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MAKING A WAY TO THE BRIDGE

THE plan of the Bureau of Surveys for widening the streets leading to the entrance of the new Delaware River Bridge will have to be approved by the City Council before any definite arrangements can be made for carrying it out. That it will be necessary to widen a number of streets is admitted.

There is room for difference of opinion, however, on the propriety of making the streets leading to the bridge 120 and 130 feet wide. Broad street is only 113 feet wide. The roadway for vehicles on the bridge, exclusive of trolley cars, is to be only fifty-seven feet wide. It would hardly seem to be necessary to have three or four very wide streets converging on the bottle neck of the bridge.

But there is no money available just now for the extensive plans proposed, and there is time enough to discuss them and modify them before the money is provided.

A CONTRAST AT THE HAGUE

BY A curious trick of irony, which may be deemed fitting by the skeptical, the International Court of Justice will be opened at The Hague today simultaneously with the first session of the commission of experts preliminary to the economic and financial conference representing the leavings of the inconclusive conclave at Genoa.

World attention is focused upon the financiers striving to restore the economic equilibrium of Europe. Yet the possibility may be granted that had the League of Nations been tightened and vitalized, as was originally planned, the new arbitration tribunal would have been the dominant spectacle, and no necessity for adjusting the Russian situation by any other machinery than that of the Society of Nations would have existed.

Both the Genoa and The Hague conference would in that case have been superfluities. Lack of universality of the League has furnished the cue for summoning spasmodic and in a sense extra-official conferences to repair European or world problems.

But when The Hague meeting has adjourned, successfully or otherwise, the now subordinated instrument for international adjustments will abide. Its development and such prestige as it may acquire through the still conceivable progress of the League of Nations suggest a refuge from the dubious expedient of irregular international sessions born of emergencies and fear.

It is worth recalling that the Supreme Court of the United States adjourned immediately after it was first assembled. No cases were submitted for judgment at that initial meeting in New York, then the capital, nor was public confidence in either its usefulness or authority pronounced. Yet is there any tribunal in the world today which inspires such respect?

ON GRANDMOTHERS

BURSTS Senator McCumber into the news with an astonishing admission. He ventures, in the course of an address on the floor, to suggest that the good old times may not have been all that they are cracked up to be. "I can imagine," said the gentleman from North Dakota, "the difference between the conditions of the present day and our grandmothers' day, when the good woman was married in her black gown and kept that old silk gown for her shroud when she would die. And it was perhaps the only good dress she would have for forty or fifty years. I confess"—the Senator concluded with an air of wistfulness—"I would rather see the conditions of today."

This is reassuring. There are some limits, it appears, to which an Old Guardsman will not go in the interests of normalcy. And it is recorded that a murmur of applause went through the political cloister which we call the Senate of the United States after Mr. McCumber had done. Can it be that the Senate is progressive, after all?

Perhaps it is. We had suspected it of being unalterably and forever in favor of the good old times. In the good old times there was slavery and very little of real political insurgency. Conservative politicians lived in peace. And, what was most important of all, the mothers and the grandmothers of the time were not in the habit of asking questions relative to any public matters. Grandmothers carried water in pails and risked pneumonia in cold houses and their lives in trips across the plains to aid in the founding of a new American empire. Women looked up reverently and sweetly to the McCumbers of those days and fondly imagined them to be the embodiment of all attainable wisdom.

No wonder a politician of the class to which the gentleman from North Dakota belongs talks wistfully of the women of the past. To those of us who can remember the grandmothers, they seem now like monuments of tenderness and strength and tranquillity, and it was only after their white caps were folded up and put in lavender that we remembered with a pang that their small hands were hardened with labor.

Most of us would like to see old times come back if the grandmothers could come with them. It would be pleasant to see them relieved of the necessity of riding in stage coaches and cutting wood for the campfires of pioneering husbands. For once Mr. McCumber is right. The old life wasn't simple. It was complicated for women by a thousand anxieties unknown to the generation of today.

Politicians were at the fag end of the procession of those who might be called the emancipators of women. The people who invented electric lights and vacuum cleaners and reapers and tractors and automobiles and telephones and railways and canning machinery began to lighten the tasks for the hands of all grandmothers and to give their minds and spirits a chance to open wider to the light while the Old Guardsmen of philosophy and politics continued to shout down every woman who appeared as the champion of progressive members of her sex and to insist that woman's place was in the home.

That meant much. It meant that four walls should be perpetual barriers in the way of feminine vision and understanding. Grandmothers live longer now than they did in the days upon which Mr. McCumber has at last turned eyes of doubt. They dress charmingly and they are not ready to believe that a man of Mr. McCumber's sort is the embodiment of all attainable wisdom. They think and read and write and travel and observe. The moral of all this is simple. Women, too, are returning to normalcy, which has not been theirs for many centuries. They are claiming the right to contribute the grace of their spirits to the business of civilization. They will be in the course of time, as they must have been of old—before history—the real equals of men in all relationships.

PROHIBITION IS A FICTION: THE UNITED STATES IS WET

And Until We Stop Pretending That It Is Dry Volsteadism Will Be Merely a Sordid Farce

IT IS a question whether hypocrisy in some official quarters or the passionate and incurable credulity of dry advocates in others is doing most to give to Volstendism the aspect of a national catastrophe. The looming fact of the hour is that the dry laws are not honestly or efficiently enforced over any considerable area anywhere in the United States. Yet this is a fact which the sterner advocates of the sterner theory of prohibition hate or fear to recognize.

It seems sometimes that dry extremists prefer the fiction of prohibition to the truth of a situation charged with a hundred varieties of social danger. Mayor Moore, Mr. Lasker, of the Shipping Board, and the Law Enforcement League of Philadelphia appear simultaneously in the current news to suggest again the appalling nature of the moral and political confusion that has followed the attempt to legislate all intoxicants out of existence at one fell stroke.

The Law Enforcement League is, of course, to be applauded for the manner in which it has attempted to define a principle and elevate it above all considerations of personal belief or prejudice. But when it seems to believe that it has accomplished something of importance by putting the names of "a hundred bootleggers" into the hands of Mayor Moore, the League seems almost naive and wholly unaware of the magnitude of the problem it has attacked.

You could take a hundred bootleggers from the army operating in this territory and they would never be missed. And, moreover, the casual raids, of which we hear so much, mean nothing—or worse. Many of them have the appearance of being carefully stage-managed to impress and satisfy a disgusted public.

Somewhere in the background of this and other cities a system of understanding exists actually to encourage the traffic in illicit whisky, and it may be said that the output of secret stills now is almost equal to the former output of legalized distilleries. Mayor Moore declares that he has the names of "some of the big bootleggers." These names should not be kept secret for even an hour.

What is the truth about the part that whisky has come to play in State politics? Why is it necessary to maintain official reticence and mystery about this most ominous development of the Volstead experiment?

The roots of the problem which organizations like the Law Enforcement League are attempting to solve with surface remedies reach so deeply into the political and social life of the country and lie so close to the hearts and nerve centers of influential social and political groups that people who have a sincere desire to see the Volstead law enforced shrink from attacking liquor lawlessness at its source.

If the Law Enforcement League is not content with a hopeless fight it will have go beyond the corner bootleggers. It will have to go beyond minor politicians who now engage in the whisky business. It will have to go beyond the keepers of speakeasies and the occasional "foreigner" who is caught working a still.

The League will have to go to Congress and demand either such modification of the Volstead act as will make prohibition generally acceptable or the appropriation of enough money to make the enforcement system something more than a squalid farce and a disgrace to the country.

It will have to admit that for the first time in all its history the Federal Government is unable to enforce its own laws. And it will have to admit either that the Volstead law is utterly wrong in method or that Americans have become a lawless people overnight. For it is plain that the present dry law cannot be maintained as Federal laws always have been maintained, by the voluntary co-operation of the people themselves.

We now have a choice, therefore, between hypocritical pretense and increasing disorder or a system of relentless repression which, while it might be enormously costly and wholly un-American, would be preferable to a reign of anarchy in which at least 50 per cent of the people and their political representatives are involved.

This is not a dry country. To say that it isn't wet you must be either hypocritical or woefully ingenuous. The whisky business has not been seriously checked. It has merely passed from the hands of private and licensed interests to the hands of criminals and profiteers. In some parts of the country it has become a monopoly under the direction of underworld politicians.

The most conspicuous and tragic result of an attempt at headlong prohibition is an unprecedented extension of the dry rot of bribery, corruption and graft in the political life of the United States. We can maintain a pleasant fiction and permit the moral disintegration to continue. It would be better to face the truth and look for a way out of an intolerable mess.

Mr. Lasker, of the Shipping Board, faced it—in his own way. It may be said that he didn't quibble. Legally, too, the advantages may be on his side when he insists that the Volstead law does not apply to American ships at sea. He has found by costly experience that we must run wet ships or get off the ocean.

The moral aspect of the Shipping Board's bars is another matter. The United States Government has entered into a business which it will not permit others to enter, and it sells what it calls poison to people who travel on its ships. It does more than that. It denies to its own people privileges which, by inference, it admits all other people of the world demand for their refreshment and pleasure. How long can the farce continue?

HOLD THE FAIR IN 1927

THE splendor of opportunity contained in the Sesqui-Centennial necessarily sharpens appreciation of the immensity of the task involved in the enterprise. This consciousness, both of the realities to be faced and of the possibilities to be expanded, is a reflection of the history of all world expositions of the past. The momentum acquired by such undertakings has in major instances been swifter than even the most energetic imaginations of their promoters.

It is therefore safe to forecast that the magnitude of the world fair in Philadelphia will surpass that which was somewhat hazily conceived at the outset, if the project is to measure up to its full material and spiritual, patriotic and international significance.

With a view to permitting no increment of advantage to escape, Edward W. Bok is frankly urging the postponement of the exposition year from 1926 to 1927 and has announced that he will present a resolution to that effect before the Sesqui-Centennial Association directorate, of which he is a member.

Anniversaries which do not fit are generally regarded as unacceptable to the public. Indorsement of them involves, it is true, some readjustment of mental processes, but the wrench, mainly psychological and often transitory, is wholly incomparable with the shock of patchwork performance, incommensurate with promises and opportunities.

Mr. Bok's candid suggestion is in the best sense progressive. It represents a grasp of realities and the reconstruction of the fair edifice upon a solid foundation.

What is generally desired, though perhaps as yet imperfectly expressed by this city, is that the fair shall constitute a resplendent beacon in the course of progress; that it shall be, in a diversity of respects, the finest international exposition ever held; that it shall become a symbol of inspirational achievement. If a year's postponement can assure such accomplishment, and of this there is little doubt, selection of the new date becomes a public duty.

Mr. Bok has pertinently pointed out that the chief obstacles in the way of completing the fair according to the original schedule are not those with which the utmost enterprise in Philadelphia can cope. The dilatory practices of State Legislatures must be recognized and the elaborate procedure requisite to insure the collaboration of foreign Governments.

Possibly the physical construction of the fair and the laying out of grounds could be finished by 1926, but a fair without an opulent and representative array of exhibits would be a mockery. Experience with previous exhibitions has demonstrated that three years and a half is insufficient time in which to launch a great exposition and carry its plans to fruition.

From the essentially practical standpoint, the Sesqui-Centennial has just been launched. The enterprise should be dated from 1922.

It is needless to review the season of apathy, now happily passed. The lost months are a bad debt until wiped out by an extension of the construction period. The reorganization of the Sesqui-Centennial Board of Directors has brought at last new life and vigor to a superb project.

Acceptance of Mr. Bok's suggestion would typify a mastery of actual conditions. The step would not mean retrogression, but a clear advance into the realm of the definite and specific.

It is not of record that when all its results were summarized the postponement of the inauguration of the Chicago fair compromised the success of that memorable undertaking. Historical proprieties could easily be observed in appropriate exercises on July 4, 1926, by which time part at least of the fair grounds should be available for the formal celebration.

It is imperative. It is a civic duty, that the fair shall be made a brilliant monument to the accomplishments of civilization. That monument can be erected if due time is accorded the builders.

UNFETTERING THE TRAVELER

IT IS easily conceivable that the much-simplified passport regulations, announced this week by Secretary Hughes, are welcomed with as deep relief by employes of the State Department as by travelers hailing the shrinkage of red tape.

The exodus of tourists to Europe this year is apparently destined to break all records. When this is added to the natural increase of commercial voyaging it may be realized that operation of the inquisitorial and rigid rules, devised to meet war-time conditions, would have necessitated vast increases in the clerical staffs and official forces of the Passport Bureau in Washington.

As this overstrained branch of the Department of State was facing the situation of paying the penalty for its own pedantry, a simple escape was obviously provided by reducing the number of rules.

Under the new order the nuisance of specifying the objects of journeys in particular terms has been eliminated. There is no selected list of countries for which credentials will be granted. Passports will now be issued for regions in which the United States has no diplomatic or consular representatives, as, for example, Russia. The traveler moves at his own risk, but at least is permitted to start.

The new latitude sanctioned by the Government hints of a return to pre-war conditions, under which passports could be dispensed with by any American voyaging abroad, unless such documents were demanded in advance by the foreign countries to be visited. This is the sensible system, to the re-establishment of which the unprecedented travel rush this summer has unquestionably contributed an impetus.

'Member Enoch? It is astonishing what a help a few noisy enemies can be to a man. Do you remember how General Crowder bulged in the news when he was running the draft? He never had much to say, but he was everlastingly doing. He is busy just now giving Cuba financial rehabilitation, but you would never hear about it but for the professional kickers. They are giving him a little of the advertising he deserves.

Gas bombs were successfully used in dispersing a mob in Jackson, Mich. Nobody killed; nobody seriously hurt. Henceforth, all an officer will have to do in the face of mob violence is to step on the gas and the machinery of the law will move right on.

After being charged seventy cents for a sandwich in an Atlantic City cafe the victim fired at the bartender and missed him. A couple of policemen immediately pinched him. Perhaps they plan to give him some shooting lessons.

OLD-TIME POLITICS

They Were Far More Venomous and Bitter Than Those of the Present. Governor Porter's Campaign. He Was Most Vigorously Assailed

By GEORGE NOX McCAIN

WILLIAM H. KETLER, librarian of the Camden Public Library, taking note of my recent statement about the lack of a complete and adequate history of Pennsylvania, has called my attention to the work by the late Governor Pennypacker.

It is entitled "Pennsylvania, the Keystone. A Short History, by Samuel Whittaker Pennypacker."

What Mr. Ketler tells me only emphasizes the lack of a full, comprehensive history of the Commonwealth; the story of its beginnings and progress down to the close of the World War.

The mass of material upon which to draw is almost incalculable.

There are manuscripts, official documents, newspapers, pamphlets and speeches, biographies and autobiographies, critical works, diaries and a miscellaneous array of other works that seem inexhaustible.

DR. HENRY R. MUELLER, professor of history, of Muhlenberg College, is the latest contributor to this array of subjects in his work, "The Whig Party in Pennsylvania."

It embraces the period between the congressional election of 1834 and the presidential election of 1856.

It is of peculiar interest to Philadelphia because among other things it deals with the campaign of President Jackson to wipe out the Bank of the United States in Philadelphia.

Jackson's determination to ruin that institution inaugurated a factionalism that covered a long period of years.

Dr. Mueller's sketch is by the way a very substantial volume, paper bound, of 270 pages. It is one of the volumes included in the publications of Columbia University.

It is interesting to note that factionalism, bitterness, hatred and political chicanery ran as high seventy or eighty years ago in the politics of Pennsylvania as they have done at any period since.

Particularly was this the case in the contests between the Whigs, Democrats and anti-Masonic parties.

THE most ridiculous and outrageous charges were made against Governor Porter in his campaign for Governor.

It was at a time when the Whigs and anti-Masons were in a state of constant flux in the matter of temporary coalitions for temporary advantage.

During the heat of the campaign of 1840, when Governor Porter was up for re-election, a Democrat campaign paper printed an article asserting that the Whigs had engaged in sacrilegious and blasphemous rites at their political meetings.

It was charged that at a political meeting at Gettysburg Thaddeus Stevens, officiating as "High Priest," led the outrageous ceremony.

After the election Stevens sued the editors for libel in Adams County, his home.

When the case was on trial the attorney for the defendants offered as a bar to the proceedings a proclamation signed January 23, 1841, by the Governor, pardoning the defendants from the charge of libel.

GOVERNOR DAVID R. PORTER, judging by the documentary evidence presented by Dr. Mueller, was more violently assailed than any other gubernatorial candidate before or since.

Charges of maladministration, before his re-election, were made.

It was claimed that there had been an unwarranted increase in the amount of the State debt, and that the public works were being mismanaged.

Bribery and peculation in the passage of the Bank Act of 1840 were alleged.

The sum of $99,000 was mentioned as having been used by the Bank of the United States in Philadelphia for some unholy purpose.

It was subsequently demonstrated that something like $139,000 had been used improperly.

Notwithstanding this, Porter won by a large majority.

EVERY State or national campaign is, as a rule, designated by some peculiar title.

Within recent years such titles as "Hog Combine," "Mugwump," "Bull-Mooser," "Insurgent," "Progressive" and "Independents" have been common.

By all odds the oldest name was that of the "Locofocos," applied to one of the parties in the campaign of 1840.

There were legislative investigations and investigating committees in those far-away times as there are now and have been in the recent past.

It was even charged that the Governor had been bribed to secure the passage of a certain bill.

In this connection there was an expression used for years after that was equivalent to Senator Quay's famous "Shake the plum tree."

In the investigation referred to there was introduced a letter from J. Solms, president of the Moyamensing Bank, of Philadelphia, to George Handy, the bank's agent.

In it Solms stated that he would again pay his respects to the Governor and would "Talk in the Indian language."

It was supposed to suggest bribery.

PHILADELPHIA elections, as Dr. Mueller points out, were as bitter and full of sharp practices eighty years ago as they are today. Even more so.

In the Porter campaign the election judges by a vote of 10 to 6 rejected the returns from the entire Incorporated Northern Liberties, although fraud was alleged to have been committed in only one of the seven wards.

By this action the Democratic candidate for Congress was assured of a majority.

The Whig judges refused to sign the returns under the circumstances.

They met at a later hour and made out returns which showed that their candidate in the Senate and the House had been elected.

They were rushed to Harrisburg and filed in the office of the Secretary of the Commonwealth before those of the Democratic judges.

This episode was only one in a long series of crookedness that led to the "Buckshot War," referred to several days ago.

Tragedy of the Sea I am planning a novel, admitted the Collator of World News. After a study of a recently published wine list the hero sells his automobile and mortgages his house and buys a round-trip passage on a Shipping Board vessel bound for—oh, anywhere. And then, as it turns out, he is seasick all the time he is on board.

Lunch-counter commuters who daily endeavor to obtain a midday meal from razor-thin ham and cheese sandwiches will be at a loss to understand the reported shrinkage in profits of the restaurants serving these trifles. Yet they say profits are less, and yesterday the stock of one of the chain sandwich inns dropped $29.75 a share below the last previous sale.

The Bursum bill, designed to provide relief for sick and wounded soldiers, has been hanging fire in the Military Affairs Committee for four months. That's how much bonus raiders really care for the veterans. It is not the men but the votes they are thinking of.

Chemists of the Department of Agriculture have succeeded in making a motor fuel, known as furfural, out of corncobs. When its use becomes general the equivalent for "stepping on the gas" will be "making the fur-fur fly."

When Gallivan questions the Shipping Board's freedom to seize the freedom of the seas in the matter of wetness other than saline we seem to detect a malicious glint in his g. p. optic.

A REG'LAR RIOT

NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

JOSEPH F. HASSKARL
On the Needs of the Port

THE greatest need of the port of Philadelphia, to make it take the rank which its manifest geographical advantages warrant, is more civic pride on the part of the local manufacturers and shippers, according to Joseph F. Hasskarl, formerly Director of Wharves, Docks and Ferries, and before that chief engineer for the Federal Government in this district.

"We should not overlook Philadelphia's great geographical and other natural advantages," said Chief Hasskarl. "It is the logical and most favorably situated freight-distributing point in the entire country. It is ninety miles nearer the Middle West than is New York and is 150 miles nearer Liverpool than is Baltimore, our two chief shipping competitors. We have at the present time a thirty-foot channel at mean low water in the Delaware River, and eventually will have a channel thirty-five feet deep. As the range of the tide is about six feet, this will give at least forty feet at high water, which is ample for any freight-carrying vessel coming to this city.

"Another point in our favor is that the city lies one hundred miles from the sea. This is a distinct advantage to vessels coming from the warm waters of tropical and semi-tropical countries, as they can lie in the fresh water of the port for a few weeks and effectually cleanse their bottoms of barnacles without the expense of having them scraped—a very material saving to the ship-owners. These barnacles will not drop off in salt water and in this case they must be cleaned off after every Southern trip, in order to save the additional coal necessary to drive a vessel with several tons of them clinging to the bottom.

Vast Water Frontage

"Philadelphia, as a port, has twenty miles of deep-water frontage on the Delaware and fourteen miles of frontage on the Schuylkill, making a total of thirty-four miles deep-water frontage for the port, which is ample for all needs.

"It is also an ideal (and I use the word advisedly) place for a navy yard. In that it has an immense reserve basin for laying up vessels in fresh water, where a ship may be tied up indefinitely, without any deterioration whatever. Vessels may be laid up in this basin for years and go to sea at once without having to clean either barnacles or rust off the bottom. And it has other advantages as a naval base. It has the biggest shipyards in the country around it, and thus has at hand more skilled labor, either for repairs or for building, than any other port in the country.

"Philadelphia is well supplied with piers. At present there are 175 piers on the Delaware, of which thirty-five are owned by the city. These piers are anywhere up to 1500 feet in length, sufficient to accommodate all classes of vessels.

No Lighterage Necessary

"But, besides these commercial and geographical advantages, Philadelphia has another great advantage over its chief competing ports in that no lighterage is necessary from freight car to vessel or from vessel to car, as all its piers have direct railway connection. This is a material saving, as in many instances the lighterage charges in other ports will run from fifty cents to two dollars a ton, which amounts to a great sum in the case of a large cargo, and which must be paid in the end by the consumer.

"This is an immense advantage for the port of Philadelphia, as lighterage is necessary in both New York and Baltimore. New York is on the wrong side of the river ever to become an economical distributing center, as every pound of freight must be carried across the river before starting for points West, North or South. New York is now, and always will be, the great passenger and express steamer port. That we must concede, for its natural advantages for this purpose are as great as those of Philadelphia as a freight-distributing port. New York is 140 miles nearer Liverpool than Philadelphia is, and 300 miles nearer than is Baltimore, added to which it is only ten miles from the sea. These are advantages with which no other port near it can compete for the passenger and express steamer trade.

What Philadelphia Needs

"But what Philadelphia needs most of all is more civic pride on the part of its manufacturers and shippers, so that they, in their exports and imports, will favor their home port, even at the cost of some slight inconvenience or even some little delay. This is a matter which cannot be over-emphasized, if Philadelphia is to take the place among American ports to which its commercial and geographical advantages entitle it.

"It is undeniable that the port of New York has more frequent sailing dates than we have in Philadelphia, but for the sake of stimulating our own port, and building up the trade which it should have, our manufacturers and shippers should be willing to hold their consignments for a few days in order to send them out from this port. It would be quite feasible for the shipping men to set certain dates for their sailings and for the shippers to hold their cargoes until these dates and thus accumulate a full cargo for the vessels.

"But, unfortunately, in the past the shippers have not been willing to do this. If they had done so, and all the shipping which goes out of and comes into Philadelphia had gone and come direct by boat, by this time we should probably have almost if not quite as many sailing dates as New York, with the tremendous advantages and commercial prestige which being a great port brings. In the end, it costs money as well as showing a lack of civic pride, for in order to gain a short time these shippers pay the cost of the haul to New York, a sum which might be saved by shipping direct. But the real element which must be overcome if Philadelphia is to become a great port is the lack of civic pride and interest in Philadelphia, and that element which must be instilled is the determination to utilize Philadelphia as a port to the utmost.

Complete the Channel

"The second thing to be done is to complete the thirty-five foot channel at the earliest possible moment. This Government project has been dragging along for years, far beyond the time originally set for its completion. It is most regrettable and a distinct disadvantage to the port that it has not been pushed along more rapidly.

"Its principal advantages are that it would allow ships of deeper draft to enter, would allow more speed and bring more vessels. Speed and safety both demand plenty of water under a ship, as a vessel running at even moderately high speed in shallow water 'squats'; that is, the stern of the boat actually sinks a little, with the force of the propellers, just as the stern of a motor boat running at high speed is lower than the bows, and at very high speed is actually lower than the water behind it.

"The third great need of the port is a belt-line railroad which really functions as such. This is very important. The present belt-line railroad is a detriment to shippers using the port, as it puts them to considerable inconvenience and imposes increased costs upon the handling of freight. The present system should be extended and given greater powers.

"All the piers should be connected with the belt-line railroad, so that all shippers using the port of Philadelphia can use on equal terms all the railroads entering the port."

Mrs. Axel Wichfeld, of New York, is monopolizing the Ritz at Paris with gorgeous dresses, eighty trunks, six maids and four footmen. Axel, we surmise, is well supplied with grease.

Our Eastern expert sapiently asseverates that if President Li Yuan-Hung succeeds in getting Wu Ting-fang to act as Premier, we may observe a setting Sun Yat Sen in China.

Steers in Iowa June 1 were steaks in Paris June 12. Where speed in transportation is so necessary one presumes that a wrong steer might easily result in a miss steak.

The police department is the latest to demonstrate the curious scientific fact that after the ax has been swung nothing remains on the shoulders but a chip.

"We may thank our lucky stars (and stripes)," remarked Toddle Top, "that Betsy Ross didn't wear knickerbockers like the modern maid."

Gompers says labor stands for conferences to settle disputes. The trouble is that too often disputes hang up the conferences.

SHORT CUTS

J. Pluvius perhaps forgot it was Flag Day.

It is generally admitted that Penn had some class.

Milford is becoming a haven for all kinds of craft.

Bonniwell threatens to lead a third party. Yes, but where?

Even the poorest golfer manages to make the "bury hole" in one.

Oh, well, we don't have to read the stuff Willie Hohenzollern writes.

Dead beats are becoming fewer, say retail credit experts. Haply buried.

All it amounts to is that Mr. Lasker insists it is proper for the sea to be wet.

Bonniwell appears to think that what the Democratic Party needs is a wet nurse.

In addition to his other virtues, Mr. Edison has proved a gold mine to the paragraphers.

Mr. Bryan would probably be more interested in New York's stray puma if it were a missing lynx.

Mr. Lasker, as we understand it, is willing to consider the wine list as in the nature of a ship subsidy.

The President's letter to Chairman Campbell, of the House Rules Committee, gives indication of a rod in pickle.

Russia's failure to get into the game continues to be due to its insistence on its own rules.

So little is expected of the meeting at The Hague that the world may easily get more than it expects.

The seizure of a German steamship bound for Cork by a British warship has a distinct savor of war times.

Iowa man's celluloid collar exploded, he says, when he walked into a live wire in his cellar. It may be so. Still—

Lloyd George apparently believes that making trouble for the home Government is the easiest thing a concession hunter does.

A joyous thought for the day is that once a certain little matter is attended to you won't have to think about your income tax for another three months.

What Do You Know?

QUIZ

1. What is wrong with this familiar misquotation from the Bible: "Pride goeth before a fall"?
2. What State did Senator Fall represent in Congress before his appointment to the Secretaryship of the Interior?
3. Where is the Drina River?
4. How many humps has a dromedary?
5. Who was Gay-Lussac?
6. Why were French working girls called grisettes?
7. Who was the founder of the famous Krupp steel and gun works?
8. What is the meaning of the term maduro applied to cigars?
9. What is mansuetude?
10. What is a cotswold?

Answers to Yesterday's Quiz

1. The Walloons are a mixed, Italic, Teutonic, Celtic people in Southeastern Belgium. Their language is a French dialect.
2. The tiny republic of San Marino, in Italy, was a participant in the World War which declared war only against Austria.
3. Terra cotta literally means cooked earth.
4. Tellus was the goddess in Roman mythology who personified the terrestrial globe.
5. The character of the tale-bearing Sir Benjamin Backbite was created by Richard Brinsley Sheridan in his comedy, "The School for Scandal."
6. A "sainetepiel" was originally a dramatic representation in which dialogue and song alternated. The term is also used of opera in which music is subordinated to words, especially in dramatic movement.
7. The sextant is used in navigation and surveying for measuring angular distances.
8. The Rappahannock River is in Virginia. It empties into Chesapeake Bay.
9. A purlieu is a place where one is to come and go; a haunt.
10. A guananiche is a small Canadian common, identified with the land-locked salmon of [illegible]