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THE ROAD TO TAXI-GRAFT

The avenue for graft and corruption opened by that feature of the new taxicab ordinance which permits property owners to decide which company can maintain stands near their property is shameful, it is said.

This obvious "joker," which was hatched by Mr. Limeburner in committee, will be submitted to the judgment of Council when the whole measure is presented to that body next Thursday. Its passage would mean nothing less than handing out of the city streets to property holders with sites conveniently located for the cab trade.

Public stands established under municipal authority provide, of course, the only solution of a problem that has been disgracefully handled in this city. Their establishment would mean the end of a system which affords equal opportunity for cabs of whatever hue. The system has worked admirably in New York and has for years been operative in the leading European cities, notably London and Paris.

The "taxi war" which this community has lately undergone is small, as compared with the other cities of the world, and only so far as a conflict, the absurd notion has been fostered that property owners may assert claims over public thoroughfares.

From the standpoint both of law and morals, the present proposal to legalize this dictatorship is preposterous.

LAYING THE FAIR FOUNDATIONS

The decision of the fair directorate to determine the scope and general plan of the Sesqui-Centennial before exploring the financial problem is sensible and straightforward.

Commendable also as an instance of sincere public spirit is the pledge of the directors to defray among themselves the expenses of drawing up the program. This money will, of course, be repaid when the financial machinery is set to work.

In other words, Philadelphia is legislative bodies, including the national, will not be asked to make gifts in the dark. Investment in the fair will be eagerly solicited when it is definitely known what the enterprise will be like.

Although the day is late, the procrastination which has characterized the undertaking is not irreparable, and it is refreshing to find that the Board of Directors is at last working upon foundations. Heretofore the fair has been built from the top and has been, indeed, but an insubstantial pageant. There can be no reality in the project without fashioning the basic structure and assembling just such materials as were happily brought forward yesterday.

THE NEAR EAST CATAclysm

The determination of the Allies to maintain and defend their joint control of Constantinople is about the only gleam of hope which the most realistic optimist can extract from the situation in the Near East. If from their common pool on the Bosphorus some consistent and unified general policy toward the Turk can be derived, there is a possibility that his depredations may be confined to harmless Ash Minor.

What has already happened in that unfortunate region is but enough. The Ottoman Turk, as ever in the past, has celebrated victory with massacre, outrage and destruction. Apparently, and in the light of a long history, he is utterly unrepentant, a persistent foe to progress and civilization.

The weary world, in the advantage he has taken of the cross-purposes and disingenuous maneuvering of the Western nations.

The general outlines of the present adventure present nothing new. In the past, under Darnell and his adherents, it was Britain who were and who were not, and Britain who were and who were not, and France and to some extent Italy who have succeeded to the protective office and have seen fit, among other perilous policies, to regard the Treaty of Sevres as a dead letter. The flames of Smyrna attest the desperate nature of this game.

Something like clairvoyance is needed to predict even the immediate consequences of the rawawakened fury in the Near East. It may be taken for granted, however, that any European foothold gained by the conquering Kemalists would present catclysmic possibilities.

Greece, politically divided and prostrated by utter defeat, is in no condition to defend her new European frontiers. Bulgaria covets a stake in Thrace. Jugos-Slavia and Rumania are ready to pounce upon the Roman possessions of the Sofia government the moment a southern advance begins.

By the time any such movements were started Hungary and Czecho-Slovakia would probably be found issuing statements about "not regarding with indifference" the tumultuous situation.

Whether they are fertilized or not, the seeds of a new war over much of the eastern half of Europe are visible. Russia, it is disquieting to observe, has already formulated a policy frankly favorable to the Turks and to their ambitions in Constantinople. It might be said that the United States is playing the ungrateful role of bystander were it not that American lives are imperiled, perhaps even lost, and that American property is destroyed by the Ottoman frenzy.

It is a matter of common knowledge that the Turk has survived only because the major Powers of Europe have never combined their strength to render him helpless. It is absurd to imagine that the nations which humbled the great German military machine are incapable of depriving the singular and amorphous nation of Turkey of the capacity of wrecking Near Eastern civilization.

The Turk can be easily halted in his present insensate career if a vigorous, candid and united opposition is organized. The defense of Constantinople will help, but that

alone will not be enough. There must be conscientious effort to interpret the Near Eastern question without "back thoughts" and future plays for privilege if Europe is to be saved from danger of the first magnitude.

THE OLD-FASHIONED TARIFF HAS RECEIVED A HARD JOLT

When Republicans and Democrats Combine to Reject Committee Recommendations a Non-Partisan Scientific Tariff Becomes a Possibility

Party lines on the tariff were never so loosely drawn as they are now. During the progress of the Fordney-McCumber bill through both Houses of Congress, Democrats have voted with Republicans on certain provisions and Republicans have voted with Democrats on others.

The disposition of Congress regardless of party lines has been to protect American industries in the broadest sense of the words. Where our industries have needed foreign products Congress has voted to admit those products free of duty or at a very low rate of duty. This is real protection. Where American producers have been in danger of destructive competition if foreign products were admitted at a low rate, the rate has been made high enough to safeguard American interests.

The extreme partisan opposition has been deciding the Republican leaders for their inability to keep their followers in line in support of the duties recommended by the committee. Technically it may be said that party discipline has broken down. Yet Senator Lodge, the leader of the Senate majority, has voted against the recommendations of the Finance Committee on the duties on materials necessary to Massachusetts industries.

The most significant evidence of the growth of a national tariff policy in distinction from a partisan policy was disclosed when the House by a vote of 177 to 130 ordered the Tariff Bill back to the Conference Committee with instructions to put potash on the free list and to strike out the provisions for a dye embargo. The majority vote was cast by Republicans and Democrats. The American farmers need potash for fertilizer, and the farm bloc, which every one knows is bipartisan, was sold for free potash. Now free potash is a form of protection for American agriculture. It reduces the cost of fertilizer and directly increases the profits of farming.

Curiously enough, the dye embargo was opposed by the textile manufacturers, who have found it difficult to get satisfactory doses of American manufacture. They begged in protection for textiles and have had it for years. But they want cheap dyes. Their friends in the House combined with the friends of the farmers in voting down the dye embargo, asked for by the chemical trust, and in voting up free potash.

The extreme old-fashioned protectionist will regret this disregard of party discipline by the Republican legislators. But those who are hoping that the tariff may ultimately be "taken out of politics" and considered on its merits will hail the action of the House as a sign of progress.

As protection is a policy it is to be applied as expediency dictates. Democratic Senators and Representatives from States with industries needing a protective duty for their survival have for years voted for a protective tariff. So long ago as the Administration of Grover Cleveland, when it was declared by the Democrats that a protective tariff was unconstitutional, Senator Murphy, of New York, grieved the President by voting for a protective tariff on dollars. He lived in Troy, where the collar factories are the chief industries. The Louisiana Democratic Senators have always voted for a duty on cane sugar. And the Senators from the cotton-growing States have favored a duty on long staple cotton. And so it has been for years.

The whole tendency is toward the universal acceptance of the expediency of a protective tariff, with a free list including the commodities needed in agriculture and manufacturing and with duties on other products high enough to preserve the American market for the American producer.

When Republicans dissociated with the duties proposed by the congressional committee will join with the Democrats who oppose them in ordering that these duties be removed or modified, we have made perceptible progress toward the framing of a Tariff Bill on scientific principles.

When Congress is prepared to accept the advice of experts in framing a tariff bill—experts who will tell us what rates of duty are needed for adequate protection as well as what goods should go on the free list in order to provide indirect protection to those who use the duty free goods—the tariff will cease to be the kind of political issue that it has been in the past, and party lines will not be drawn in Congress when a new Tariff Bill is drafted.

SECRETS OF STATE

In a recent discussion of the terms of settlement reached by the railroad labor and the mill executives, headed by Daniel Willard, of the B. & O., Ben W. Hooper, chairman of the Railroad Labor Board, seeks to correct what he calls a mistaken general impression of the manner in which the settlement principle was disposed of. Mr. Hooper insists the contrary to the existing belief, the question of seniority rights was left open and that the shop workers did not return to work with those rights unimpaired.

Here we have another illustration of the manner in which the public is prevented by a cloud of gabardines and half-truths from getting a glimpse of the actual facts of industrial controversies. The statement issued from the Chicago conference to announce an adjustment of the differences between the shopmen and their employers said nothing explicit about seniority rights. It did say that the shopmen would return to the classes in which they were previously listed. If this didn't mean that seniority rights had been preserved for the men it didn't

mean anything. Mr. Willard was all along in favor of granting seniority rights to returning strikers. The strikers themselves continue to stay "out" on lines which still refuse to recognize their rights to seniority privileges.

The details of the understandings arrived at in Chicago are still secret. But deductions from the published facts make it appear that the unions and the executives alike made their own agreements and decided to permit formal announcement to come at a later date from Mr. Hooper's board. It might be said, therefore, that informal recognition of the seniority rule seems to have been accorded by the executives at Chicago. The formal recognition will probably come from the Railroad Board at a later date.

COSTS AND CONSEQUENCES

The patience of the American people is great. But it is not inexhaustible. If the coal operators of the country, and especially those in the anthracite field, suppose that they may safely devote an interval of stress and uncertainty to frank and open profiteering they are grievously mistaken.

The very worst thing that the coal men could do would be to believe that they may put fuel in a class with musical comedy tickets or circus lemonade and impose all the costs that the traffic will bear in a period of accidentally stimulated demand.

The suggestion of an increase of \$1 a ton on domestic anthracite has a bad sound. It reveals the men who have the right which no facts of argument or propaganda can make favorable. The operators have spent limitless time and money in efforts to convince the country that they are efficient, that their desire is to deal fairly with consumers, and that they have been content with reasonable profits for some time. Now they are not disposed to encourage the abuses of monopolistic control. In view of such professions as these the present campaign for Federal and State sanction for higher coal prices seems ridiculous or worse. There is no moral or technical justification for such a demand. The cost of mining coal has decreased, with the cost of coal distribution. The miners have returned to work at the rate of wages that prevailed prior to the strike and throughout a period when anthracite was available in the most expensive domestic sites at approximately the right level in the retail market. Mine equipment and machinery have decreased in price. Freight rates are down. Everything is down but coal. That, we are told, must go higher.

The producers of coal cannot complain if they are accused on every hand of a desire to capitalize the hardship of the masses of the people and exploit a helpless public to the last limit of its endurance.

It happens, however, that the public has endured almost enough of this sort of thing. It is now, and has been for more than a year, extremely sensitive to manifest wrongs and injustices in the coal business. It is paying as much as it will ever consent to pay for coal. If it is once convinced that further sacrifices will be necessary it will decide that peace between the miners and mine owners is too costly; that the root of the trouble is bad management; and that coal ought to be produced without the expense of mines which operators and workers alike seem to require from the consumers. Then the goose that has been laying golden eggs for the mine and railway corporations will be dead.

Anthracite mining was deadlocked for almost half a year because of a demand of \$20 a ton for a ton of coal. It would have added about twenty-seven cents to the labor cost of a ton of coal. If the dollar advance asked for by the coal men were to be allowed they could grant the wage which they refused the miners and have seventy-three cents additional for their own pockets from every ton of coal.

There is no acute shortage of anthracite. There is no reason why there should be one. The strike was called at a time when great reserve stocks of all sorts of coal were in storage and when the public had every reason to expect a reduction in retail coal because of a plentiful supply. In six months of idleness served to create an impression of present or future shortage in the coal markets. Anthracite held to peak prices and even displayed a tendency to go higher. Yet the coal was mined at relatively low cost. The owners pocketed large profits of \$20 a ton of coal. Now they seem determined to further exploit the psychology of the strike after the strike is ended and to continue the pretense of a coal shortage.

Secretary Hoover, in a blunt statement just issued, observes that the cost of the past strike will be borne ultimately not by the railroads but by the farmers who couldn't move crops and the consumers who found the cost of living going up in consequence. The cost of the coal strike will similarly fall not on the miners or the operators but upon the unorganized public in the cities.

If the corporations in control of basic industries continue to invite the enmity and suspicion of majorities in the industrial and agricultural areas alike they should not complain if, before long, Congress and State Legislatures are exercising demands for national legislation and Government control of rails and mines alike.

THE COUCH OF ROYALTY

The couch of royalty knocked down for a good round sum considering that the bed in which Albert Edward of Wales, Charles Dickens, General Sherman and every President of the United States, from Lincoln to McKinley, found repose, could effect an entrance in but a modern household. The antique dealer who had it for sale had a very nearly equal to the apartment house stories of the ingenious bird-cage type.

Possibly the antique dealer who purchased Wales' bed at the picturesque auction sale that is stripping the historic and once majestic old Chestnut Hotel of all its venerable possessions is counting on an excess of sentiment to enhance the value of the trousseau.

Kingly beds are much admired by American tourists in Europe, as the floods of visitors to the borders of Malmston and Fontainebleau amply attest. Are such relics inspiring only overseas?

Kindly beds are much admired by American tourists in Europe, as the floods of visitors to the borders of Malmston and Fontainebleau amply attest. Are such relics inspiring only overseas?

DOWN WITH THERMS!

Epidemic in England and Likely to Hit Philadelphia—Headquarters is Its Habitat the Alphas of the U. G. I.

By GEORGE NOX MCCAIN
 London, England.

ENGLAND is suffering from an epidemic of "therms." Philadelphia will likely be attacked in a similar manner.

Several London daily newspapers have been devoting considerable space under "therms" heads to the subject.

Scores of denunciatory letters have been published from all parts of England.

But what are "therms?"

Members of Philadelphia Council know, Mayor Moore knows. The United Gas Improvement Company in particular is intimately familiar with the subject.

Every citizen of Philadelphia who is a householder has had his experience with "therms."

If he has not, as yet, he possibly some time will have.

"THERMS" is the slang English term for the British thermal unit.

It is a system for measuring the gas works for heating and lighting by gas-producing companies.

England is the home, the mother as it were, of the British thermal unit.

Philadelphia's interest in the subject is to the extent of a fine of \$500 per day being paid, or was when left home, by the U. G. I. to the city.

The company's contract with the city calls for the sale of gas on the basis of candlepower illumination. The British thermal unit calls for it on the heating-power basis.

Coal has been largely supplanted by oil in the manufacture of gas.

Engineers and experts that have been engaged by the city to advise on the matter is known, is the only reliable system of measuring gas consumed by the householder. That it is fairest both to consumer and producer.

Mayor Moore's Gas Commission reports recommended it in their neglected report months ago.

NOW England, the home and the original originator of the "Btu" method of measuring gas, is riding up in wrath against it.

There is a general wall that gas is costing more and its heating power is growing less.

Scores of letters from all over England and Wales charge that the gas companies are providing a worse-than-ever quality of the gas, and charging more for it.

A change is demanded.

When Philadelphia City Council, headed by Councilmen Hall and Gaffney, these eminent gas experts, visited the various works to learn just how gas is made, there is no record of their findings on the "Btu" system. This is evident from the fact that the subject has never been discussed publicly.

Meantime, the U. G. I. has the \$500-a-day fine piling up against it, and seems to be satisfied.

Council permits the U. G. I. to suffer this loss and does nothing; and it, too, is satisfied.

ENGLAND's gas wall was preceded by months by that of Philadelphia. The greasy gas, its slow-heating quality, its intermittent supply and all that has been experienced at home.

But nothing is done. There is neither protest nor work.

The London Daily Mail has taken up the question and the British thermal unit system of measurement and is fighting it.

English consumers may have a parallel among Philadelphia consumers, I quote one or two of the indignant letters.

The managing director of the Ladies' National Gas Co. writes that in some instances the gas bills of the organization were more than doubled in a year under the "Btu" system.

Director Manby points out that at Branch Club No. 1, a gas bill issued from \$124.39 for the June quarter in 1921 to \$159 for the same quarter, 1922. At Branch Club No. 2 the bills increased from \$14.24 to \$14.57.

I have translated the sums from pounds and shillings into dollars and cents.

Major McGeehan, of Cardiff, Wales, reports an increase under the same conditions from 22s. 6d. to 24s. 6d. in 1922.

Major E. G. Bayliss, of St. Johns Wood, reports a gradual increase in his gas bills under the "Btu" from \$20.29 for the June quarter in 1921 to \$20.50 for the same quarter in 1922, to \$20.00 in 1921, and to \$21.50 in 1922.

ON THE part of the gas companies of England, they claim that the cost to the consumer is being reduced under the "Btu" system.

The experience among the gas consumers of the Kingdom is to the contrary.

It is pointed out that the very rich gas users who are not using the "Btu" do not burn economically. In the ordinary heating and kitchen appliances.

Householders claim that they are compelled to burn twice as much of the rich gas supplied under the "Btu" as they would have done under the old candlepower system with a poorer quality of gas.

It is for these reasons that individuals and groups demand that the British thermal unit be subjected to careful and scientific investigation.

As a result of the general complaint against the thermal unit a demand has been made on the London Board of Trade for an inquiry into all the facts.

London County Council has already inaugurated a preliminary investigation, with the object of bringing the subject before the Council at its October meeting.

What Do You Know?

QUIZ

1. What was the last general engagement fought on Northern soil in the American Revolutionary War?
2. What is the name of the flag of Egypt?
3. What is a wily?
4. Where did the game of polo originate?
5. What is the meaning of the name Ichabod?
6. Name three plays by Henrik Ibsen.
7. Distinguish between perique and perique.
8. Why is the petrel so called?
9. In all this is?
10. What were Hesian boats?

Answers to Yesterday's Quiz

1. In addition to Washington, Philadelphia, York and Lancaster are the State capitals of the United States. Several other cities have been in effect capitals while the temporary seat of Congress.
2. A junta is a deliberative or administrative body, especially in Spain, Italy or Latin America.
3. In Spanish countries the word is pronounced "hony" and among English-speaking peoples the word is now pronounced with the English sound "hony."
4. A janitor is so called in allusion to the Latin "janua," a door.
5. India, which is a continent Asia, south of China with a coast line along the Gulf of Siam, the China Sea and the Bay of Bengal. It is bounded on the west by Sum.
6. A hesian boat is one containing many lives.
7. Lloyds', the famous British association of underwriters, for marine insurance, was called by the society removed in 1716 from Cornhill to a coffee house in Lombard Street, London, and by a man named Lloyd, in 1774 the office of Lloyd's was moved to the Royal Exchange.
8. A perique is a pseudonym, assumed name, under which a person fights, plays, writes, etc. The word is derived from the French "perique."
9. Jauchin is another name for Hyacinth.
10. Muslin is taken its name from the city of Mosul, in Mesopotamia, where it was formerly made.

THE TURKISH VICTORY



WHEN THE GREEKS WERE WINNING.



WHEN THE TURKS ARE WINNING.

NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

JOHN A. VOGLESON
 On the Meaning of City Planning

City planning is a thing which directly concerns every man, woman and child in the City of Philadelphia. A well-planned city will provide for the convenience, health and comfort of all of its inhabitants and should the city, or any part of it, be lacking in any of the essentials for these aims, the city plan should provide for their attainment by a distinct and orderly procedure. Making a map of the city is part of the work and an important part of city planning, but carrying out the extensions or changes in the city plan made necessary by the progress of a matter which should be participated in and its meaning thoroughly understood by every one. This is the opinion of John A. Vogleson, chief of the Bureau of Surveys.

Philadelphia Has Done Much

"In the first place," said Chief Vogleson, "Philadelphia has already achieved a great deal of work which comes under the general head of city planning. Among these things are notably, the Parkway, from the City Hall to the entrance of Fairmount Park, and the elimination of grade crossings in South Philadelphia, the plan of which was temporarily delayed by the continuing arising from the resumption of this work are now under way with the transportation companies interested, and it will probably be resumed at an early date.

"The widening of Delaware avenue was a notable achievement for the city, and linked with this was the construction of the municipal piers. These things, together with such operations as the construction of a new street toward the northeast limits of the city, are excellent examples of what has already been done and what is being carried forward in the planning of the city.

"City planning, in its simplest terms, means simply the orderly development of a city and its environs. It will be clear to any one who gives the subject a little thought that city planning, to accomplish the best results, must necessarily go beyond the strict geographical limits of a city and consider all the problems in relation to the region which the city serves.

Many Things to Consider

"City planning is too often considered as relating only to the street system, but it should go further and must give careful consideration to all the transportation facilities of a city: steam and electric railways, water transportation, streets, railroads, and pedestrians must not be overlooked.

"This relates not only to the efficient and speedy handling of passengers and goods from one place to another, but also to the general transportation and handling of freight both at the point of origin and the point of departure are of the greatest economic importance.

"And this includes the market system of the city, for it is apparent that for a city to be well served it must have the best transportation facilities for receiving its food supply and for distributing it throughout the limits of the city. The housing of the food supply between the time of arrival in the city and the time of being sold in the city and the distribution of the food is of the first importance and rightfully comes under the general head of city planning. If a city plan be carefully made in the first place, distribution and what they will mean to the city when they have been carried into execution."

A SONG

SHALL I RETURN AGAIN?

Yes, some time.
 In hawthorn, summer rain,
 Or a new rhythm with weather-stain
 And bells a-chime;
 A lullied window-pane,
 Where roses climb.

How shall we know it, you?
 By this and that, the gentleman's blue,
 A song, a kiss,
 One ever born anew,
 How many you miss
 In all this life's
 —Margaret Sackville, in the London Nation and Athenaeum.

An Illnotion Editor's Steady Income

From the Atlantic Times

A child is born in the neighborhood; the editor gives the budding youngster and gets the happy parents a sendoff and gets \$100. It is christened and the minister gets \$5 and the doctor gets \$10. The editor blushes and tells a dozen lies about the beautiful and accomplished bride. The minister gets \$10 and a piece of cake and the doctor gets \$10. In the course of time the dies; the doctor gets from \$10 to \$100; the minister gets perhaps another \$5; the undertaker gets from \$10 to \$200; the editor prints an obituary two columns long and a card of thanks and gets \$100. No wonder so many country editors get rich. Have you paid your subscription?

SHORT CUTS

A dispatch from Harrisburg sets forth that:

Every night the State cops clutter
 And the highways sternly comb;
 And from parked auto petting parties
 They are driving Nellie home.

The lid is off—the straw one.

The last raid seems to prove the police have the right dope.

Interest continues to center at Manhattan rather than at Geneva.

"'Rah for Potash!' cried Perlmutter
 Tariff. "Never say die!"

The unspeakable Turk is doing some loud talking just now.

Europeans cultivate Americans as they do asparagus, solely for their tips.

And now you won't have to worry about your income tax for another three months.

More and more roads are responding to the invitation, "Come on in! The water's fine!"

Lloyd George is to get a pound a word for his memoirs—pretty nearly five tons to the newspaper page.

We may confidently expect a few remarks from a home-brew college in the on the retired list October 15.

Unless the expected and customary happens, the Baker-McCormick wedding will take place in London next Wednesday.

In view of the shortage, the real public benefactor is one who can show us how to make one lump of coal do where two were used before.

When Mr. Gompers blames all railroad troubles on the Railroad Labor Board he cheerfully forgets the past. He should get Mr. Debs to jog his memory.

Prohibition agents are said to have busted up a home-brew college in Bosnone, N. J. Pursuit of the higher education is forever beset with difficulties.

Lloyd George has promised the American Legion to come here this fall. If Clemenceau would wait for him, what a time they could have in Washington with W. W.!

The cost of the railroad strike is estimated at a billion dollars. If from it there should develop any plan that will do away with further strikes it will be worth the money.

Secretary Hoover declares present bituminous coal prices "an outrage on the public." But the public counts that day lost that doesn't turn up an outrage of large proportions.

Venizelos in Paris is showing friendliness to Prince Christopher and wife, the former Mrs. Leeds. Strange, if in exchange for the fruit stands she has sent us Greece should get an American Queen.

What the fiddlers three played for Old King Coal: A diller a dollar, and the public's a scholar, who still excites our indignity. We worked him hard before the strike and now we'll sock him after.

Three hundred thousand stocks have included Copenhagen, Westphalia, and from ten to twelve of the birds roost nightly on each house in the town. We trust this will not seriously affect the birthrate elsewhere.

Paul Poiret, designer of fashions, is grieved because fewer women attend the race tracks here than in France. There have been times when it seemed to us there were one or two things in life that have perhaps afforded greater cause for grief.

New Jersey undertakers in convention at the shore
 Have jaded their undertaking till it doesn't roundly rumble, but
 From the organ solemn dirges rise and there are lobbed-haired girls parading in their shrouds of modern cut.
 With New Jersey styles of ensembles, floral and a wreath where mourners wait
 And a good embalming fluid even Death is up to date.