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A FRUIT OF SEASON-RUSHING

POPULAR demand for the new beach at League Island Park was picturesquely crystallized in the very informal use of the strand made by bathers last Sunday.

While an infraction of regulations is not to be encouraged on general principles, it is evident from the latest developments that bureaucracy and red tape were vigorously jolted by an unexpected rushing of the season.

The prolonged and pedantic dispute about the jurisdiction over the park, one of the numerous instances of the contest between the Commissioners and the municipal police, seems in a fair way to be ended, since Mayor Moore and Director Caven have been inspecting the operation at the beach, and it is announced that Council will shortly be asked to transfer the supervision of park bathing to the Department of Public Welfare.

HARDING AND WEEKS AGREE

THERE seems to be an impression abroad that there is an irreconcilable difference between the remarks on prohibition made by Secretary Weeks at Columbus, O., on June 15 and the remarks of President Harding at Marion on July 1.

Mr. Weeks, according to the published reports of his address, said that "whatever may be the individual views of citizens on prohibition, there is no question about the disquietude resulting from the adoption of the amendment and the passage of the laws for its enforcement."

Mr. Harding said that the Eighteenth Amendment should be enforced. He could not very well have said anything else if he were going to refer to the matter at all. But he did not say that the amendment should be continued in force, and he apparently took special pains to avoid referring to that law.

The Volstead act is a temporary, amendable statute passed to carry out the provisions of the Eighteenth Amendment to the Constitution. If it is unsatisfactory it can be repealed and a new one passed in its place at the discretion of Congress.

Mr. Harding is very well aware of this, and it may be that he expects something of the kind to happen, after a little more experience with the difficulties in enforcing the present law, which declares every beverage containing more than one-half of 1 per cent of alcohol to be intoxicating.

There does not seem to be any radical disagreement between the expressed views of the President and his Secretary of War. The Secretary spoke about the dissatisfaction with the prohibitory laws and the President spoke of the necessity of enforcing the provisions of the Constitution.

AN ENGLISH NEWBERRY CASE

THERE is nothing new in the scandal over the conferring of peerages in England. Centuries ago the British Kings gave titles and estates to their favorites, and the nobility which had received its titles in a similar way from earlier Kings were scandalized.

They did not welcome the new recruits to the privileged class. The commoners were not particularly interested in the matter, for they were not seriously affected by it. They had nothing to do with the Government, and the nobility had the right of the aristocracy to do as it pleased.

Lloyd George a few years ago, when he levied heavy taxes upon the estates of the nobility, was so bold as to remind the objecting nobles that objection to contribution to the expenses of government came with bad grace from them, as they were profiting by the income from estates which had been confiscated from the rightful owners and conferred upon their ancestors by the favor of the King.

This little dose of truth silenced them and he put his taxation plan through. As democracy has developed and as the power of the Parliament has increased, the title of nobility came to be conferred upon party favorites by the party in power.

A man who had made a generous campaign contribution was rewarded with a peerage as a matter of course. This became so common that the Prime Minister and his Cabinet were regarded as the final and ultimate authority in the matter of making peers.

There was so much talk to this effect in London a few years ago that King Edward resented it and caused his private secretary to issue a statement that peers were made by the King and by no one else. This meant, of course, the final and ultimate authority in the matter of making peers.

There is a notorious instance of a veto by the ministry of a peerage desired by King Edward for one of his intimate personal friends. Lord Salisbury was Premier. It is said that when the King proposed the peerage for his friend Salisbury announced that if he insisted on it he would have to get a new Prime Minister.

Lloyd George has been making a lot of new peers with the consent of King George. There have been men who have been given titles for their contributions to his political career.

USES OF A SENSE OF HUMOR IN OUR NATIONAL AFFAIRS

The Example of a Traffic Policeman and Ben W. Hooper, of the Railroad Labor Board.

YOU wouldn't suppose, contemplating an ordinary or extraordinary traffic policeman such as the estimable John McManus, who swings the signs at Fifteenth and Walnut streets, that he could be in any way related in significance to affairs of national import.

Yesterday McManus was celebrated in the news because some one discovered that he had that rarest of gifts, a sense of humor. At the same moment a sense of humor native in Ben W. Hooper, chairman of the Railroad Labor Board, was reacting to save an ugly and dangerous situation on the railroads after mere logic and technical reasoning had tended only to make it worse.

McManus, if all we hear is true, doesn't fiercely ride people who err unconsciously against minor traffic rules. He doesn't feel that his uniform, his dignity and his cause are insulted by every motor driver who falls into an unimportant mistake.

He seems to have learned what all extremely wise people learn sooner or later, that when you laugh at a man—derisively, brutally, angrily or sympathetically, as circumstances dictate—you go further than any legal instrumentalities will ever get you in the effort to discipline his soul.

Mr. Hooper, a member of the Public Group of the Railroad Labor Board, may be distantly related to John McManus. The fercest friends of the insurgent shopmen, writing of Hooper, call him "a sensible and kindly man." And it was sense and kindness rather than any formal rule or dictum that broke a deadlock created by legalistic and routine minds between the Federal officials and the rail corporations on one hand and the strikers on the other.

Had Hooper acted in the manner made familiar by the conventional public official he would have stood sternly upon his dignity. Instead of sending a very calm and conciliatory message to Jewell, the shopmen's leader. He would have thought of his pride and he would have burnt elaborate offerings to it. He couldn't have found it in his heart to unbend and be human.

What Hooper seems to have perceived was the human and emotional factors behind the barricade of claims and counter-claims erected between the Labor Board and the strikers.

"After all," he seems to have said to himself, "these men are in all essentials just like me. Doubtless they think that they have the right upon their side. They are sore and they are worried. Perhaps I shouldn't have called them outlaws. That is a hard word, I'll talk to Jewell again. He's a hard-head, but he's human, too." And Jewell, at the height of his temper, seems to have been instantly softened by the sudden emergence of a sensitive and kindly and informal gentleman from the chairman of the Railroad Labor Board.

Of course he'd confer! He'd confer with anybody! A sense of humor, you see, means more than an ability to perceive the ridiculous. Usually it is founded on goodness of heart and sustained by breadth of view. It is, in reality, a sign of the highest form of instinctive wisdom.

No one knows how much damage has been done to the world by statesmen who had no sense of humor and were, therefore, half blind to the fundamental truths about the origins of human impulse. The strutter in public office is always inefficient. Usually he is a failure. The man who is forever looking at himself in a glass and forever being concerned with the maintenance of his own dignity is obviously not sure of himself. A little of the willingness to unbend, if it existed in half a dozen important quarters, would have made the coal strike impossible.

A sense of humor, and the light that it might have cast upon most of the conflicting claims at Versailles might have saved the peace. But the humors might have saved the peace. But the humors might have saved the peace. But the humors might have saved the peace.

It may be that a sense of humor rather than highly involved and uncertain political formulas of a new type may be, as the Irish say, the saving of the world, if it is ever able to grow and flourish in the murky airs of international diplomacy.

Traffic men who roar and stutter are about as useful in the streets as the inflexible-minded table-pounders are in an important conference of any sort. It is the men with the humane and humorous view of life and people who release good impulses in all sorts of people and clear the jam most effectively. They go a long way toward making people do right by making them ashamed to do wrong.

Jewell and his men went by Chairman Hooper's stop signal. And instead of calling patrol wagons and drawing a crowd, Hooper sauntered across the street and leaned on the side of Jewell's car and talked to him good-naturedly, as any man would do who had a right knowledge of the difficulties of travel that confront most people in these unsettled and changing times.

AN INDEX OF CIVILIZATION

EVIDENCES of an orderly and intelligent civilization are sometimes delusive, and no sooner is self-congratulation begun than an outbreak of crudities discomfits the optimist.

But there are some indices of improved habits which are unimpeachable. One of these is unquestionably a recorded diminution of fire losses in a great urban community. An exhibit of that kind, which this city is now privileged to present, denotes not only a reduction of crime, but of ignorance and carelessness.

It has been some years since Philadelphia has suffered from a really large-scale conflagration. Smaller fires also are decreasing. Incendiarism has been checked to an encouraging degree by vigorous prosecution of arson rings and so-called "firebugs."

A community regard for public welfare and the security of human life is displayed in the record for the first six months of 1922, in which there were seventy-six fewer deaths than for the corresponding period last year. The chief leading causes of accidents—drunkenness, auto backfires, carelessly

AS ONE WOMAN SEES IT

Two Ways of Building a House: One With Complaints First Hand and the Other Relayed—Advantages of the Country Towns for Mechanics

I WAS talking to an electrician yesterday who works at his trade when there is a job to be done in his part of the country, or if no house is to be wired or engine installed he does the more expert repair work in one or another of the village garages, or if there is a hurry call for plumbing, which the two village plumbers are too busy to fill, he is available; or later on in the summer, when the full tide of city vacation has set in, he is available for extra hours by the distracted hotel men to drive a motorcar to and from the distant railroad station.

There is actually no time of the year in which he cannot find a job that requires skilled labor at good prices within an easy journey of his home. His daughter is now a trained nurse earning a top salary; his eldest son is an electrician employed in one of the bigger cities, and his two younger children are finishing high school. His wife has an easy, convenient house with a pleasant view and the best of both worlds when the family are away. Both of these industrious, agreeable people have had a good start in life. The man was his father's assistant, and his father was a prosperous country-town dentist, the woman the wife of the family was the daughter of a music teacher. She is now better off and with a more assured provision for her future than her parents had.

In the country town in which they live there is no social difference between their family and the doctor's or minister's or chief mechanic in the village. They are all on a better off and more expert than they, but along special lines. That is they will continue to specialize if the live in the larger cities, but in a variety of jobs are less easy to come by.

I THINK for the purpose of the good, all-around American workman the country town, with chances in the outlying and nearby country towns, has a far greater advantage than the city and in the village is willing to vary his occupation along the same general line. Fortunately the unions which would prevent this in the city are not organized in the country towns in the way that they can dictate the number of men in any one trade or in any one job. I say fortunately because however much the city trades unions may get out of the "Thou shalt and thou shalt not" of the unions, he would be ruined in the country towns by those same safeguards.

For instance, on the new house where the mechanic and his family were working, there were a number of carpenters who varied their labor as stonemasons and then as painters. The head workman of each job, in the city, would be a specialist in paperhanging, stuck to his particular work, but the head builder shuffed the others about to suit the urgency of the case. He was also to build a house and do the work about it from the rough stone to the foundation to the electricity and papering and fine cabinet-making with the same twenty-five men employed continuously for six months. The wages were the highest of the village and the lines involved—city wages. The work was well and solidly done under that one builder, who was also his own foreman of each separate division.

There was a good support for a little over half a year, with money saved against a slack time. The owner came in direct contact with the workmen in the city and in the village, and when the furniture was moved in and put in place, no one of the twenty-five men who had seen the thing through but was interested and in a curious sense critically responsible of the final look of the rooms.

THIS, I think, is the natural and just way for capital and labor to combine. It helps human relationship and is a mutual benefit and a recognizable partnership of achievement. It is the way most of the original houses were built in the days of our great-grandfathers and grandfathers, and even of some of our fathers in the newer parts of the country. And now, in the city, we have a man-to-man individuality, and in a way characteristic in their very marks of sameness. The stonemason was not just any stonemason; he was the stonemason.

What miracle of coincidence could bring to one's house in Philadelphia the same stonemason that had slipped on every bit of mortar, on the cellar to roof thirty or forty years before?

THE losing the human contacts out of the work we do or have done for us has only one advantage: we do not hear the altercations or have to listen to the temperamental complaints of the employees who build and maintain the houses. They are not go-between, who are supposed not to bother us with particulars.

I always thought the woman who could employ a stevedore or expert housekeeper to listen to the cook when she had a grievance was let out of much wear and tear; but I suppose some one has to listen to the stevedore and the expert housekeeper, who are temperamental and have a grievance that needs a soothing ear or a disciplinary touch, so that the employer gets it anyway—either cumulatively, through a head domestic or first hand from the chap that does the potato peeling.

Just as the city man who is paying a builder and an architect to make his home, and who is not sure what he is getting, need not fear the consequences of verbal. His course in the immediate war prelude was clearly pacificatory and in the noblest degree patriotic. His exhibition of the truth is particularly stimulating at a time when the brevity of the popular memory is clouding the sense of national values. It is limited that his unforeseen "recovery" may presage revived political ambitions. Time will demonstrate the truth or fallacy of that conjecture.

It is vividly certain, however, that he did revive, if merely transiently, the pulse-quickening art of parliamentary poise. The thrill of his dramatic mission carries in translation and across the seas.

If half that we hear is true, the next great temperance drama will be called "Ten Nights in a Drug Store," and the next great drinking song will be "Oft in the Stilly Night."

And now even Honolulu reports official enthusiasm in Tokio for the Pacific treaties, even announcing that the Japanese have ratified all the treaties. It is a relief to see that "little brown man" can be restrained from the right thing?

Now and then it becomes apparent that one great evil is required to cure another. Thus, since the farmers have taken furiously to lobbying and established a highly efficient, aggressive and richly endowed organization of wire-pullers in Washington, the people who stand in fashion are deeply concerned and are suggesting that a national capital ought to be cleaned up. There may be a clean-up of the Washington lobbies before the country is much older. But it is interesting to observe that the most hardened lobby organizers, who have been at the business for a generation, found nothing to complain about until the agriculturists appeared on the scene.

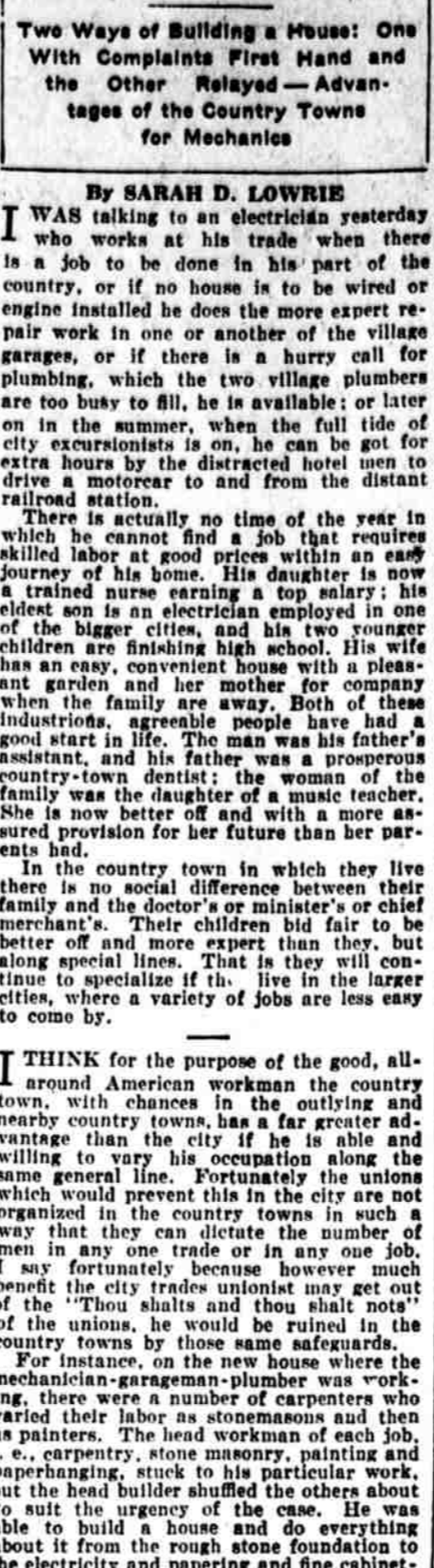
THE WINDS OF MORNING

NEVER the winds of morningtide complain. But sound a virile and a vibrant note, a passionate and penetrating strain, the unrelenting murmur of the main.

The sagas of the surf, the rhythm and the roar That from dim distant islands seem to Bear bleuded chords of joyance and of pain. Yet these have not the dawn wind's utterance— Its exultation and its lyric word, its Its diapasons—harmonies that entrance Like those that in the ancient days were

Across the desert's undulant expanse When Mennon cried to greet the mounting morn! —Clifton Scollard, in the N. Y. Herald.

THE STRENUOUS LIFE



NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

WILLIAM WOODBURN POTTER On Artistic Building in Philadelphia PHILADELPHIA is not only catching up in its building, but the structures being erected are far superior to those which were built before the war years and those immediately following, according to William Woodburn Potter, architect.

"Philadelphia, with respect to its building," said Mr. Potter, "is coming along as well as any large city in the country. There was more building in the first three months of the present year than in the whole of 1920. Still there must be a lot more building before the city and in the suburbs will be crowded to the Sesqui-Centennial, in spite of the fact that contracts for two large new hotels in the center of the city have been let within the last few days and are being completed immediately. There are several other buildings in the city which need a clearing out, and the necessities of the big fair will bring about this result, and if the buildings put up in these localities are of good construction and design, the results for Philadelphia will be great.

Medium Houses Needed The greatest need of Philadelphia at present is for more of the medium-sized and medium-priced houses. In the city and in the suburbs there is practically none which may be rented and which is a necessity must be supplied. A few men with vision started building during the dull period when almost everything was shut down and some are building now and will reap the reward of their foresight.

"The apartment buildings in Philadelphia have made great strides within the last few years. It has never been an apartment city, but the housing tendency of the age is not to maintain big, big homes. We are now getting some fine apartment buildings and there is room for still more.

"I believe that the city offers a splendid opportunity for some one to erect some low and medium priced apartments for families demanding that class of homes. In her building program, Philadelphia is coming along as well as are any of the larger cities of the country."

Today's Anniversaries 1836—Samuel A. McCoskey was consecrated first Episcopal Bishop of Michigan. 1838—Act of Congress making all railroads in the country United States post-roads. 1847—President Polk returned to Washington after a tour of the Eastern States. 1870—Twenty-six thousand persons attended a fete at the Crystal Palace, in London, in honor of M. de Lesseps, builder of the Suez Canal. 1886—Paul Hamilton Hayne, the South-western poet, died near Augusta, Ga. Born at Charleston, S. C., January 3, 1830. 1890—George W. Julian, candidate for Vice President on the Free Soil ticket in 1852, died at Irvington, Ind. Born near Centerville, Ind., May 5, 1817. 1902—Freight handlers of all the railroads entering Chicago went on strike. 1910—Tipperary Sinn Feiners and Irish Volunteers were outlawed by proclamation from Dublin Castle.

Today's Birthdays Prince George of Sparta, eldest son of the King of Greece, born in Athens, thirty-two years ago. Richard Carle, popular actor and musical comedy star, born at Somerville, Mass., fifty-one years ago. The Rt. Rev. Junius M. Horner, Episcopal Bishop of Asheville, born at Oxford, N. C., sixty-three years ago. The Rt. Rev. Davis Sessions, Episcopal Bishop of New Orleans, born at Houston, Tex., sixty-four years ago. Raymond Hatton, prominent motion-picture actor and director, born at Red Oaks, Ia., thirty-five years ago.

Community Cars in Japan From the Detroit News. The community motorcar, owned jointly by 200 would-be motorists, is being tested in Japan. Fifty-five American cars have been sold by a recently organized Japanese company to 11,000 owners, each of whom paid \$10 for his share in the car. In return for his \$10 the owner received a year's interest in the car. The year is divided into days and hours and the specified time is allotted for each stockholder to ride. The hours are so arranged that four people go riding in the driver during each period.

What Do You Know? QUIZ 1. What is meant by the closure rule? 2. What kind of a window is an "old-boiler"? 3. What were the satyrs of classical mythology? 4. How did the Romans number their years? 5. How often is the President of the United States elected? 6. What is the largest British possession lying entirely in the south temperate zone? 7. Who was the longest lived of American Presidents? 8. Who are the Amerinds? 9. What is the origin of the word "utopia"? 10. Which is the largest planet of the solar system? Answers to Yesterday's Quiz 1. Charles C. Pinckney, who was American Ambassador to the French Republic in 1795, was the author of the question, "Millions for defense, but not one cent for tribute." 2. A nebula is a cosmic light scatter or concentration of light. The name is derived from the Latin "nebula," a cloud. 3. Pondicherry is a French possession in India. 4. A spritsail is a sail extended by a spar or spar. 5. The poinsettia takes its name from J. Poinsett (1774-1851), its discoverer. 6. Prince Edward Island is an island province in the Gulf of St. Lawrence, Canada. Its capital is Charlottetown. 7. Copernicus, the famous astronomer, promulgated in 1543 the theory that the sun, not the earth, is the center of the universe. 8. A homonym is a word agreeing in sound but differing in meaning from another as fair and fare. 9. Pilau or pilau is an Oriental dish of boiled rice, with spices and a kind of meat or fowl. 10. A raree-show is a show carried in a barrel on wheels, also a cheap street show.

SHORT CUTS President Harding said that he estimated the value of the nation at \$100,000,000,000. He neglected to mention that he left Marlon on an elephant. De Valera's announcement that the Irish pact has been torn is less startling news than an instance of confidence and self-revelation. Mr. Steinmetz's assertion that a modern railway train is impervious to lightning bolts is a so-called act of God and is evidently more to be feared than those of man.

In the committee rooms of the House Uncle Joe Cannon lost his pocket watch. What is the mystery, why the White House shouldn't be moved to Ohio for the sake of national economy. Any idea that Bridgeton, with only 200 of competition with heaven, is exploded by the damaging record of twenty-one accidents in June. As might have been expected, Jersey is not going to be the power island.

Now it is Senator Pomeroy who is being boosted by the Democrats for his presidency. We wonder, of course, who Mr. McAdoo will say to this. And we wonder, even more deeply, why the White House shouldn't be moved to Ohio for the sake of national economy. Community Cars in Japan From the Detroit News. The community motorcar, owned jointly by 200 would-be motorists, is being tested in Japan. Fifty-five American cars have been sold by a recently organized Japanese company to 11,000 owners, each of whom paid \$10 for his share in the car. In return for his \$10 the owner received a year's interest in the car. The year is divided into days and hours and the specified time is allotted for each stockholder to ride. The hours are so arranged that four people go riding in the driver during each period.

An English scientist has discovered evidences which lead him to believe that the world was once a volcanic island. The evidence, while inconclusive, is incomplete. So far it has not shown that the Romans had any strike of leucis.