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Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn or corn between the toes, and the callouses, without soreness or irritation.—Adv.

ATTERBURY URGES 'HANDS OFF' ROADS

Criticizes Legislative Bodies for Hampering Regulations in Critical Period

WOULD EDUCATE PUBLIC

In his first public address since his recent return from Europe, W. W. Atterbury, vice president of the Pennsylvania Railroad, today criticized what he termed, in substance, the intrusion of legislative bodies into railroad administration.

General Atterbury spoke in the Bellevue-Stratford at the third session of the American Railway Association convention. He addressed the freight agents' section.

General Atterbury said a present need is the education of public opinion so that the problems of the rail lines can be understood. He said it is the duty of railroad men to help form public opinion along correct lines in this respect.

During the last five years, the speaker asserted, the railroads have earned less than 4 per cent on their capital. He said the people must be better if new capital is necessary. The exception is to be attracted.

Alluding to the wage cuts ordered recently by the Railway Labor Board, General Atterbury said that wages now are higher in relation to the cost of living than ever before, with the exception of the year 1917.

Blames Too Many Regulations

"The future of railroading in this country depends on the action of public opinion, not on the courts or legislative enactments, for courts and legislatures are all subject to public opinion," Mr. Atterbury said.

"Already Congress, State governments, county governments and the Interstate Commerce Commission are making regulations. If they did not invade the realm of administration conditions would be better.

"The only real competition today in the railroads is service. Revenue may be increased through the sale of service because of quality. There are many groups who conduct campaigns against the railroads whose interests are not those of the public.

"The interests of shippers and consumers are common. I have no quarrel with the men who believe in government operation and ownership. I do not agree with them, but we must inform others who we favor private ownership of the roads.

Must Educate Public

"Railroads often are not prepared to explain their position to the man in the street. The problem is complex, but the underlying principles and fundamental facts can be easily explained. My advice to the freight men is to educate themselves in the railway problem and then pass on the information to those with whom they come in contact. This is as important as the handling of freight, for it is from out that the public forms its opinion of the road.

"Ever since government control economists have been filling papers and magazines with articles which are mostly, although not intentionally, a misinterpretation of facts.

"It is alleged that a small group of banking interests determine the policies of the railroads. As a matter of fact many millions of people are the owners of the roads and their control is exercised actually.

"The recent wage reduction emphasizes that wages are still higher in relation to the cost of living than they have been at any time except in 1917.

Earnings Have Been Low

"In the last five years there has been less than 4 per cent earned by the railroads of the country. If the net income of its history were to be used now the railroads would not have the equipment to carry the freight offered them. This inability to earn a fair return on the investment has had serious effects.

"The railroad is essential to civilized life. It must be allowed to grow as the country grows. The investment must be made attractive to holders of railroad securities in order to get the necessary capital. The immediate problem and not a discussion of what is passed, such as Federal control, is the things that interests us. There is a great mass of prejudice to be overcome. The railroads are trying to get up the necessary information to do it."

WILL DUCK FLAPPERS WHO DANCE "LORRAINE" AT CLUB

Bayside Organization Bans Latest Terpsichorean Creation

New York, June 22.—The Bayside Yacht Club has banished from its floors the Lorraine, the dance with the kick in it. A bulletin of rules issued yesterday includes the latest variation of the collegiate or sensual while dancing in the bay with a splash.

This is the warning issued to members of the club by James B. Moore, chairman of the Entertainment Committee.

Little Benny's Note Book

By Lee Pape

HATS

Men and boys wear hats for various reasons, because other men and boys do, to be dandy and get years from their age, because they look handsome and sometimes they do.

Men buy their hats in a hat store and dames get theirs in a millinery store, to exhibit more expensive work in it.

When a man buys a hat he does it on a piece of an idea if he likes it he takes it, but when a lady buys a hat she tries it on and weather she likes it or not she tries on about 10 more and then she don't know which one to take and often don't.

Mens hats only have a few shapes, but there is no shape a ladys hat can't be and often is.

Nothing looks funnier on a man than a too big of a hat except a too small of a one. The only thing that makes a too small of a hat look funnier is when it blows off. All hats that blow off look funny esp. billy when they blow off of bald heds, on account of making 2 things to laff at insted of one. Proving the more the merrier.

Hats make men bald holded but on the other hand they hide their bald heds. Proving a fair exchange is no robbery.

Boys hats are generlly caps and are used in diffrent ways such as to play Baby in the Hat with and to hunt for wen you dont wunt to go on a errand too suddenly.

THE PAWNBROKER'S WINDOW

What a wealth of tragedy. What a panorama of shattered hopes. One, with fifty years' dealing with troubled humanity, tells his dramatic story of tangled and broken threads of life. Even a pawnbroker may have a heart of gold. Read this story in the Magazine Section of the Sunday Public Ledger. "Make It a Habit."—Adv.

"HELL FIRE" FOR FLAPPERS

Voliva, Overseer of Zion City, Warns of "Sure Judgment"

Chicago, June 22.—"Chicago is a terrible city of immorality and scantily clad women and is doomed to swift and sure judgment. The day of judgment is almost at hand, and Chicago's flappers are certain to suffer the quick fire of hell."

That dire prophecy is the word of Wilbur Glen Voliva, overseer of Zion. The reason is this: Overseer Voliva visited Michigan boulevard with W. H. Clendinen, Mayor of Zion City. They came upon a woman. Lo! and behold, she wore no stockings. After returning to Zion, Voliva before an audience that filled Shiloh Tabernacle declared:

"This assertion of the rights of women is a part of the approach of the flood of hell, wearing 'britches' and khaki suits and going half-naked. These nasty women going around half-naked are going back to barbarism. No wonder immorality is in every nook and corner of the world!"

ABSENCE LEAVE FOR LENINE

Commissioner Tsurupa May Replace Him Until Autumn

Copenhagen, June 22.—(By A. P.)—A message from Moscow to the Central News says the Russian Council of Commissars has granted Premier Lenine a leave of absence until autumn on account of his illness.

It is expected, adds the message, that Commissar Tsurupa, the second vice president of the council, will act in his stead.

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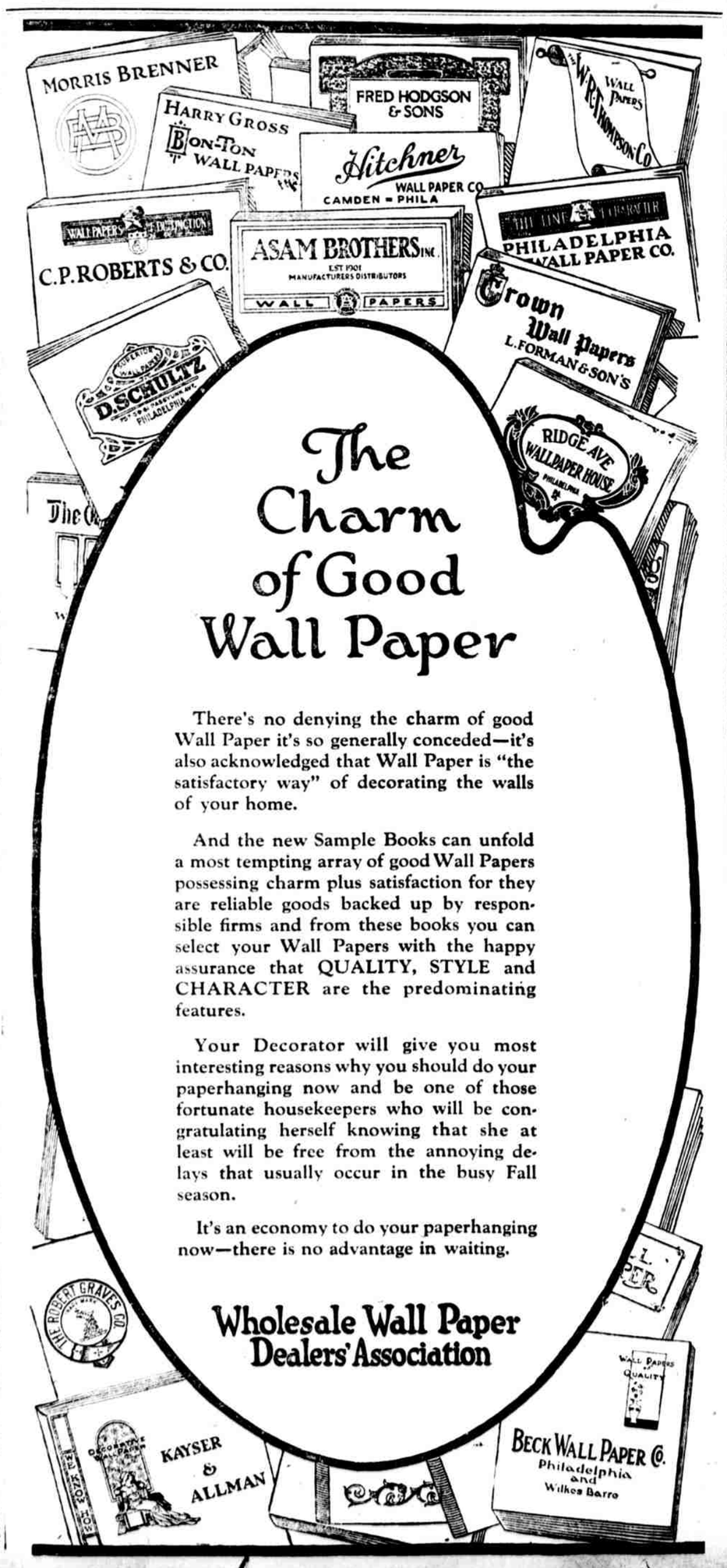

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