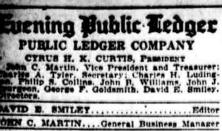
# EVENING PUBLIC LEDGER-PHILADELPHIA, TUESDAY, JULY 18, 1922



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Philadelphia, Tuesday, July 18, 1922

# DOPE

SUCH scandalous implications as lie in the report of policemen in the drug business which followed a gun battle in the old Tenderloin do not involve the police department any more than they involve the voting majority in this city.

People who regularly turn out to sustain the power of a corrupt political machine should not complain when outrageous abuses of authority are charged against petty agents of one or another boss. And if offi-cials in high places seem to look kindly and with toleration upon the dope rings and their leaders, what is the use of blaming occasional policemen who venture into drug peddling in a small way?

One of these days we may know the truth about the relationship of some of the minor police officials to the illicit whisky prob-Then there will be news worth reading.

# MORE RAIL COMPLICATIONS

MAINTENANCE-OF-WAY men, like the shop workers who precipitated the present strike, belong to what might be called the secondary operating force of the railroads. Theirs is the newest and least experienced of the unions. Until the way the maintenance men were not organized at all. They have, therefore, none of the experience with the technique of unionism which, in the case of the older brotherhoods, makes normally for restraint and order.

It is characteristic of the maintenance men that they walked out in their first big strike against the orders of their leaders. Of the 25,000 men who quit yesterday : very large percentage are foreign born, who draw about the lowest wages paid to any class of railroad workers. A strike such as theirs would not be tolerated by labor organizations of experience. It is the more dangerous because it has the aspect of a stampede.

These newest strikers are track and bridge repairers for the most part. Like the shopmen, with whom they maintain the closest sympathy, they will not be immediately missed. But their continued absence would tend slowly to curtail the operation of trains of all sorts on affected roads. Like rolling equipment, railroad roadbeds and bridges, as well as switches.

All that may be known about the commission is that it is undermanned. Similarly the widespread use of false scales and measures disclosed by municipal inspectors in West Philadelphia would indicate that there has been a gradual but steady return to petty abuses in the food markets. How is the State factory inspection sys-

tem operating nowadays? And is building inspection in this city properly directed? It has been years since any one asked such questions as these.

# FAIR AT LAST COMES TO **CRIPS WITH HARD FACTS**

Introduction of Realities Into an Animated Meeting of the Directorate Is a Tonic Sign of Construc-

# tive Effort

 $M^{1\rm ST}$  and mystery were dispelled from the Sesqui-Centennial yesterday in a meeting which displayed a closer contact with reality than any held since the enterprise was first launched.

The reaction from obscurity is sharp. In he glare of hard facts, problems demanding energetic solution stand out stripped of high-sounding phraseology and plain even to the most indifferent citizen.

The necessity for direct responsible leadership was clearly appreciated in the election of Edward Bok as president of the Fair Association. Among other merits this step has had the signal merit at this time of eliciting from the recipient of the honor a letter emphasizing the immediate need for a vigorous work of reorganization.

Mr. Bok's written suggestions are very much in line with those which citizens, appreciating the magnitude of the fair possibilities and the responsibilities which must be assumed if the project is to amount to anything, have desired to be advanced. The selection of prominent men for high offices is not the exclusive recipe for the success of the undertaking.

It is imperative, as Mr. Bok points out, to devise at once a practicable scheme of financial operation, to define the boundaries of the exposition site, to provide a Steering committee to expedite the general program during the summer months, to empower the president of the association with the right to make contracts and in co-operation with the directorate to make expenditures and to secure at once a director of public works and a director of publicity.

These are basic, elemental needs beside which even the presidency of the fair, which Mr. Bok in his letter refuses until the groundwork has been laid, is at this moment a subordinate matter.

Decisive selection of the 1926 date renders the obligation of initiative all the more pressing. Although the association is to be congratulated for terminating a controversy which threatened to become stultifying, in hoosing the more formidable of the alternatives, it has set a standard for explicit performance which lays heavy demands upon

onscientious constructive effort. It is now more exigent than ever that eactionary and obstructionary influences which have embarrassed the fair should be promptly squelched. This means, as Mr. Bok has urged, that all the faint-hearted should be excluded from the fair management and that the weeding-out processes should be adopted promptly.

Purging the fair direction of pullbacks should be followed by a comprehensive and large-scale publicity operation calculated to instruct the public concerning the authentic possibilities of the exposition, its material and spiritual advantages to the community nd in general its prosperity-building assets

Going farther along and climbing the heights of the fourth grade you come upon "The Firelight Fairy Book" and "Just So Stories" and "Alice in Wonderland." Profound works like "Robinson Crusoe," "Hans Brinker" and "Uncle Remus" are for those thoughtful people who achieve the sixth grade, while for the old folks of the seventh and eighth are reserved "Tom Saw-"Tales From Shakespeare" and yer,"

'Ivanhoe." The mere memory of these books is enough to remind one of the swiftness of time's changes. And you might say that any one with Dr. Tigert's two-foot shelf could be assured of better reading for a season than is to be found easily in the murky current of contemporary literature.

# DON'T FORGET THESE THINGS

WHEN the time comes next year for the voters to consider whether the executive department of the City Government shall be turned over to the political machine which controlled it before the beginning of the Moore Administration, the voters should look about them at the concrete examples of what has been done.

The Department of Public Works is carrying out a program of repaving which when completed will provide smooth roadways on many miles of streets. The work is done in such a way that it will stand the heaviest traffic without giving way, while the pavement is so smooth that motorcars can be operated over it as easily as over the driveways in Fairmount Park. Little has been said about it because it is

part of the routine work of the City Government. But it is work which is of the first importance. It is an advertisement of the efficiency of the Administration exposed to the view of every one.

The success of the city management of street cleaning and of the collection of ashes and rubbish is equally manifest. The streets are clean and the rubbish wagons are so managed that they do not scatter litter as they move to the dumps.

Every householder can sit on his front steps and see the benefits which have accrued from the municipal operation of the streetcleaning plant. And every householder along the repayed streets has before his eyes the evidence that he is getting something for the money that he pays in taxes. Instend of ruts and puddles and splashing water when vehicles pass by, he sees a smooth roadway as easy to walk upon as a sidewalk, and much less noisy than the pavements which have been displaced.

# MOTORS AND MANNERS

BROAD street traffic policeman, discoursing upon the troubles that accumulate at his post, remarked a day or two ago that drivers of automobiles from other States have better manners and seem more respectful of the laws and ordinances than those who display Pennsylvania or New Jersey tags.

This doesn't prove that there is any essential difference between the tourist and the native.

It is a safe guess that the motorist from a far place drives conservatively and is obviously sensitive to the requirements of traffic laws simply because of the instinctive caution of the stranger amid strange surroundings.

It might be said in comment on this general topic that traffic policemen are in turn more polite to the visitor than they are to the native driver or to the driver from nearby parts. That, of course, is as it should be. In the course of time traffic policemen will be polite to everybody. That will be after everybody learns how to be polite to traffic policemen.

One of those reforms that originate so plentifully in the West touches intimately the relationship between the motoring publie and the public authorities. Hitherto in most Fasters the police have had an air of tolerating the motor and the persons who ride in it. West of the Mississippi, however, the increase of motor tourists has given the average policeman and the average Mayor pause. A second thought made it clear that the people who travel in motorcars are quite like other people. So in the West a motor driver may go from one State to another and move in and out of cities without once feeling, as he often feels in the East, that he is constantly under the eye of an unfriendly law. In many mid-Western cities the tourist with a "foreign" license plate will be stopped by the first traffic man he meets, who passes him a little proclamation of welcome from the Mayor and a miniature copy of the State's road laws. He will be cheer. fully addressed with an expression of the community's desire that he make himself at home and have a good time, and call again, It is a regrettable fact, but a fact neverheless, that such attention as the average Eastern policeman gives to motorists is us ually tinged with resentment inspired by the minority of speeders and gasoline idiots. The majority of drivers, being law-abiding and decent-mannered, seldom bring themselves to the attention of the nuthorities and, so far as the police go, they don't exist. Or, rather, they didn't exist, Lately the traffic men have been taking a more cheerful view of the automobile. They have an obvious desire to instruct rather than to bawl out motorists who fall unconsciously into small infractions of the law, The habit of official discrimination against notor drivers is disappearing. Life awheel will be pleasanter when traffic men, whose trials are great, can at least be as pleasant and helpful to the natives as they are to the visitors from far away. For the present the police regard the native as one of the family and, there fore, without special right to friendly consideration. They reserve their best manners for the stranger within the gates. And who can blame them for that?

# HANDS ACROSS THE SEA

They Reach Out to Hit Us a Wallop. Jabs at Our Merchant Marine. Some Britishers Hate to See Us Forge Ahead

#### By GEORGE NOX McCAIN

DIRECTOR GEORGE F. SPROULE, of D the Department of Wharves, Docks and Ferries, is one of the most ardent advocates of maintaining an American merchant

marine. He sends me two very interesting extracts from the Liverpool Journal of Commerce that reflect our British cousins' opinion of our commerce fleets. It is doubtful whether these journalistic jibes were, inspired by the fact that the United States has more ships on the seven seas today than ever before in her history, or whether it is genteel antagonism to our proposed ship subsidy. Some excerpts from the Journal's articles are worth reading. They throw light upon the attitude the British shipping world as-sumes toward American commerce carriers.

**INDER** the editorial title "Ambassadors and British Ships" appears the follow-

ing: Forty enthusiastic United States citizens who had just completed a voyage across the Atlantic in the Lone Star State on her malden run addressed a patriotic message to President Harding in which they earnestly protest against the sailing of the United States Ambassadors to Berlin and Brussels on a foreign vessel.

"'When the Government is spending huge sums in the laudable effort to build up the United States merchant marine, all Government officials should set the example of traveling under the United States flag."

"They refer, of course, to the passage which these two gentlemen made to their posts in the White Star Olympic. "Now there is no objection to these patri-

otic gentlemen describing the Lone Star State as a superb American steamship if they desire to do so, but it would be better if they maintained a sense of just proportion and described her as what she is, one of the finest intermediate liners afloat.

"B<sup>UT</sup> to get down to brass tacks, to com-pare a vessel of 14,187 tons with a sea speed of seventeen and a half knots with a ship of 46,439 tons capable of maintaining twenty-three knots betrays a lack of the most elementary arithmetic.

"When the Stars and Stripes floats over ships the size of the Olympic it will be time enough to send cables of that description. At the moment it is sufficient to note that the carriage of United States citizens along the world's principal trade route was not considered of sufficient importance to keep the George Washington on the Atlantic ferry when a profitable charter was offered her to go yachting in the Mediterranean."

DATHER more interesting is the other A article from the Liverpool newspaper. It describes an unfortunate episode o nearly three-quarters of a century ago and which, doubtless, if our English friends had their wish, would be repeated in the break-ing down of our new merchant marine through the failure of the Ship-Subsidy Bill, This lucubration, slightly abridged, fol-

"In 1850 the Congress and people of the United States were passing through the same anxiety to improve the United States mercantile marine as they are today, and the most noticeable result was the founding of the Collins Line to run from New York

to Liverpool with a heavy subsidy. "The concern had already existed for years with well-known sailing packets, which had been very satisfactory, but big wooden paddle steamers were a rather different proposition, and even a subsidy of more than four thousand pounds per voyage was not sufficient to put the balance on the side right

"May 10, 1850, was the date of the first arrival under this flag, when the Atlantic arrived at 1 cerpool and attracted a tremendous amount of attention.

"The Mersey had been well primed up with interest in these vessels long before they arrived, for there was no room for them in any of the docks of the port, and one had to be specially constructed for their accommodation.



# NOW MY IDEA IS THIS!

# Daily Talks With Thinking Philadelphians on Subjects They Know Best

citizens.

## ARTHUR E. RENDLE

On More Public Golf Courses ONE of the immediate needs of Philadel-phia is more public golf courses, ac-cording to Arthur E. Rendle, president of the Cobbs Creek Golf Club, the single public

the Cobbs Creek Goir Chub, the single public course in the city. "The need for more public golf courses is so great." said Mr. Rendle, "that only a visit to the Cobbs Creek course on a Satur-day, a Sunday or a holiday is needed to convince even the most skeptical of this fact. At present this is the only public

It is a fact hitherto unnoted that Amer-icans with money display an increasing dis-position to reside abroad. were later than fall. The cost of the two additional courses contemplated is a little less than half a million dollars, and it would be money well spent in the interest of the attraction of the statement of the statement of the

There is said to be "a drift toward peace" in the railroad strike. Drifting, however, is pretty uncertain business.

Good morning! Have you defied your Government today?

Even though one may be sorry to her of continued violence in Ireland, it is interesting to observe that guns are popping is Cork.

those of medium size have given car to the demands of their golfers and provided a number of public courses. Thus Chicago has nine, New York seven, Indianapolis five, A British delegation will arrive in the United States to talk about the war debt. Money, however, would talk much more elo-

St. Louis three, and so on down the list, even Lancaster, Pa., having two. The and convincingly Another boy has had his fingers blows

tracks and signals, need constant supervision and endless repair.

# DEBS IS UNCHANGED

**E**UGENE V. DEBS has issued the kind of an inflammatory appeal to the strikers that was expected from him, if he spoke at all. He urges them "to stand together. to strike together, to vote together and to fight all along the line." He says that they stood together behind Wall Street during the war, and that now Wall Street and the plutocratic Government are "lined up against you in battle array and ready to oot you down like dogs." He urges the men to combine their craft unions into one great union and to cut loose from "the rotten political parties," and, by implication, to become Socialists.

The statement is an incitement to violent resistance to the authority of the Government exercised for the preservation of order.

It comes from the man who was convicted of the charge of inciting mutiny and insubordination in the army and of opposing the recruiting of the army. He was sentenced to imprisonment for ten years. but his sentence was commuted last December on the ground that he had served long enough to vindicate the authority of the Government. It was especially pointed out by Attorney General Daugherty that he was not pardoned and that the commutation of the sentence was an executive act of grace.

Yet Debs, who opposed the use of force in fighting the enemies of the Nation, is urging the use of force in resisting the morts of the National Government to maintain order to prevent an interruption in industries essential to the life of the people. Only minds as abnormal as his own will respond to his appeal, minds that are ready to justify the use in behalf of those things

in which they believe of every form of violence, while they condemn the use of force to put down the violence to which they The lunatic fringe of labor may accept

the Debs gospel, but the great mass of the men involved are too well grounded in Americanism to be influenced by it. They know very well that the Government is not taking sides in the industrial dispute, but that it is engaged merely in an effort to preserve public order, so that the dispute may be settled on its merits.

# LANDIS' SUCCESSOR

TAMES H. WILKERSON, who has been appointed to succeed Judge Landis in the Federal District Court in Chicago, is the man who as an assistant United States District Attorney conducted the prosecution of the Standard Oil Company in the rebate mass before Judge Landis when the famous ne of \$29,000,000 was inflicted. He was octive also in other anti-trust prosecutions. But he has not that yearning for the dight that distinguished Judge Landis, size of the fine in the Standard Oil are surprised him as much as it did any one else. He is an able lawyer, with an nstinct for justice. He ought to make a entisfactory Federal Judge.

# FORGOTTEN LAWS

O'ne of the little-considered consequences of the war and war activity was a reazation of the efforts previously made to tter the standards of community life trough what were known as "social laws." Thus we have heard little in late years State Dairy and Food Commission have it was supposed to enforce.

The Sesqui-Centennial is not the first undertaking in which timidity and skepticism have been mistaken for wisdom. At the dawn of history belief that what existed was preferable to what might be, produced the first reactionary. An imaginative Frenchman, speculating upon the fancied effect of an advance notice of the Creation, has pictured the perfect pullback as piercing the cold with the despairing cry. "O Lord, preserve the chaos !"

While this is perhaps an extreme conjecture, it represents a wariness which is reurrent in human affairs and persists in pite of a prolonged series of defeats. Fairshy Philadelphians have apparently taken an acrid pleasure in forecasting illimitable ills from the exposition project, in some nstances actually pluming themselves on heir fears.

Among these forebodings the dread of increased wages for labor has been expressed. When even the possibility of prosperity has been heralded as a danger signal, calamity croaking assumes a character accorded to it by that mordant philosopher who sobbed because there was "nothing whatever to grumble at."

There has also been panicky alarm over the redemption of the city in the central Schuylkill area, consternation at the prospect of inevitable and, if properly watched, stimulating rise of real estate values; over the possibility of immense crowds during the exposition year and the alleged inconveniences involved in acting as host to the world.

It is indeed quite possible, according to the temperament of the prophet, to conceive of the fair as an abysmal failure or as a towering success. Nothing constructive can be accompanied without genuine faith by the direct management and hearty, honest cooperation by the general public.

Philadelphians as a whole have not exerted healthy imaginations regarding the fair. Much of this failure to visualize its virtues is attributable to a lamentable neglect of entirely legitimate publicity campaigning. It is not easy to desire something that is unconceived.

The opportunity has arrived for laying the solid foundations for the Sesqui-Centennial this summer. The path to achievement was outlined at yesterday's meeting. The roadbed is not yet smooth, but it can be made an approach to a splendid edifice signalizing a patriotic anniversary, civic enterprise and world progress if the new grip on actual conditions and unadorned necessities is meintained.

# GOOD READING

THE list of books suggested for a twofoot shelf in a country school, just issued by Dr. John J. Tigert, United States Commissioner of Education, is such as to make any normal person wish to be young again and a pupil in any little old red schoolhouse.

Beginning with "Mother Goose," with illustrations by Arthur Rackham, the titles are things of blessed memory. "The Snow Baby," "The Early Cave Men." "The "The Child's Garden of Verses" are for the children in the first to the third grade.

# LIBERTY BONDS ABOVE PAR

Some wise investors who hought Liberty Bonds when they were selling for 89 or 10 were confident that they would return to par long before the date of their redemption. This confidence is justified by the quotations vesterday, when Liberty Bonds of every issue sold above par. They were never intrinsically worth less, for the credit of the Government was back of them. They sold for less because there were more persons who felt they had to get rid of them than had the money to buy them. Yet there were men who seriously urged that Congress do something to restore their market value. There was nothing that Congress could have done that would have relieved the situation permanently.

The cavalry brigade of the National Guard will have horses to ride during their week in the Mount Gretna Camp even if State has to hire them, for it does not wish to have its brigade confused with the horse marines, the only unmounted cavalry force.

The biggest oak in Pennsylvania has been found by the State Forester in Hunt-ingdon County. The tree never once called attention to its size. It was too busy growing.

Emma Goldman is now a permanent resident of Berlin. And there are those who still maintain that Germany deserves it.

"The papers of the time were full of de-scriptions of the Atlantic and the Cunarder, Asin, that appeared at the same time; but it is sufficient to note the details of her voyage, as they were only the beginning of the long series of items of minor ill-luck which finally wrecked the company.

"NO SOONER had the Atlantic left New York than she had considerable trouble with drift ice, which damaged the floats of her paddles. "In mid-Atlantic one of her condensers

gave out altogether, and after a very uncomfortable two days lying hove to attempting to put things right, she proceeded on her voyage on the other and accordingly made very poor speed, indeed. "However, she arrived in Liverpool even-

tually, and for some time afterward she and her consort carried a large number of passengers eastbound, although they were not nearly so popular going home to America. "The line did not last for very long and was only another example of the truth that States costs are sufficient to kill United States enterprise, no matter how promising the subsidy.'

BRITISH ship masters had good cause to remember the famous old Collins Line. The Collins paddle steamers instantly threw down the gauntlet to the hitherto invincible Britishers despite the misfortune to the Atlantic, as I discover from some old records in my possession. In 1851 the Collins steamship Arctic as-

tounded the world by paddling across the Atlantic at the then tremendous speed of twelve knots an hour. She cut down the New York-Queenstown

English record to a triffe below ten days. In 1852 she again distanced all competitors by making the voyage in nine days and thirteen hours.

THIS was too much for the Cunard Company.

They put affort as competitors the Asia and Africa, neither of which equaled in speed or comfort the famous Collins racers, the Arctic, Baltic, Pacific and Atlantic, But a trail of disasters followed the wake

of these fine ships. The swift Arctic was run down by the

French steamer Vesta of Cape Race Sepember 21, 1854. The Pacific left Liverpool on June 23, 1856, and was never heard of afterward.

The Adviate, the largest and swiftest ship in the world of her time, was built and put in service, but the train of had luck was too great. The Collins Line, after an existence of about eight years, in which it led the world in speed, comfort and luxuriousness, failed and went out of business.

OUR English cousins burned with a desire to excel our shipbuilders, and so they planned the mammoth failure, the Great feet long, 83 beam, 57 ½ in depth, had a displacement of 27,000 tons and a speed of twelve knots.

was hoodooed from the start. At her launching a number of men were killed by the breaking of the engines that

pushed her broadside-on into the river at Millwall Brunel, the construction engineer,

shortly afterward from overwork and disappointment. On her first passage down the Channel her

steam apparatus blew up, killing ten men and injuring a score. The only accomplishment she ever achieved

was the laying of an Atlantic cable in 1866, and that work could have been better done by a smaller ship. The venture cost her backers \$5,000,000, and was a failure from the start.

On August 25, 1888, the mammoth hulk,

after being sold for \$20,000, was towed up the Mersey River, beached and ultimately broken up.

course in the city, and the congestion on

these days is something terrific. As an ex-ample, take the experience of one member who has since resigned in disgust at publiourses, although he preferred to play there, and transferred his membership to one of the country clubs. This man got to the course one Sunday morning at 8:45 and patiently waited until 2 o'clock in the after noon before he was able to get off. He reached the fourth tee at 3 o'clock and didn' leave this tee until 4:15.

"This, it should be remembered, is not a special case; it is a common incident on on of the crowded days. The exceptional part is that this man was in a position to leave the public course and take a membership in one of the country clubs. Most of those who play on the Cobbs Creek course must play on a public course or not at all.

### **A** Sample of Congestion

"The congestion from which the public course suffers may be shown by the fact that on Decoration Day there were 620 bags put down there and about 200 other persons too look at the crowd ahead of them and one went home without putting down their bags. At 3 o'clock in the afternoon on that day there were 300 bags down on three sides of the first tee, which means that that number of persons were waiting to start play.

Only about fifty persons can start play every hour, and at this rate it would mean that some of them would not get off until 9 o'clock at night if they waited their turn as all must do. It is no wonder that a lot of them went home without unpacking their

clubs. "We have been able to do a little to relieve the congestion at the fourth tee, but this does not amount to much. I got up a petition which was signed by more than ninety golfers in less than two hours asking Chiof Corson, of the Park Commission, to devise some means of relieving the congestion at this tee, which he did by making a culing that players might cut out the fourth and fifth tees and go directly from the third to the sixth. This has completely relieved the congestion at this point, but in has not given much relief to those who want to start play.

#### **Popularity of Golf**

"There has perhaps never been a game in the history of sport which has shown such a gain in popularity as golf. I have been playing for about twenty-five years and in the last twenty of these years it is certainly no exaggeration to say that the number of players has increased one hun-dred fold. Where there was one player then there are certainly 100 now. Many of these are entirely dependent upon the public course for their play because of the high ost of playing over private courses, and the city should provide places where they may play within a reasonable time.

'It has to come; there is no doubt about that; but the point is to get the new courses under construction at once. About a year we presented a petition to the Mayor ago we presented a petition to the who immediately sent it to Council. It met with a sympathetic response in Council, but the money for the courses needed was not appropriated. Councilman Roper, who is interested in athletics, told me a few days ago that the matter is still in 'status quo.' Thus another year has been lost.

"The plan under which the petition was sent provided for two additional courses, one at League Island and the other Tacony, so that three great sections of the near racony, so have its public course, ours being in West Philadelphia. Now I am told that the money will not be voted by Council until after the summer recess at the carliest. If the appropriation could made at once the new courses might be in shape to play on by the time the frost comes,

# An All-Year Game

"While most people play golf in summer, still it is now an all-the-year-round game, and whenever the courses might be finished they could be used, no matter if it

figures throughout the country show an average daily attendance of 449 persons at each of the public clubs.

"There are now 4458 golfers in Philadelphia who have licenses to use the Cobbs Creek course, and it is apparent at a glance that the course simply cannot take care anything like this number of players. Taking the very large average of 500 members to a club, here are sufficient players to equip nine country clubs and have their links overworked at that; and as the presen situation stands, they must all be crowdee into a single course. These figures speal for themselves.

#### The Persons Who Play

"All the other great citles and many of

"The persons who use the one public ourse which the city boasts are the finest kind of young American boys and girls. They are clean-cut young people who come out and are willing to stand around and wait four, five, six and even more hours to play a few holes of golf. There is never any bad language or disorder of any kind on the course, and it is in the interest of these fine young citizens that I am working. is a shame that they will have to wait at least another year before the congestion which does so much to stop their wholesome pleasure shall be relieved.

"This congestion is so great that it is utterly impossible for us to hold any regu-lar club tournaments, which is and should be one of the chief features of belonging to a golf club. Golf has lost entirely the reputation which it once had for being a game for old men and millionaires exclusively; it is now a game for the great American public and a vast proportion of that public is now

actively interested in it. "The sum of which I have spoken would provide two eighteen-hole courses, which would take care of the players in the southern and the northeastern parts of the city. That they are badly needed is evident from the manner in which our course is over rowded every clear Saturday, Sunday and holiday; that they will come some day is shown by the course pursued by other great cities in providing for their players by additional courses as the need for them becomes apparent. If we are going to have them in the end, why not have them at once, when they will serve a good purpose at the carliest possible moment?

# Today's Anniversaries

# 1787-Congress ratified the treaty of peace with Morocco. 1853-The Atlantic and St. Lawrence

railroad, from Portland to Montreal, was opened to traffic, \$854-Tom L. Johnson, Congressman,

Mayor of Cleveland, and noted advocate of the single tax, born at Georgetown, Ky. Died at Cleveland, April 10, 1911.

1872-Attempted assassination of King and Queen of Spain. 8. What were the names of the two king-doms of the Jews in Bible times?

1877-At the request of the Governor of West Virginia, President Hayes ordered 9. From what language is the word canal-bal derived? 10. How many feet make a rod? Federal troops to Martinsburg to quell the railroad strike riots.

1888-Tercentenary of the destruction of the Spanish Armada celebrated at Ply-

the Spanish Arman mouth, England. 1909—Mrs. J. Addison Hayes, daughter of Jefferson Davis, died at Colorado Springs. 1919—London presented General Pershing 1919—London presented General Pershing with a sword and the freedom of the city.

thirty-three years. 2. The father of Queen Victoria was Zé-ward, Duke of Kent, the fourth set of George III. 3. The title of the ruler of Afghanistan # Today's Birthdays

The title of the rule of the selfer Ameer.
The River Marne empties into the Selfer at Charenton, a suburb of Paris.
"Flout 'em and scout 'em, scout em and flout 'em, thought is free." is a sentiment voiced by Stephano, a drunken ment voiced by Stephano, a drunken in the Shakesurer's comedy. "The barkesurer's comedy."

Answers to Yesterday's Quiz

The average duration of human life

Lord Atholstan, Montreal publisher and philanthropist, born in County Huntingdon, Guebec, seventy-four years ago. Senor Frederico A. Pezet, Peruvian Am-bassador to the United States, born in the

ment voiced by Stephano, a uterative butter, in Shakespeare's comedy. The Tempest." A coatee is a short-tailed coat, especially a military coat. Washington, for his second administra-tion, and John Adams were inaugu-rated into the presidency in Phile-delphia. Peruvian Legation in London, sixty-three years ago. Sumuel W. Stratton, director of the United States Bureau of Standards, born at

Litchfield, Ill., sixty-one years ago. Mrs. Richard Derby, formerly Miss Ethel Roosevelt, born in New York City, thirty-

delphia. Incunabula are books printed in the erry days of printing, especially before 1500. The word is Latin for swadding two years ago. Rose Pastor Stokes, noted as an advocate of socialism, born in Russia, forty-three clothes. Senator Pomerene is from Ohio. A manometer is an instrument for and uring the elesticity of same 10.

off by a carridge which he hammered with stone. But why do men drop cartridges where boys can find them? "Dye," says Francis Garvan, head of the Chemical Foundation, which refuses to give

up the German patents for color making demanded by the Government, "or die!" A woman and two men were stabbed in the course of a debate on who won the

war. It seems the Disarmament Conference did not go far enough in its arrangements to stop deadly conflicts.

Mark Sullivan says he never heard Roosevelt use any stronger expletive than "darn," and calls on others for their testi-mony. Maybe he didn't, but the colond meant a heluva lot when he said it.

Former Judge Patterson says he did not know the facts in the case when he asked for the parole of Ginsberg, the dope peddler. But why did he not find out before he asked Judge Quigley to parole the man

A careful survey shows that \$100,000,. 000 worth of motorcars were stolen in the United States last year. And the bad-tempered lady next door observes that she knows now how some of the neighbors get them.

Joseph Campbell, life guard at Farragut Beach, evidently does not work by the clock. He left the supper table Sunday night in response to an alarm and rescued a girl from drowning and has not put in a bill for overtime.

We learn through dispatches from Alaska that during the summer, at least, the sun doesn't set on the United States. Such is the extent of our territory. Now it is up to some anti-Volsteader to remark bitterly that the moon shines constantly under Of Glory-even in winter.

# What Do You Know?

#### QUIZ

What is a congeries?
Name a celebrated woman playwright d the seventeenth contury.
Why is a cathoat so called?
What is "Cassiopeia's Chair"?
What is "Cassiopeia's Chair"?

What he "Cassiopeia's Chair"? What hation during the nineteenth cen-tury was three times a republic, twice an empire and twice a kingdom? What is an archimandrite? What are the colors of the flag of Ner-