchot finds hanging on his hands he increases his lead a little.

nickname

tongue-tied tariff bill.

The whole darned family.

One of the things Lloyd George does extremely well is to carry the House of Commons off its feet.

It is about time those who intend to be citizens of the Irish Free State should declare their intentions.

Somehow one gets the idea that the chairman of the Republican State Committee should be primarily a Pinchot man.

> It has been said of Lloyd George's latest speech in the House of Commons that it lacked fire. Perhaps this was because he was trying to extinguish one.

That the old-fashioned buggy had some advantages over the automobile is revealed by the order of Radnor's police head foridding one-handed driving in the township imits.

"There are good times coming." my, in effect, President Harding, Secretary of Labor Davis and Judge Elbert H. Gary. And now we anxiously await the good work

leclare that Easter has ousted Christman

Confectioners in convention in Chicage

Word comes from Pittsburgh of a duck

this despite the fact that it has had a vace.

tion of six months and ought to have ac-

Anthracite miners have refused the

There is significance in the passing of There is significance in the passing of bill in Moscow permitting inheritance in a limited amount by husbands and wives and the granting of ground leases up to fifty-nine years. Where Communism cracks

commerce may enter. The Genoa conference

A girl in the New York State Reform-atory may not powder her nose, roll her hose, pencil her cycbrows, touch up her lips, curl her bair or wear her dresses too low at the neck or too high at the other end. The old thing, of course, is that there should have here measure in a reformatory for the

have been necessity in a reformatory for the making of any such rules.

Trial of Governor Small at Waukers III., has been delayed by the objector jurors to being put to bed at 0 o'clock e'derly bailiffs. They want younger bail with "more sporting blood." willing to np till 10, by beck. And now what we for is a closs-up of Waukegan night-up witnessed by the jurors when they base wate

proffered cut of 21 per cent in wages and the strike continues to drag its slow length

rumulated some pep and punch.

can bring.

When M. de Coix said, "Mr. Crane, you have missed an opportunity to be dis-creet." it was his delicate way of pointing out that a crane is sometimes bitched to a donkey engine

from coal operators and miners.