Evening Public Ledger

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AFTER THE JOB-JUGGLERS

IN ANTICIPATION of a prospective housecleaning at Harrisburg, inquiry is being made into the status of numerous employes of the State Government who have escaped the vigilance of the civil service reform regulations.

Theoretically, politicians of the city are virtually non-existent. They have disappeared in the late summer to the banks of the Susquehanna, and there is conjecture that Gifford Pinchot would be aided in his laudable ambitions by a scientific marshaling of specific facts and instances of abuses.

Auditor General Lonergan, joining with the Pennsylvania Civil Service Reform Association, is now engaged upon the comedian's formidable task of cleaning up the records. It is by no means unlikely that some of the findings will be more illuminating than edifying.

According to Colonel Lewis H. Van Dusen, one of the Civil Service Commissioners, "No one knows, apparently, how much is being spent for patronage, and these figures, along with others important in classifying the State service, are being slowly assembled by means of questionnaires broadcasted throughout the State, with instructions they be filled out by accountants of the Commonwealth."

This is an undertaking diametrically opposed with Gifford Pinchot's pledges. Throughout his career the Republican candidate for Governor has not paid merely lip-service to the principles of civil service reform, but has incorporated them community in his political faith.

That he will make war on jobbery as well as on questionable financial manipulations, against which he has already taken up the cudgels, cannot be doubted.

PARTIES DISINTEGRATING

NEW issues such as Volstead-ism, the Ku Klux and its revised Knownothingism and the farmer-labor alliance of interests, which in some States are splitting political parties and realigning political elements, have parallels and parallel results in England. Yet the Liberal-Conservative row in England, embittered as it is by post-war uncertainty and unrest, will pass without leaving the existing parties or their principles greatly changed.

A like result may be foreseen in the United States. Normally the Republican Party is the business man's party, the party of economic conservation. The Democratic Party is the low-tariff party, and it is given to the habit of experiment.

The business and financial concern of the country are permanent. They are far more lasting than the Volstead issue, the Ku Klux mania and the farmer-labor movement are likely to be. The new issues may give both parties a shaking up, but a shaking up is good for any political party. Neither Democratic nor Republican disintegration is likely, for the present at least.

MOTORS FOR EVERYBODY

ESTIMATES of the future growth of the motor industry, and the curbing of automobile traffic have been made without regard for the phenomenal activity and the equally phenomenal achievements in the field of horseless cars. A matter stated today, may be with any sort of strategy, may own a car.

Small cars are now cheaper than they ever were in force. Emergent manufacturers with great financial prospects are frankly endeavoring to save the Ford concern, a battle in the vast field that it has been its own until now. The Ford concern answers with a reduction which keeps its machines still lower in price than any other on the market.

The spectacle of the fight will be of great interest to people within the motor industry. But the home and public officials should interest themselves in plans to improve traffic control systems in cities that a further extension of the benefits of motor cars need not be accompanied by trouble some bans and needless legislation restrictions especially in cities.

It begins to appear that the motor industry itself may yet find it advisable to extend some help and technical advice to public authorities concerned with traffic regulation, who are for the most part without coherent plans or awesome theories or funds with which to carry on necessary experiments.

CROWN JEWEL OF HISTORY

CENTENARIES are crowding upon the modern annalist. Shelley was not only celebrated this year on the 100th anniversary of his untimely death, but the usually placid devotees of Matthew Arnold are planning a literary revival of which none will be heard on the appropriate birthday in December.

There were bonfires a few months ago for Oliver Optic, born William T. Adams, in 1822; and last summer all Paris, and particularly the charming suburb of Argenteuil, sang the asparagus and a cycle of its careful cultivation.

Within recent weeks France, where memorialists are unquestionably diversified in their interests, catholic in their tastes, has remembered Champollion. There is an authenticity in these respects which the entire civilized world may advantageously heed.

It has been said of Napoleon Bonaparte by partisans pressed to submit one constructive accomplishment of the epic conqueror that he inspired the code of laws which bears his name and is still the foundation of jurisprudence in Latin lands.

It might be added that the First Consul conducted an expedition to Egypt in 1799. True, it was a marauding enterprise, but with [illegible] antiquarians accompanied [illegible] as possible to their solicitations.

[illegible] slab of black basalt, discovered by M. Boussard, a French officer at Fort St. Julien, near Alexandria. His treasure trove was the Rosetta stone, the most brilliant of jewels in the crown of archeology.

France lost this priceless trophy when Alexandria was taken by the English two years later, but it was one of her citizens, the indefatigable Jean Francois Champollion, who unlocked its secrets with a key fashioned in his own restless brain.

His revelations were first given to the public in the letter to a certain M. Dacier published in 1822. Champollion's intensive study of the three inscriptions of the stone in hieroglyphics, Demotic—the later priests' writing—and Greek had solved the most baffling riddle of the ancient world.

In the records of historical scholarship this is the great adventure. The French do well, even in this year of heterogeneous remembrances, to honor the mind which conceived and executed a veritable miracle.

END OF CONTRACTOR RULE IS NOW PLAINLY IN VIEW

The Way Is Cleared for the Nomination of a Mayor to Carry On the Work Already Well Begun

IT MAY be taken for granted that the control of the city government by political contractors has come to an end.

The beginning of that end was marked by the adoption of the new Charter, which empowered the city to do its own street-cleaning and its own collection of ashes and garbage, and which provided that the contract system should not be adopted save by the approval of the Mayor.

This provision enables the people to elect a Mayor who will protect their interests in this regard against the machinations of a contractor-controlled City Council.

When J. Hampton Moore took office the contracts for the year had been let. It was the quite the second year that the plans of the Director of Public Works to organize the streets was seized in the streets. It succeeded so well that during the current year all the cleaning and scavenging work has been done under his direction by city employes.

Clay Dunlap, of the Bureau of Highways, has just revealed some pertinent figures. Under the old plan it cost $5,950,000 to do the work. The city will spend not more than $4,914,000 on the same work next year, at a saving of $1,036,000 over the 1921 cost. This enormous sum went into the pockets of the contractors as profit. It was needed so that they made their contributions to charity, bought pleasure resorts for voters and paid the expenses of their political machine.

The city, in its turn, has invested nearly $2,000,000 in its cleaning and scavenging plant. But the saving in two years will reimburse it. The garbage reduction plant, however, has yielded a revenue of $200,000 from its by-products, which is enough to pay ten per cent interest on the cost of the whole scavenging and cleaning plant.

The financial economies of the new system are so great that the city is not likely ever to return to the old system.

The political benefits of the system are almost inestimable. At one stroke the contract machine was deprived of the money which was used to win elections and keep itself in power. And the death of Senator Vare has removed the chief opponent of the new system.

There is no one left who has political affiliations strong enough to be potent in bringing about its return by legislation at Harrisburg. The opposition is without leadership, while those who were active in securing the new Charter can point to the destruction of the contract system as the fulfilment of their theories.

In addition there will be a Mayor, even if Harrisburg a man in sympathy with the people of this city who have been fighting for years to free them from the incubus of a contractor-controlled government.

Betterment comes slowly, but it comes. Those who have been fighting for [illegible] years in the midst of disencouragements and setbacks are now reaping the reward of satisfaction for what has already been accomplished, and are looking forward to still greater results.

The way is clearer than it was a few months ago for them to bring about the nomination of a Mayor next year who will carry still farther the work begun by Mr. Moore. If there can be concentration on an able and fearless man as the candidate, the future of the contest for the nomination for the governorship this year will be repeated next year, and the Independent will win just as Pinchot won.

There we may say with confidence that Elihu Root on one occasion called the concept conspiracy masquerading as Republicans in this city has been crushed and popular government has been established.

The opportunity is here. A [illegible] is required to the vision to see it and the courage to embrace it.

SOME COOL FIGURES

SECRETARY HOOVER, the best informed so far as statistics are concerned, has brought a cool and authoritative mind to the consideration of the financial condition of the world at the present time.

The stupendous war debts have appalled most of us because we have not been in the habit of thinking in billions of dollars and because we do not interpret debts in comparative conditions now with conditions in the past.

Mr. Hoover, asked about the ability of the European nations to pay what they owe to the United States, thought we have gone a little farther and have talked about the ability of the European nations to carry the debts which they owe to their own people, and he might have talked with profit on the comparative ease with which the United States can carry its own great war debt of $20,000,000,000. Of this sum $10,000,000,000 is owed to its fellow citizens; but even if this sum is not deducted from the total debt, an examination of the figures in the statistical abstract published by the Department of Commerce will show that we are no worse off than we were at the close of the Civil War.

The maximum debt was reached in 1866, when it amounted to $2,674,000,000. The national wealth at that time was $22,000,000,000, or a little more than eight times the amount of the debt. Our present debt of $20,000,000,000 is less than one-twelfth of the national wealth, estimated at between $350,000,000,000 and $400,000,000,000. We managed to survive the burden of the Civil War debt, and we can more easily survive the burden of the present debt.

Now let us look at the case of England. She had a greater debt after the Napoleonic wars, amounting to nearly $4,500,000,000, [illegible] of $1,500,000,000 year. This debt was progressively reduced while the interest on it was paid and while the nation grew in wealth and prestige. The present British debt is about $37,000,000,000 and the national income is $12,000,000,000, the ratio of debt to income being about three to one, as in 1816.

Now if the British at a time when national wealth was not increasing so rapidly as it is today could survive the debt incurred in the Napoleonic wars, it certainly can survive a debt of the same relative size incurred in the war against German domination.

There is no occasion for panicky feeling either at home or abroad when the size of the war debts is contemplated. There is slight justification for the remark frequently heard that most of the war debts will have to be repudiated on account of the inability of the nations to pay them.

Mathematics is a cooling science. If it is applied to the solution of the present financial problems, the temperature of those who discuss them will be lowered.

PENALIZING PUBLIC SPIRIT

WHEN the Victory Hall, which is one of the public undertakings of this city enjoying a chance of completion, is ready for occupancy it will contain specially constructed apartments suitable for attractions of the character now associated with the Academy of Music.

As a municipal enterprise, the splendid new edifice will be free from taxation, and as such will be well adapted for promoting intellectual, artistic and esthetic enterprise and those conventionally described as of a popular nature, the prime object of which is not money-making. The possibilities of utilizing the capacious building as a municipal opera house, as a community theatre and as a permanent home for the Philadelphia Orchestra are unquestionably alluring.

In the meantime there is the Academy of Music, a distinctive and venerable Philadelphia institution, with its prestige, traditions and honorable associations, conducted preeminently for the people of the city rather than as a means of accumulating profits.

But, strictly speaking, and notwithstanding its acknowledged and unique position as a stimulus to progress in diverse and vital lines, the Academy is a private enterprise. The season, that of 1921-22, which was by far the most successful and the busiest in the history of the edifice, has been conducted at a net loss of more than $27,000. The penalty of public spirit is thus shown to be considerable and the burden is not alleviated by an increase of $200,000 in the valuation assessment levied by the Board of Revision of Taxes.

It is of course, arguable that the rise of property values in Center Philadelphia is justification for the city and school charges. But against this contention is the obvious fact that the Academy has not been materially operated for gain, but for the advantage of the community.

Not even the minimum charges for most of the Academy's attractions, political meetings excepted, can be counted to offset this truth. The Academy is a very potent factor in a quasi-public nature, and has a marked kinship to intellectual institutions, schools, universities, libraries, art galleries.

While it cannot be logically maintained without rebelling against the elementary principles of property taxation that the Board of Revision of Taxes has exceeded its authority in imposing the increased assessment, it may be suggested that not enough consideration has been given to peculiar and exceptional conditions.

The Academy deserves encouragement and appreciative treatment. Without the inspiration many of the most invigorating tests of progress and civic and artistic development in this city would be seriously retarded.

The Victory Hall may fare well under the situation. But until the situation is so extreme the Academy may be justifiably regarded as a public servant of an exceptional character, carrying a position to small compensation and giving a return of a high order which cannot be measured in terms of ordinary business, without being certain to receive generous and constructive consideration.

The Wet-Dry Issue

By CLINTON W. GILBERT

THE wet issue, as it is presented in the coming elections, will hardly affect more than a net loss of some votes on the subject of the Volstead act. If the wets should win generally it will be due to contrast with the dryness, light wines and beers would be no easier to obtain than they are now. But the moral effect of a victory for the public is considered by supporters of the Volstead act to be important.

G. C. Hinckley, secretary of the National Association Opposed to Prohibition, has just returned to Washington from a tour of seven Middle Western States, which he has been investigating the prospects of the wets. There are four States in which there will be a referendum on some provision of the Volstead law. Two votes have been cast in favor of changing in one or two of these States. They have also, says Mr. Hinckley, elected twenty-five of the [illegible] candidates to the House of Representatives.

In New York, Massachusetts, Illinois and New Jersey, the contests are more bitter than elsewhere. In these States, as in almost all other States, the contests on this issue have taken the dry side of the line, and the Democrats the wet side. Nothing in four States just mentioned is expected to this as a disadvantage to the Democrats for all four States the Republicans have the advantage. Illinois and Massachusetts are overwhelmingly Republican States, and no one thinks that the Democrats have any chance of carrying them. New York and New Jersey are close, and in both States the odds favor the Republicans.

In none of these States is the liquor issue predominant. In New York it is regarded as one of the great issues, alongside of the Smith, the personalities of the two candidates for Chief Executive overshadow everything else. The two longest Governors the State has had in recent years are running against each other.

If Governor Miller, Republican, is re-elected, it will not be because he is dry, but because he has addressed the State by his administration. If Governor Smith, Democrat, defeats Miller it will not be because he is wet, but because he, too, has a distinguished record as Governor, and because he himself is a man of humble origin, and is immensely popular with the masses.

In Massachusetts, the personality of Senator Lodge overshadows everything else.

New Jersey presents a clear issue. Senator Frelinghuysen is dry, and Governor Edwards, his opponent, is wet. Neither man has much of a hold upon the popular imagination. A victory for Edwards will be a victory for the wets. The fight is close.

In Massachusetts and California there are to be referendums on State enforcement acts, and, according to Mr. Hinckley, the wets expect to win them. In Illinois and Ohio there will also be referendums, but the chances are that both States will go dry.

The Ohio fight is admittedly close, as is also the contest between the Republican and Democratic parties there. If the wets should win the referendum in Ohio, the practical effects, it is believed by lawyers, would be to relieve the State authorities of all responsibility for enforcing the Prohibition Laws, and throw the whole burden upon the Federal Government.

This would create an impossible situation from the point of view of law enforcement. Without the aid of State and local police prohibition would be a dead letter. The Federal Government could not afford to duplicate the local police organization, and even with that enforcement is difficult.

FRUITS AND VEGETABLES

What It Costs to Bring Them to Our Doors—Commission Men Complete Nation-Wide Survey—Little Profit in the Business Shown

By GEORGE NOX McCAIN

EARL C. STEWART, of this city, is vice president of the National League of Commission Merchants.

It is one of three great fruit and vegetable organizations that practically control the wholesale trade of the United States.

They are the Western Fruit Jobbers' Association, the National League of Commission Merchants and the International Apple Shippers' Association.

Every leading commission merchant in the United States is, directly or indirectly, connected with one or the other of these organizations.

A joint council of them has just completed a country-wide survey of the wholesale distribution of fruits and vegetables.

It was made by R. G. Phillips and Samuel Fraser, experts.

They make a remarkable showing.

In addition to which they disabuse the public mind about some preconceived notions as to wholesalers' profit in the business.

MR. STEWART says that the survey is also a protest against vilification.

Its purpose is to set the commission merchants of the United States in the right light before the consumer.

This term commission merchant is frequently used indiscriminately, as the experts point out, to apply to the commission merchant jobber and wholesale distributor generally.

The survey was equally intended to prove that the commission merchant is the individual who is frequently ground between the upper and nether mill-stones of railroad rates and the shipper of the produce.

Whenever the worst is handed out the wholesaler is usually on hand to receive it.

EARL STEWART and Charles A. Muehlbronner, of Pittsburgh, are also members of the Advisory Board of the National League of Commission Merchants.

They with hundreds of other reputable business men object to being designated as "pirational" and the "most remorseless profiteers" in this country.

These terms are quoted in the survey as taken from an editorial in the Railway Age.

Pages of the survey are devoted to excerpts from attacks made on wholesale distributors by railroad officers.

The experts come back at the railroad people with both fists.

"As a result of these attacks," say the experts, speaking for the commission merchants of the United States, "distrust has been created, injustice done, co-operation and understanding prevented and marketing injured."

THIS story of the fruit and vegetable situation, or survey, is of interest to every family.

To any person who buys a quarter-peck of apples, a bunch of celery, a Georgia watermelon or a five-pound basket of York State grapes.

When you finish reading the findings of these experts, who were unrestricted in their researches and investigations, you are compelled to acknowledge that the wholesale fruit and vegetable commission merchant has troubles of his own, to say nothing of losses.

THE cities covered are Philadelphia, Pittsburgh, Boston, Chicago and New York.

The survey embraces among other things 9476 cars disposed of over a period of ten months from September, 1920, to July, 1921.

Of these 6154 cars were handled on commission.

Those who fancy that commission merchants reap enormous profits from handling fruits and vegetables will read the following showing with interest:

The 6154 cars sold in the wholesale markets for $6,978,742.

The commission merchants' gross commissions were $441,381 or 6.37 per cent of the sale price.

Their overhead or cost of doing business was $362,507 or 5.19 per cent.

This did not include interest on capital invested or salaries of executives.

Without counting this the net profit was $81,874 or 1.18 per cent on the sales price.

I WONDER if the ultimate consumer, who buys from the retail merchant, ever considers the vast amount of detail, charges, costs and toil that lies behind his one purchase of vegetables and fruits?

Charges on the 9476 cars, including all factors, were $3,148,339, an average of $362.90 per car.

The freight and express charges amounted to $3,342,669, an average of $352.73 per car.

Transportation tax alone amounted to $105,369.

The sales of those purchased and consigned totaled $10,514,508, an average of $1,109.60 per car.

Now what did the miscellaneous handling of this enormous amount of foodstuffs handled by commission men cost?

Storage, cartage, unloading costs, reconditioning of goods on arrival, repacking, repackaging, loading costs (which include stripping, bracing, etc.), Government inspection, weighing, containers and other costs of handling made an average of $49.28 per car.

The wholesaler's gross profit was $35.13 per car.

Operating cost to the commission men was an average of $58.87 per car.

In the division of the dollar of the total sales 32.79 per cent went for freight and express, which the railroads got.

The shipper received 59.62 per cent, including 1 per cent for tax, making a total of 92.41 per cent, which the carriers and shippers received.

Miscellaneous handling cost 4.43 per cent, leaving a balance of 3.16 per cent to the wholesale jobber to meet operating expenses amounting to 5.3 per cent.

It was an out-of-pocket transaction.

The shipper and the railroads ate the melon.

THE greatest losses, according to the experts, were in barrel apples and box apples from the Pacific Coast.

On bulk apples there was a net profit.

Profitable shipments were California asparagus and Imperial Valley, Calif., cantaloupes.

Florida citrus fruits, California cauliflower and California and Florida celery were profitable, together with grapes, celery lettuce, mixed vegetables, miscellaneous fruits and tomatoes.

The greatest losses were sustained in Southern strawberries and Texas spinach, which ran as high as $146.33 per car.

A very unusual showing in this survey summarizes the disposition of 1112 cars of Texas spinach, onions and cabbage.

The consignments sold for $1,079,063. Freight, express and transportation tax took $568,941 of this.

For raising and handling the shipper received $487,910.

Handling costs consumed $48,129.

After the returns were all in the commission merchants' total loss on the transaction was $106,842.

ONE of the surprising showings presented in this survey is that in no year since have the crops of fruits and vegetables equaled those of 1914, except in the one item of sweet potatoes.

The production of sweet potatoes doubled in 1919.

In 1921 the apple crop fell off nearly two-thirds from that of 1914.

Since 1916 the grape crop has been steadily gaining. It doubled last year over that of 1916.

Prohibition is stimulating grape culture.

Cranberry production has been decreasing steadily, with the exception of 1919, until last year, when it was just about one-half what it had been for seven years before.

Surveys similar to this one are under way by the wholesale grocers through the Harvard School of Business Research.

Northwestern University is conducting one

"WE'LL SEE!"

NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

H. J. BARINGER
On Co-ordinating the Building Trades

IF THE situation in the building trades of Philadelphia and its immediate vicinity is to be made easier, to the furthering of the interests of the city and the public and the advancement of building, both residences and business places, there must be co-ordination in the building trades, says H. J. Baringer, secretary of the Philadelphia Building Congress.

"This co-operation," said Mr. Baringer, "must be offered by men representing every one of the many and highly diversified trades, professions and activities which enter into all building operations. If it is to be made thoroughly efficient. Their main purpose must be an intensive study of economy in the building industry.

Idea Is Country-Wide

"This idea is by no means new. Organizations similar to ours already exist in New York, Boston and Seattle, where much has been accomplished. Our organization has attracted attention from other cities, and we have received requests for information as to our procedure from such large cities as Chicago, Detroit, Cleveland, Pittsburgh and others.

"The fundamental idea is to place the building industries on the highest possible plane of integrity and efficiency and to correlate all the efforts toward betterment now being made by single groups in these industries.

"All the component parts of these industries in Philadelphia and vicinity are being urged to participate. It is purely a conference association which handles its work through committees and is dedicated to the improvement of the service which these industries can give to the community.

"These component parts or groups are twelve in number, and are in conformance with the same groups as classified by the American Construction Council, of which Franklin D. Roosevelt is president. They are architects, engineers, general contractors, sub-contractors, construction labor, material and equipment manufacturers, material and equipment dealers, financial, surety, accounting, insurance, building and loan and real estate organizations. Besides these, there are also representatives of the great commercial organizations, such as the Chamber of Commerce and the Board of Trade, the public utility construction departments, representatives of the Federal, State, county and municipal bureaus and departments concerned with the construction associations of builders, the employers and the public.

Much Construction Under Way

"With approximately $100,000,000 worth of building construction under contract so far this year, and with the scarcity of craftsmen in nearly all lines and the present bidding for skilled help which is going on, it is easily seen that the building congress movement must appeal to all those interested in the stabilization and betterment of these industries.

"The sole object of the local movement is to enable the building industries to promote the general welfare by discovering, through scientific surveys, the needs of the public and of the industry; by finding and recommending means of satisfying those needs; by defining group functions and harmonizing group activities through the formulation of codes of ethics and of practice; and by any other means agreeable to and in the interests of the public and the industry and conformable to law.

"It will be noticed that the rights of the public play an important part in the objects which the congress has set out to achieve. We believe that the day has passed when the public cannot be considered. It is the public that ultimately pays the bills for all such work and which occupies the buildings which are constructed, and it has a leading place in any deliberations as to ways and means concerning a thing in which it is so vitally interested as in the work of the building trades.

"The local congress now boasts a membership of about thirty representatives of the various trades involved in the movement, each of whom is actively interested in the work and who at present represent, as individuals, all the component factors mentioned.

"The Executive Committee of the organization is now at work on a preliminary phase of the several industries which go to make up the building trades, from the number of employes, accidents and deaths, the rate-and-man hour required in all the building crafts, up to and including the building requirements of every type of construction from a wagon shed to a modern office building.

"This material will later be analyzed by a special committee, which will co-ordinate and correlate all the data into one large picture of the facts and the requirements which confront the industry.

Building Codes Vary

"Take, for example, the variation in the building codes of various cities. In the matter of the erection of grandstands alone there is a divergence of from 20 to 120 pounds; that is, the requirements in one city will call for a stand which must be built to carry 120 pounds more than the requirements of another city. This leads to waste and added cost in construction, for it is apparent that there is no necessity for a stand to be built which shall carry 120 pounds greater strain than another city requires, the latter being well above the safety point.

"There is no doubt that there is enormous waste in building construction industries, but these can only be definitely ascertained after a scientific investigation such as we are making. This waste is not confined to any one group, but runs clear through the various industries.

"Another thing which must be carefully approached and scientifically determined is the matter of apprentices for these trades and of vocational guidance, and, in this, we shall be assisted by the Board of Education, the Franklin Institute, the Y. M. C. A. and the various employers and employes' associations. In this manner we hope that the building trades and crafts may be made more attractive to young men, and that it will be able to afford them the fullest means, first, of education, and later, of employment for efficient workers. These crafts must be constantly recruited if the community is to be efficiently served.

The Sesqui-Centennial

"The building construction affairs of the Sesqui-Centennial will also have to be taken up, and our committee will co-operate with the management in every way with respect to any matters wherein all the elements of the construction industry may properly take part. There should be, first, a careful survey of all the hotel and housing facilities to ascertain what construction in this line will be necessary to accommodate the increase in population due to this event.

"But the primary object is to better working conditions, to make for a better understanding of the men with the materials with which they work; for more co-operative feeling among the various groups, and absolute fairness to every one who is engaged in or who comes into active contact with the groups of industry. If this can be accomplished, it will be a long step in the right direction, not only for the workers and the employers, but for the public as well."

Desperate Remedies

Bavaria, Wurtemberg and Baden have demanded of the German Government (among other things) that the death penalty be provided for speculation in foodstuffs and certain other necessities of life, and threaten radical economic measures on their own account if their wishes are not met. That the Government is giving serious consideration to the ultimatum is evidence of its desperation rather than of any merit in the remedies suggested.

We Hear 'Em Complain

An Anti-Ugly Association has been organized in Kansas City, its aim being the City Beautiful. By hard work and strict attention to business the members hope to prove that handsome is as handsome does. Which gives rise to an important question: Where ugliness is intrenched can it be said to be sitting pretty?

Full-blooded Chinese charged in a New York court with disorderly conduct was found to speak no language but Polish. He was born in Poland and had been celebrating a Polish holiday. No fictionist would

SHORT CUTS

Optimists' weather.

Congress now knows the President to be both courteous and kind.

How many acts in the New Brunswick melodrama before the final curtain?

"I never cry," says Mrs. Giberson. Plumb discouraging for sob sisters.

Those who are hammering at Lloyd George appear to have hit their own thumbs again.

If the Vice Society persists it may succeed in making Petronius the author of a best seller.

President Harding and General Dawes appear to have looked at Congress through different glasses.

Mischa Elman sought a blond and is to marry a brunette; implying, as it were, that love is color-blind.

Should wisdom measure up to assonance, George of Georgia should be welcome in the United States Senate.

Allentown man has won in court right to keep a skunk as a pet. Perhaps is insisting on his right to privacy.

What seems to peeve Europe is that as she steps out of her sick bed we say, "Ah! Now you'll be able to pay your debts!"

Nutt now heads Federal field forces New York. In deference, we presume, to the Halloween season approaching.

Both parties to the dry-ship controversy are desirous that the Federal Judge hearing evidence should prove a helping Hand.

Readers of the Hall-Mills thriller will be interested to learn that the authorities are still on the verge of something really important.

There is a disposition to speak of the women's order in the South, "The Invisible Eye," as something new; whereas, any old-time husband is willing to declare that he has tried to hook it hundreds of times.

Uncle Sam is to have "unofficial representatives" at League of Nations commissions on opium traffic and white slavery. If the League of Nations is dead, why the persistence in sitting up with the corpse?

What Do You Know?

QUIZ

1. Who said "Hell is paved with good intentions"?
2. Who was the second wife of Henry VIII of England?
3. What was the Dred Scott decision and when was it pronounced?
4. What is the moraine of a glacier?
5. What is the origin of the word plebeian?
6. What was the first name of General Sheridan?
7. In what direction does the Ganges River flow?
8. Who was regarded as the greatest of Napoleon's marshals?
9. Who invented the power-loom?
10. Who was the father of Ham, Shem and Japheth?

Answers to Yesterday's Quiz

1. Telford roads take their name from Thomas Telford, a noted Scotch engineer and road builder.
2. A patamar is a coasting vessel with an arched keel and a large stern and stern rake, used along the coast of India from Ceylon to Bombay.
3. The Bolshevists obtained control of the Government in Russia in the fall of 1917.
4. A flaneur is a lounger or idler.
5. Hilo, on the Island of Hawaii, is the second largest city of the Hawaiian Islands.
6. Fissile means capable of being split or separated into layers; tending to split.
7. Uranium is a rare, white metallic element. It is never found native. Certain of its salts are used as pigments in the manufacture of glass and porcelain.
8. Ultramontanism is the name given to views favorable to the absolute authority of the Pope in matters of faith and discipline. It is also a term describing a person who lives south of the Alps.
9. "Serried ranks" means ranks pressed closely together. The verb serry comes from the French "serrer," to lock or squeeze.
10. Alexander Taylor Still, an American physician (1828-1917), was called the