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Philadelphia, Saturday, August 26, 1922

BOOTLEGGERS IN POLITICS

CAN local politics in the United States be de-alcoholized? No more important question exists in the country today. Every serious-minded journalist who sits down to write the truth as he finds it in regions affected by a wet-and-dry war is appalled at the effect that whisky money exerts in defense of the gang system.

More than a year ago, when it was first apparent that a new sort of liquor business was rising on the ruins of the old, it was pointed out in these columns that an alliance between bootleggers and political machines should be almost as greatly feared in America as an armed invasion. The alliance has been perfected. It is working smoothly and to the growing bewilderment of enforcement officials.

The profits of the underground whi-ky trade are so great as to make participating political organizations almost unbentable. Neither gambling nor organized vice nor the public contract system, the three sources of revenue to which bosses look for money needed to hold their working forces together. ever offered any such opportunities as are present in the liquor trade. And since bootleggers cannot prosper without political protection they are willing to pay high to those who can provide it for them. And it is provided, of course.

The other day enforcement officials in this State began to prepare for the raids in Easton. But it is charged that the order for a mobilization of raiders had not left the central offices in this city before bootinggers and saloonkeepers had been told of it and warned to stop their sales until the storm blew over.

DEMOCRATS AND COAL

TT IS the function of minority Representatives in Congress to criticize the routine work of the majority. But the Democrats in the House, standing solidiy in apposition to the Winslow bill, under which it is pro-posed to authorize the President to establish a fact-finding coal commission, presented a rather dreary spectacle of political prejudice and futility.

The question of the national fuel supply any party Demostar

of strayed sheep to be treated with tolerance and even pity. Such a state of mind in Ireland would be extremely perilous. To ment of the temperate regions below Capthe outside world looking on at this strange domestic tragedy in a country rent by a conflict of emotions it seems that there must be something terribly unsafe and unstable about a governmental administration that could treat with Tom Hales, the slayer of its ranking chief.

Tom ought to be caught. And he ought to be taken to Dublin. And there he ought to be stood against a wall and formally shot in the manner reserved for brigands and revolutionists who operate in time of war.

ROLLING DOWN TO RIO SHOULD BE REAL VOYAGE OF DISCOVERY

Mr. Hughes' Trip to Brazil Contains the Possibilities of an Authentic and Inspiring Understanding in the New World

TRREPROACHABLY courteous in expression was the typewritten statement distributed by Mr. Hughes, as he stepped aboard the splendid liner Pan America, en route for the centenary fair in Rio de Janeire, "Nothing," bulletined the Secretary of State, "has ever marred the historic friendship between the two peoples." There were further compliments, additional attestations of the harmony of official relationships between the Governments of the United States of North America and the United States of Brazil, and, of course, a reference to the memorable visit of Dom Pedro II to the Philadelphia

Centennial in 1876. The compact communique was as correct, as sweeping in its unchallengeable generalizations as the oratorical patterns exhibited at the average Pan-American banquet in Washington.

Mr. Hughes declared he had nothing at this time to add to his prepared announcement. Wisdom was in reserve, for the Secretary of State is rolling down to Rio with the laudable intention not only of imparting but of receiving information. There is, indeed, a great deal to be added to the subject of solidarity in the Americus before the reality of relationships is as attractive as the picture familiarly drawn by urbane diplomatists and unruffled banqueiners.

Mr. Hughes, as a keen observer, will undoubtedly contribute his share. But a work urgently necessary to the interests of peace and the advancement of civilization will be incomplete if it is confined only to official circles.

Friendship with Latin-America is an engaging phrase. Citizens of the United States are fond of displaying it when references to the Monroe Doctrine recur in international affairs.

Superficially we extel our southern neighbors. Actually they are beings of whose innate character, purpose, struggles and achievements, multitudes of our own countrymen are still densely ignorant. Sympathetic understanding has scarcely

passed the embryonic stage. South Amerteams puzzle and at times alarm us. They are forever-so it appears-fomenting revolutions, jabbering a tongue we

friendship?

have not mastered, trading with Europe and wincing unwarrantably when we urge that they mend their ways and look on us as a magnificent model. In fact, instead of thanking us, the New World Latins were not infrequently offended. Was this

ricorn, the growth of her enterprising and handsome cities, her utter triumph over yellow fever, and above all, her profound. and in high degree successful, effort to solve a most trying racial problem will repay study by northerners content with their own accomplishments.

Perhaps they will some day learn something of that dauntless humanitarian conquistador, Colonel Rondon, master of forest and jungle, spokesman of the first government in history to pacify, protect and in a sense redeem American Indian tribes without bloodshed and without defilement by the blighting features of civilization.

Mr. Hughes will spend but a few days in Rio. It should be a fruitful period and among its consequences may be the foundations of a genuine understanding and a fraternity of progress in the New World. The structure is well worth building, but it cannot be reared without respect and a mutual acquaintance with reality.

AN AMBUSH FOR McSPARRAN?

WHATEVER hopes decent Republicans and decent Democrats may have for reforms in the administrative system of the State and permanent betterment of our system of political ethics must grow a little dimmer with the news of an impending split in the Democratic Party engineered by Judge Eugene Bonniwell and his friends. The fact of Mr. Pinchot's candidacy and the certainty of his election may be disregarded for the moment. It has only a temporary bearing on the larger question of political malpractice in Pennsylvania.

Corrupt Republican machines have flourished largely because they have been without effective minority opposition. The Democratic Party in the State has never been the agency of wholesome stimulation and reform that it might have been because it has been bought out on almost every crucial occasion. And a thing cannot be bought unless it is sold.

Without in any way implying that Bonniwell and his friends want to wreck their party or hinder its growth or its opportunities in the coming election, it is necessary to admit that the scheme for a third party to carry the "wet" flag and to appeal to the labor vote is reminiscent of the schemes by which, in Pennsylvania and New Jersey, Democrats have been frustrated time and

time again at times when they were in a way to make themselves strongly felt in important elections. The party is small and weak enough in Pennsylvania now. If it is split as Judge Bonniwell would split it t be carries out his plan to head a third ticket, such small chance as Mr. McSparran has to make a respectable showing at the polls would vanish for good. And Bonniwell is too good a politician not to know this as well as any one else.

SHORT CUTS

The Bootlegger to John Barleycorn-With all your faults I love you still.

wings, The drug cases now before the Grand

In the matter of German reparation is firm in the conviction that delays Froit

New Yorkers now speak of themselves as having "modest self-assurance." Pure cockiness we call it.

WE HAD GLIDERS HERE

People Seem to Think Motorless Airplane is New Thing, but Philadelphia Had It Twelve Years Ago

RECENT news reels in the motion-plc-ture houses have given Philadelphians virtually front-row seats at the contest held in France for glidars, or airplanes without motors, and still later news from Germany, including the new record of more than three hours in the air made by a student, has centered a good deal of interest on this phase of aviation.

The most astonishing thing about it to the man who has followed the development of airplanes from the beginning is the widespread impression among the public that this is something entirely new in man's efforts to conquer the air. This impression was unmistakable to any one who sat in a motion-picture house and heard the comments of the people about him as the gliders were shown in flight. As a matter of fact, there is nothing whatever new in gliders except that the rec-

ord of duration of flight has steadily in-creased just as other records in science or pictures of the planes which took part in the pictures of the planes which took part in the French contest, coming from all over the world, show that there is nothing inherently novel in the construction of these machines, and that they are to all intents and purposes the same as the machines that were flown right here in Philadelphia twelve or thirteen years ago.

THE Wright brothers acquired all of the A data upon which they built their successful machines, from their experiments with motorless planes. American gliding goes back still further than that to the days of Prof. Langley's misnamed and unfortunate "aerodrome." The Wright brothers were the first to

nchieve real success with gliders, as other experimenters had met with disaster, and several of them with death, from inability to control their machines in the air. The Wright glider was essentially the same as their original biplane so far as its wings and struts were concerned, but, of course, it had no motor. In those days there were no gasoline motors light enough to be carried on a plane and with sufficient power to operate the propellers that give the machines the speed required in flying. This lack of the gasoline motor, as a matter of fact, was the thing that held back aviation so long, because the main principles of the airplane are quite clearly set out in a pacent to an Englishman named Hansen in 1843 or 1844.

THE Wright glider was started from the top of a hill, slid down a rail and, when it acquired sufficient speed, it could be made to rise into the air. Later they rigged up a tower with a heavy weight and the dropping of the weight pulled a rope which gave them their start along the rail. The operator by flat, face downward, on the lower plane, with his hips inclosed in a wooden framework that slid from one a wooden innework that such from one side to the other and operated the flexible wing tips by which he maintained his balance, and his hands in front of him worked the levers which steered him to right or left or up or down. Curtiss at the same time was working with a glider and it became quite the thing for young arthonized in the new relevant

for young enthusiasts in the new science to build gliders for themselves and try the hazardous stunt of being towed behind auto-mobiles or tying their machines to a long rope and rising head on into a strong

wind. This was the first activity of the Aero Club of Pennsylvania when, after merging with the balloon organization known as the Aero Chib of Philadelphia, it established headquarters in the old Betz Building. The Rev. G. S. Gassner, by the way, who died yesterday, was secretary of the Aero Club, and always was present at glider 'meets.' The younger members of this club, almost fanatic in their belief in the future of the atryine, and reckless of life and limb, established themselves at the old Point Breeze race track and there they quite regularly smashed up a glider and almost smashed its operator every Saturday afterlarly noon.

Students at the University of Pennsylvania also formed an Aero Club and built several gliders, which they tried out on the field in front of the Commercial Museum.



NOW MY IDEA IS THIS! Daily Talks With Thinking Philadelphians on Subjects They

Know Best

necessity

SAMUEL B. ECKERT

On an Aviation Field for Philadelphia A^N AVIATION field big enough and cen-tral enough to accommodate the needs of the City of Philadelphia is one of the developments which the not-too-distant future will have to bring about, according to Samuel B. Eckert, chairman of the Aviation Committee of the Chamber of Commerce.

"Commercial aviation," said Mr. Eckert,

Fields in Other Large Cities

"Boston has recently set aside a large tract of ground on its outer harbor, which has been filled in by the Commonwealth of Massachusetts. New York City, wondering how it can bring its air port nearer to the heart of the city, is seriously contemplating the further development of Governor's Island for this purpose. Almost all of the progressive Western cities are developing avi-

ation fields, and Baltimore has a field in active operation where the National Guards oping a unit and w ere many pri-

What Do You Know? QUIZ

- 1. Who has succeeded Michael Collins at head of the National Army of the Free State?
- 2. Where and what is the Alamo?
- cities, and yet recognized as an absolute
- Where and what is the Alamo?
 What is a trapezium?
 What is meant by a Protean actor?
 What play by Shakespeare has ancient Troy for its scene?
 What is the origin of that persentifica-tion of propriety, Mrs. Grundy?
 What is meant by "Haussmannization"?
 What is the "Midas touch"?
 What is the occupation of a jarvey?
 Who was the ancient goddess of chastiae-ment and vengeance?
 - Answers to Yesterday's Quiz

1. The best steamship time between New York and San Francisco is twelve days and a few hours, recently made by the President Taft.

are daugerous.

The Battle of Easton brought serious

reverses to General John Barleycorr

Some day, of course, the flight to Brazil will be made with the one pair of

Jury are providing all the thrills of melodrama.

Republicans will suffer alike from the cold during the coming winter unless they are extraordinarily fortunate. Democrats will feel the pressure of high prices. Democratic families may suffer through idleness enforced by a lack of coal in the factories and mills. But the Democrats in Washington security care nothing about all this. Politics first, they say, and business afterward:

A CENTRAL AMERICAN VICTORY

EVENTFUL to a degree imperfectly in-dicated in the modest advance announcements was the meeting on heard the United States cruiser Tacoma held on Sunday night between representatives of Nicaragua, Honduras and Salendor and the American Ministers to those nations.

Presidents of the three republics were present. Toasting and reciprocal compli-ments naturally enlivened the festivities. but what was of far more consequence was the negotiation of a result which may lead to the organization of t \bullet Central American republics in an authentic and durable union. The primary object of this part. which may prove epochal, is the suppresssion of revolutionary agriation and the maoperation of the three countries in the pres-

ervation of order for their matual benefits Political emigrants are not to be referated near the frontiers of any of the republics and it is pledged that sincere provided efforts will be made to suppress invasion designed to subvert any of the Govern-ments. The presence of authorities from the United States is rightly regarded as sanctioning this co-operative movement. In addition, also with No th American

approval, the three President's agreed to call a conference to discuss economic relations of the republics, free exchange of products, unification of money, tariffs and ways of communication. It was further promised that Guatemnia and Costa Rica will be

formally invited to sign the treaty. With their entrance the foundations of a genuine United States of Central America will have been established. The program has been many times attempted, but with disheartening results. The present under-taking lacked the grandiloquent booming of numerous previous efforts. It is realistic and to the point, and in that fast alone is augury of success.

is conceivable that Sunday, August 20. become a highly significant date in the story of Central America.

TOM HALES

D^{ISPATCHES} from Dublin make much of what is called the change of heart in Tom Hales, the guerrilla leader who admits baving organized and directed the ambush in which Michael Collins was killed.

"Tom offers to "throw down his arms" and Join the Free State forces as a sign of atonement for the work at Bandon. His sorrow to called significant.

It is significant. But the manner in which it is being discussed is more significant still. To whom did Tom bare his eart? Why wasn't he promptly arrested? What right has he to suppose that mercy consideration would be shown him or that he would be received by the Free State suthorities otherwise than as a prisoner Ilty of revolution, treason and murder?

and the quicker imagination of the There is in the foreign cables an underale may cause them to look upon Tem Hals as an omen of peace and a sort

Despite the official eulogists of Pan-America, it was not friendship. Nor was there good reason why peoples, separated by such vast gulfs of prejudice and misconception, to say nothing of racial divergencies, should whole-heartedly fraternize. The truth is that reciprocity of understanding

between the northern and southern portions of this continent has been lamentably neglected.

Culpability exists on both sides. Many a North American to whom his southern "brother." euphemistically so-called, is a riddle will, if his purse permits, scamper eagerly to Europe in the vacation season. Intellectually and culturally, Latin-America derives much of its inspiration from that ancestral continent.

As an offset to erroneously preconceived opinions, as an agency of enlightenment, long overdue, the opportunity of the Brazilian fair is resplendent.

It is the first large-scale exposition ever held in South America. Placed in a setting of almost incredible beauty, in a great city of a million population, metropolis of an empire surpassing in extent the total contiguous area of the United States, symbolical of a century of national integrity this fair should initiate something like a new era in international education.

As a teacher, the capacity of Brazil warrants generous appreciation. This is no evolution-wrung, comic-opera country, but an aspiring and superbly endowed federal republic with an honorable and stimulating Listory.

It is, among other things, the only parent nation that ever changed places with its mother. The independence of Brazil is traceable originally to the conquest of Portugal by France during the Napoleonic Wars. For a time, Rio, not Lisbon, was capital of the far-flung Portuguese realms. The sheer magnitude of Brazil occasioned the separation when her people on September 7, 1822, cast off allegiance to the distant and diminutive homeland and se-

lected a member of the house of Braganza as its first emperor.

Imperial rule safeguarded the nation from anarchy, and when the progress of civilization and the development of the people had demonstrated that crowns were archaisms in the hemisphere, Brazil astonished the world with a bloodless change to re-

publican institutions. There is, in all history, no parallel to the deposition of the able and intelligent, but officially out-of-date, Dom Perdo II in

Illuminating also was the Brazilian settlement of the slavery problem, which in some respects was quite as formidable as the situation which provoked the most terrible of civil wars in a great nation which particularly prides itself on its behavior. It was proclaimed in 1871 that all children thereafter born of slave parents should

be free from birth. Eighteen years later emancipation was made complete. ness, Itural distinction, her conquest of Well, the operators and miners have seen to it that there'll be plenty of room in the cellar for hooch.

Philadelphia householders may put up with soft coal long enough to teach anthra-cite profiteers a lesson.

A few more efforts to have Representative Volstead resign may serve to make that gentleman really popular.

Starving Austria begs for a mouthful and every country in Europe seems willing to make a mouthful of her.

German marks are now down to 2000 for a dollar. Artistically arranged they might make good wall paper.

There has been a revolution in Guate-mala and the President has taken to flight. This, however, is normaley in Guatemala.

Now that woman has won the right smoke on the street she may strive for the right to remove her hat when she meets a man she knows.

Sweden will vote on prohibition to-morrow: a fact which has merely academic interest for Americans, the bootlegging supbeing nearer home.

It would appear that there is another note due from Balfour: one admitting that he wasn't familiar with his subject when he discussed the allied debts.

Some day after seniority has been sufficiently plastered over with fine words it will be laid in a corner and forgotten, while railroad contestants get down to business.

The Walsh resolution empowering the Government to operate the mines may, as an earnest of what could easily happen to an earnest of what could carry effect on the railroads, have a soportific effect on seniority.

Some Philadelphia saloonkeepers are said to be growing nervous. One never knows when these Philadelphia prohibition agents who are raiding nearby towns will start to work at home.

Ever so many Congressmen, with their eves on the election, but nevertheless aware of a \$500,000,000 Treasury deficit, would never dream of voting for the bonus if hey did not feel sure that a veto will be tacked on to it.

"The automobile," says Herbert Hoover, "is steadily solving some of our social prob-lems." And he proceeds to elucidate. And, incidentally, it is making a few new ones, some of them not wholly unconnected with ongested thoroughfares and parking privi-

Sioux City Trades and Labor Assembly has passed a resolution demanding that the American Federation of Labor call a national strike; thus showing that though the limit of darned foolishness has not yet been reached, there are some few blitherers who see it in their dreams.

National Committee for the Prevention of Blindness reports that in twenty-one States during the first six months of the present year wood alcohol had blinded twenty-two persons and had killed 132. "Drawn from the wood" had more or less leasing significance in pre-Volstead days.

Nowadays it suggests a coffin. Congressman Sproul, of Illinois, proposes a bill requiring the Government to pay a million dollars to the person disovering a permanent cure for tuberculosis cancer, pneumonia, epilepsy or dementia praecox. Hay fever and asthma sufferers feeling themselves slighted will be ready to give double the amount by private sub-'cal jungles, her brilliant develop- scription to the man who can permanently relieve their troubles and banish their woos

TN THESE early gliders, built by amateurs, there were no flexible wing tips and no steering devices. There was an opening in the middle of the lower plane, with two fore and aft wooden bars, and the operator hung from this opening with his arms over the bars. It was then an acrobatic per-formance to swing his swaying legs from right to left when the plane began to tilt and to pull himself forward and to slide imself back on these bars when he wanted

to go down or up. There is a Philadelphian of today, Laweach Lesch, who recently became prominent brough his experiments with light rays, by which he can make an object invisible as you look at if, who was then a student at Columbia University, and he held the record for duration of time in the air in a Memory does not furnish accurate der. figures, but this record was something like figures, but this record was something like fifteen minutes. Mr. Lesch was very badly injured in a fall with his glider, and for many years after he came to Philadelphia bore the marks of his mishap.

It is difficult to see just what the glider enthusiasts of today hope to accomplish in these tests. So long as airplanes depend for their flying ability upon the pressure of air under an inclined wing, just so long will it be necessary to furnish some means of acquiring this pressure. Gliders today, just as fifteen or twenty years ago, must go down hill or be towed or must head into wind which will give the pressure required

It is, of course, a great tribute to the skill and eleverness of an operator to keep one of these machines in flight for more than three hours as this German student has just done, but, after all, it does not advance the science of aviation, nor is it something new, as the general public of today seem to think.

Advices from Honolulu More Than Cances Need a Paddling is work for a man of that kind at home.

There are Congressmen and coal operators and miners and others who are just aching for punishment. Can't the President be induced to draft the husky secretary for an emergency job?

Chicago couple married sixty-six years admit they are happy and de-Almost Too Good to Be True clare the reason is they

never nagged each other and always exer cised fifteen minutes before taking their morning bath. But are they quite sure they never had any little difference of opinion-any tiny-teeny-weeny little difference -as to who should be permitted to take the first plunge?

Sir Harry Lauder Too Pat to is quoted as saving that the bank book, is his favorite book and that Be True the check book is too full of reading matter. This is so descriptive of Harry's reputed state of mind (though it may be slander) that one suspects that he didn't say it at but that it is the work of his press agent or some other long in his company.

OUR OWN MOTHER GOOSE Shipping Board a-sailing, a-sailing on the

Sends upreless unavailing, to get a sub-Ridy.

There's liquor in the cabin and some freight in the hold

And all it needs for pleasant voyage is just a little gold. The bunch of busy Congressmen that walk

upon the deck Are bustling for a bonus and a tariff bill, by heck.

The Captain's out of luck with a Congress on his back"

For when he'd have them go to work they simply go Quack-quack. G. A.

"has developed more rapidly abroad than m this country because of the number of land

ing fields established in all large cities and at hundreds of intermediate points as a result of the necessities of war. In order that we, who have developed other forms of transportation to a degree surpassing all other nations, may not find ourselves outdistanced in this new field, it is essential that every large city consider as a part of its municipal plan an aviation field so situ-ated as to be readily accessible by either high-speed electric service, such as subway or elevated, or by a perfect motor road to its business center. The field should not be more than twenty minutes' distance from the heart of the city.

Time Saving the Chief Thing

"Early - commercial aviation development must look to time saving more than to any other one element for its support. It is hopeless to look for success if two of the four hours saved between Philadelphia and Pittsburgh are to be lost in coming to and going from an airdrome.

"Emergency landing fields must also be established between cities at about fifteen-mile intervals, but this problem is comparatively easy of solution, since it only requires that certain pieces of farm land be restricted to low crops such as clover. that proper indicating marks be placed on them

"The size of an aviation field is also an important matter when the value of city property is considered. For the largest machines it is well to have a field a mile square. but a field three-quarters of a mile square is large enough to be thoroughly practicable. Of course, when room on these dimensions is required it is out of the question to have field located near the center of a large city.

"Therefore the question to be solved is to field which shall be sufficiently large get and still have transit facilities to the center of the city of such character as that no time shall be lost in the journey from the field to the destination of the material brought in "It is not necessary that an aviation field should be entirely cleared. Of course, there must be long extensions for the landing of the incoming airplanes and the getting away of those which start from this city, but if these he provided there is no reason why the rest of the field should not be used for other purposes. These runways, of course, must be entirely clear and must be sufficiently wide to accommodate the larger machines.

The Problem in This City

"The topography of the country immedi-ately surrounding Philadelphia, together with its high-speed transportation system both active and planned, limits the possible location of an airdrome to three general areas. First, the district just beyond the Sixty-ninth street terminal of the Marke Street Elevated; second, the district southwest of the Roosevelt Boulevard and served by the new Frankford elevated, and, third South Philadelphia in the vicinity of Leagu Island Park.

Taking into consideration the probable cost of acquiring the necessary 300 or 400 acres of ground and the future development of the city, it would seem that the South Philadelphia site would prove the most practicable. It is bounded by the back channel of League Island Navy Yard and Broad street, thus protecting it against the en-croachments of high buildings; it is very near the business center of the city and yet it will always remain at its outskirts. "It is also near the water and hence sea

and land flying may have a common terminal; it is near the junction of two rivers, the most ideal of landmarks for day or the most ideal of infoldates for day of night dying. Finally, the City of Philadel-phin owns a large area of ground in this vicinity, while additional areas may be slowly developed by pumping in the dredg-ings from the Delaware River.

ings from the Delaware River. "An aviation field must be considered from the same point of view as a railroad termitaking up acres in the very heart of all large

planes are being operated.

"For these reasons a field in Philadelphia is an absolute necessity if we do not wish to see the regular passenger and express planes of Boston, New York, Baltimore and Washington and the second seco Washington passing over our heads for want of a suitable stopping point.

"The possible development of aircraft as a means of communication between the great cities of the United States is almost un-limited. As I have said, this has reached a higher state of development in Europe than it has here, but once its potentialities are appreciated, as they are sure to be within a very short time, there will be such an increase of the traffic in this country as will easily put us abreast of any country of the world in the commercial use of the

alr. "There are many regular services abroad planes of one company have traveled Th 155,000 miles in a single year, its service extending from London to Rotterdam, Antwerp, Bremen and Hamburg. This company carried out successfully 951-3 per cent of all the trips which it started, this percentage arriving at its destination on schedule time.

No Accidents Occurred

"There were no accidents of any kind in the year for which this record was made and it comprised a total of 671 official trips. This shows the extent to which the great cities of Europe are using the airplane as a means of inter-city communication, or rather of inter-country communication, as most of these trips were made from London to the Continent and back.

"With this record being made abroad, it is time that we got into the game with our accustomed American energy and developed it for our own purposes. It is especially applicable for the United States on account the longer distances to be traveled and a fact that most of our planes will not find it necessary to cross our own bord lines before they reach their destinations.

"In the present stage of aviation those things are carried in which the element of time is vital. Besides passengers, the airplane is largely used for the transportation of negotiable paper of all kinds where it is important that delivery shall be made be-tween such cities as Philadelphia and Chicago; for example, between banking hours. "A group of men has recently bought the

rights of the Zeppelin patents for this coun-try, and they are figuring on transportation of all classes of freight and express over long distances. Figures indicating that these great ships can successfully compete with the railroads are substantiated by the performance of the German airships now in operation.

Effect of Sesqui-Centennial

"I believe that the Sesqui-Centennial will do much to stimulate air travel to this city. In Paris at the precent time the number of sengers arriving and departing runs into the thousands; if this is a fact today in the French capital, what will be the number of daily arrivals in Philadelphia durng the year the exposition? With three more years airplane development there should be housands per day arriving here rather than thousands a month. "Are we to be the leaders in this new but important development, or are we again

to be the last?"

Curlous Evidence of a War Loss From the Quebes Chronicle.

An insurance company, according to An insurance company, according to a nautical magazine, refused to pay a policy on a British vessel, the Hydra, which dis-appeared in 1917, on the ground that there was no proof forthcoming that the ship had here here was risks. been lost by war risks. Unexpected proof of the vessel's fate has recently been fur-nished in the shape of a photograph taken by one of the occupants of a German sub-marine at the moment the vessel was sunk. This picture supplied the necessary evi-dence, and the insurance company, it is stated, has been required to pay the amount circined. Indian War ended with

The French and Indian War ended with the Treaty of Paris in 1763.
 The Boston News Letter, established in 1704, was the first permanent news-paper in America.
 The presidential administration of An-drew Jackson was described by his political opponents, the Whigs, as a meign.

Beign. 4
San Pedro is the senport of Los Angeles
Stephen Glover, an English song writer, (1812-1870), wrote the old song "What Are the Wild Waves Saying""
Three plays by Goethe are "Faust," "Goetz von Berlichingen" and "Eg-mont."

mont. 8. Noah's Ark was made of so-called gopher

Noah's Ark was made of so-called gopher wool. Just what this was is not known, but opinion vacillates between cedar and cypress.
Ancient Alexandra, because of its magnificent ilbraries, was known as "The Mother of Books."
"Let us return to our muttons" is from the French "Revenons a nos moutons." The phrase, now familiarly used in the schee of "Let us change the subject." Is taken from an old French play, "L'Advocat." by Petelin, in which a woolen-draper charges a shepherd with stealing sheep. In describing his grievance he continually departed from the subject and to throw discredit on the defendant's attorney, accused him of stealing a piece of cloth. The Judge reminded him of stealing a piece of cloth. ine determine a strorney, accused him of stealing a piece of cloth. The Judge reminded him of his irrelevancies, with 'Mais non mon ami, revenons a nos moutons.' But, my friend, let us re-turn to our muttons."

Today's Anniversaries

ago.

fifty years ago.

even years ago,

fifty-five years ago.

From the Baltimore News.

1813-Beginning of the battle of Dresden between the Allies under the Prince or Schwarzenberg and the French under Naooleon

1822-James W. King, chief engineer of the United States Atlantic blockading fleet in the Civil War, born in Baltimore. Died in Philadelphia June 6, 1905.

1852—Congress granted the State of Michigan 750,000 acres of land for the purpose of constructing a ship canal be-tween Lakes Huron and Superior.

1862-John B. Floyd, Secretary of Wat in the Buchanan Cabinet, died near Ab-ingdon, Va. Born at Blacksburg, Va., June 1, 1807.

1872-George Upfold, first Episcopal bishop of Indiana, died at Indianapolis. Born in England May 7, 1796. 1921-Assassination of Matthias Ers-berger, former German Chancellor.

Today's Birthdays

Lee De Forest, noted pioneer in wire-less telegraphy and telephony, now seeking to perfect talking motion pictures, born at council Bluffs, Ia., forty-nine years

Joseph T. Robinson, United States Sen-

ator from Arkansas, born at Lonoke, Ark.,

Edgar R. Kiess, Representative in Con-

trict, born at Warrensville, Pa., forty-

ess of the Fifteenth Pennsylvania Dis-

Major Robert T. Moton, principal of

Port Tobacco Passes

-Portobacko of the eighteenth century-the "metropolis" of Charles in the days of nuld lang sync. The pioneers who sailed up the Potomac founded it on an estuary of the noble river, and its fame as a ship-ping point for the Colonists once extended across the Atlantic. Three or four decades

across the Atlantic. Three or four decades

across the Atlantic. Three or four damage ngo the last "courthouse fight" in Mary-land centered around Port Tobacco. Its water transportation dwindled, and the building of the Pope's Creek railroad line the Charles

from Bowie to the Potonne gave the Charles Countians a new outlook. Many of them

owing to its central location and daily

Trains. The old courthouse at Port Tobacco was burned down and the voters delared for the building of a new case La Plata.

seat

Port

Countians a new outlook. Many of picked La Plate station for a county

Gone is the ancient town of Port Tobacco

Tuskegee Institute, born in Virginia