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He who follows two hares is sure to eatch neither .- Latin Proverb.

FLAG DAY

Unfurl our banner, let it fly 'Till blue meet blue against the sky And on the air a Nation's prayer Shall reach the Throne of Grace or

Then call the children from their play Tell them the story of the day When might was downed and right

was crowned

Let every head uncovered be A cheer for it, a tear for it, And death for it if that need be:

ANNA H. WOOD. For the Telegraph

DOUBLE ANNIVERSARY THIS is Flag Day, a doubly impor-tant anniversary because just

fifty years ago to-day the Star-Spangled Banner was restored to its proud place as the recognized emblem of the reunited North and South Peace was restored in the United States after four years of internal strife. The Union was re-established on a basis that has made it the most stable government in the world.

How the rancor of that great con-

flict has been eradicated by the soften-ing influences of time and how good feeling has taken the place of family discord is best shown by the formal presentation to-day of a flag by the Independence Hall. The letter accompanying the emblem shows not only how friendly are relations between the States, but how intimately the history of States north and south, east and west, is related. This letter says that the society "Not only presents the flag in memory of the fiftieth anniversary of the close of the Civil War, but as a memorial to Dr. Edward Brooks, former superintendent of schools, to whom the people of the country are indebted for the origin of Flag Day, and Governor Martin G. Brumbaugh for his splendid work accomplished twenty-nine years ago in organizing of all shipments from the public school with the description is robbing him and he should be held guilty of larceny. Worst of all there is no make one feel blue. —The man who runs into debt is very make to have one fred blue. —The man who runs into debt is very apt to be putting a mortgage on his Mansion in the Skies. —In Mr. Bryan we witness the remarkable example of hardhood that the Prohibition vote. What the Germany has no the Philadelphia Evening the Philadelphia Evening the public schools, to whom the people of the country are indebted for the origin of Flag Day, and Governor Martin G. Brumbaugh for his splendid work accomplished twenty-nine years ago in organizing of all shipments from the blocking of all shipments from the prohibition debt is very aget that green cucumbers are apt to make the degulity of the public school on feel blue. —The man who runs into debt is very apt to be putting and one feel blue. —The man who runs into debt is very apt to be putting and the Prohibition on feel blue. —The man who runs into debt is very apt to be putting and the Prohibition on the possion of the first and the Prohibition on the sake unprised that Germany and the Historical Society of the State of Ala-bama to float from the flag peak of

with which Flag Day should be cele-

tion and tariffs in the early days, make the proof of the proposition in statistics by no means an easy task. So many obscure transactions, conditions and factors of cost and calculation enter into the comparison between the freight rates of today and those of the canais during the period that witnessed the height of their prosperity that exact figures are almost impossible to ascertain. But this much seems absolutely certain, that had it been possible for the canal companies and the railroads to have the maintained until this time under the seare German ships, built for German the seare German ships, built for German the statistics by no means an easy task. To make More Coins to 4,000 tons. About one-fourth of the statistics by no means an easy task. To making one-four the free and five-cent pieces, which are been and five-cent pieces, which are been and five-cent pieces, which are the cent and five-cent pieces, which are been and five-cent pieces, which are

separate managements and in competition with each other, the people distinctive purposes, the chief of would have been the gainer by mil- which is the carrying of

and closing of the canal systems is trans-Atlantic route, there would be not altogether borne out by the facts, no profitable business for them—the for the State repeatedly tried to sell trade would be heavily overdone-and the Pennsylvania canal, for instance, there is no other trade for which to the Pennsylvania Railroad, and these large and expensive steamships only succeeded after the proposal had are adapted.
been put to a referendum vote and There is South America, where Am only succeeded after the proposal had been put to a referendum vote and approved by a majority of the voters of the Commonwealth, after which the sale hung fire for years before a bargain was struck between the State Government and the Pennsylvania Reilroad Company.

There is South America, where America reclaims to spend considerable time in Philadelphia until midsummer, when he will go west.

Friends of Judge J. M. Bouton, of McKean county, are getting busy in his behalf. The election of the McKean county, are getting busy in his behalf. The election of the McKean county index is avpected to be rather.

was greater than receipts and they marine stored in our ports. , were put out of operation by their owners or sold out by order of the

These three canals still in operation are the Schuyikill Navigation company's ditch, which follows the Schuylkill River from Port Clinton to the city of Philadelphia, a distance of 90 miles, and two operated by the Lehigh Coal and Navigation Company, extending from Coalport to Easton, 48 miles, and the Delaware Division Coal Company, which it leases, extending from Easton to Bristol, on the Delaware River, 60 miles.

Affairs nor the State Public Service Commission has in its records any figures showing either the tonnage or And this, their flag, won right of way. the tariffs on coal, the principal item of canal freight, in the early days of their operation, but that such information exists and is at the hands of the railroads controlling the anthra cite traffic between the mines and the city of Philadelphia, is shown by quotations in the testimony of witnesses for the companies in the coal tax case, now pending in the Supreme Court, and by the Public Service Commission at its conclusions in the recent Philadelphia coal rate controversy. Such a comparison would be highly interesting. Possibly, also, it might have a tendency to cause canal advocates to move a little slowly, for while advancing freight rates make the canal proposition look attractive in a general way, a closer examination may tend to the belief that reconstruction at this time of the State's inland waterways is not so imperative as highway building and certainly Pennsylvania is not now in position to shoul der both at one time.

The man who needlessly interrupts another at his day's occupation is rob-bing him and he should be held guilty

and Governor Martin G. Brumbaugh largely to connscation of Governor Martin G. Brumbaugh largely to connect the Governor Martin G. Brumbaugh largely to connect the Governor Martin G. Brumbaugh largely to connect the Governor Martin the public school system of Louisiana." States destined for German consum-Thus, also, does the South set us ers, the vitalizing of the allies by an example of the manner and spirit convoyed traffic in the sinews of war, and the co-operation of our fleets

with which Flag Day should be celebrated by the nation at large.

and the co-operation of our fleets with those of the allies on the seas.

The question now arises—will Champ Clark join with the ex-Secretary or the President, or will be just stand by and grin?

THE STATE AND CANALS

THE STATE AND CANALS

THE hearing held last week before Governor Brumbaugh for and against the signing of the Pitts burgh-Lake Eric Canal bills, is only one of many indications that the public mind is turning toward canals as a means of inland transportation for what is termed in railroad circles "slow freight." It would not be surprising to find similar schemes before the Legislature from other parts of the declaration of our fleets with those of the allies on the seas.

The German government must realize those as well as we; The great sacrifice of property that would be suffered by the Imperial Government as a result of the declaration of war is doubtless one of the restrainting forces upon which the President has been relying in his negotiations of Italy the deares thing in all the world is this beautiful Montenegrian our waters is larger in aggregate tonnage than the whole British merchant shipping destroyed or captured thus shipping destroyed or captured thus far in the war. First and foremost is one of the two giants of the German steamers in our waters is larger in aggregate tonnage than the whole British merchant shipping destroyed or captured thus far in the war. First and foremost is one of the two giants of the German steamers in our waters is larger in aggregate tonnage than the whole British merchant shipping destroyed or captured thus far in the war. First and foremost is one of the two giants of the German steamers in our waters is larger in aggregate tonnage that the public war is doubtless one of the restraint incident. The world knows that to the King of Italy the deares thing in all the world is this beautiful Montenegrian to take up arms against he to take up arms against to take up arms against to take of nation "slow freight" It would not be sur-prising to find similar schemes before the Legislature from other parts of the State in the near future.

The people are just beginning to the State in the near future.

The people are just beginning to realize that Pennsylvania lost a valuable asset and the shippers of the State a means of slow, but cheap, transportation when the canal system that once formed a network over the State, passed largely into the hands of the railroad companies and out of existence.

This is the conclusion that has been reached every time experts have examined the transportation history of the Commonwealth, but the difficulties encountered by the investigators, due to imperfect and incomplete records with relation to freight classification and tariffs in the early days,

due to imperfect and incomplete ree-ords with relation to freight classifica-tion and tariffs in the early days,

would have been the gainer by mililons of dollars.
On the other hand, the popular tween America and Europe. If all of
conception of the railroads as having
deliberately planned the absorption veying passengers were put upon the

Railroad Company.

As an illustration, when the Pennsylvania Railroad Company did offer in 1855 the sum of \$7,500,000 for the "public works"—meaning canals—between Pittsburgh and Philadelphia, Governor Pollock in his message to the Legislature heartily approved the sale as the "beginning of a process that would free our Commonwealth from debt and our people from taxa-speed of from 12 to 16 knots. Such a method when the Pennsylvania Railroad Company did offer trades, but it is in just this kind of ship that the locked-up German fleets unfortunately happen to be most deficient. A passenger, mail or cargo tween Pittsburgh and Philadelphia, client. A passenger, mail or cargo tween Pittsburgh and Philadelphia, client or service to Brazil, Argentia, Chile or Peru should be able to carry 100 or 200 cabin passengers, 300 mittee will meet Saturday afternoon mittee will meet Saturday afternoon mittee will meet Saturday afternoon from debt and our people from taxa-speed of from 12 to 16 knots. Such a from debt and our people from taxation."

However, once acquired the whole
policy of the railroads has been to
put the canals out of business, either
by the slow process of strangulation or
by arbitrarily closing them. In the
history of Pennsylvania, 94 charters
were issued to canal companies, but
only 28 of these ever became operative, and of these the records account
for only 19 as having actually constructed and operated canals. All but
three have been abandoned, either by
the decision of the railroad companies
under whose control they eventually

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speed of from 12 to 16 knots. Such a
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spied of from 12 to 16 knots. Such a
spied of from 12 to 16 knots. Such a
spied of from 12 to 16 knots. Such a
spied of from 12 to 16 knots. Such a
spied of from 12 to 16 knots. Such a
ship should be designed particularly
comfort in the tropics, through which
she must pass, going and returning
the must pass, going and returning.
The most satisfactory steamers for
South American routes have always
been of a design very different from
that required for the cold and boismany would lose heavily by a declaration of war nobody could justly acture have been abandoned, either by
the decision of the railroad companies
into the European conflict or of provoking a quarrel for the motive of
the fact that the Philadelphia Washington party city committee has announced that it proposes
to nominate a whole city and county
intoket his Fall and that some of the
men active in Washington party city committee has announced that it proposes
to nominate a whole city and county
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men active in Vashington party city committee has announced that it proposes
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it call the point washington party city committee has announced that it proposes
to nominate a whole city and county
it call the plant and that some of the
men active in Washington party city
tom under whose control they eventually voking a quarrel for the motive of fell, or because the cost of operation robbing Germany of her merchant

> A Pittsburgh man committed suicide because his wife "smiled at him iron-ically." If that practice becomes gen-eral the job of coroner will become one of the most lucrative in the coun-

Excitement over reading war bulle tins caused Frank Wahl, of Tarentum, to die of heart failure. Must be getting a different brand of news out there.

Neither the Department of Internal

EDITORIAL COMMENT

The shortage of ammunition in Russia must be making the poor fellows at the front regret all those bombs they used to waste so lavishly on the Czar.—Boston Transcript.

If Italy's ambition to bring all Italian soil under the Italian flag persists there will come a time when France will not be so glad to see Italy show fight as she is now.—St. Louis Republic.

When the theorists have finished their learned dissertations at the Pan-American Conference we would like to suggest that the way to trade with South America is to trade with her.—Boston Transcript.

After all the complaints about detention of cotton-cargoes, it seems surprising that the real owners can not be found to receive payment from Great Britain. We need to consider underhand as well as undersea tactics.—Wall Street Journal.

German War Expert Says Italy Will Only Delay Victory.—Headline. Lay observers will find it difficult to be-lieve that the Italians, even if they should fail to aid the Allies, can be of any real hindrance to them.—Philadel-phia North American.

TELEGRAPH PERISCOPE

-In ordering your dinner don't forget that green cucumbers are apt to make one feel blue.

Alice Robe writes from Rome: "Be-hind the diplomatic plots which have landed Italy in the war there was one struggle not chronicled in the green book. It was the struggle between a

"FINS" OF A SUBMARINE

TO MAKE MORE COINS

Politics in Pennsylvania

By the Ex-Committeeman

Senator Penrose and Congressman W. W. Griest spent yesterday on a cruise off Atlantic City. The senator

to die of heart failure. Must be getting facant.

All that is needed is an announcement that William Flinn does not see any further use to maintain a separate of 100 saloons in that city. Score one for the jitney. Evidently there is no truth in the notion that drink and joy-

evidences of the split in the Democratic party in a number of counties. It is a bit too early for the Democrats of the State to get to fighting over Bryan and Wilson, but it is bound to come. The Nebraskan has a lot of sincere admirers in this State, men who have been for him since 1896 and who did not see in him any elements of greatness until the Baltimore convention and who resented anything he might have to say about Pennsylvania wight have to say about Pennsylvania politics until 1912. When this break occurs it will be worth watching to note the alignment of the Old Guard

element.

—Another funny thing about the Democrats is the silence of the men who were denouncing about one week ago the newspapers which printed stories that Bryan was about to resign. Seven days ago people who talked that way were called names. Now some of the folks who protested would like to call Bryan names.

the folks who protested would like to call Bryan names.

—The Dauphin county Democratic committee will line up behind the President when it meets here to-morrow to elect a chairman and organize for the unpleasant campaign which faces the machine this Fall. It is said that some mischief makers may try to bring in Bryan, but the reorganizers will have enough men there to set that no resolutions likely to emphasize the split get into the records.

THREE-PIECE POWER BOAT

THREE-PIECE POWER BOAT

For the vacationist or sportsman who wants a comfortable power boat for fishing, hunting, or recreation, and needs to transport it to some out-of-the-way camping place where boats are oberwise unavailable, a three-piece craft which may be packed in a small crate and shipped easily, is described, with illustrations, in the June Popular Mechanics Magazine. It is 16 ft. in length, has a 46-inch beam, and is made of cypress. When the seats are removed, the three sections nest together, leaving sufficient room in the crate for a pair of the section of the complete responsible to the sections of the complete responsible to the section of the complete responsible to the sections of this old world on which leaves together the seats are removed, the three sections nest together, leaving sufficient room in the crate for a pair of tions nest together, leaving sufficient room in the crate for a pair of "knocked-down" oars, the seats, an outboard motor, and whatever ropes or anchor chains it is wished to carry. Sunday excursion and ne will take he pleasure trips anyhow over Sunday when he has the desire and the necessary cash, for he then gains a day and loses not so much time from his work, but then you are compelling him to pay much more for his trip. Let us not forget that "The Sabbath was made for man and not man for the Sabbath."

JEFFERSON'S TEN RULES

Never put off until to-morrow what June 11, 1915. you can do to-day.

Never trouble another for what you can do yourself.

Never spend your money before you

A leading Chicago book store reports
Never buy what you don't want because it is cheap.

Pride costs more than hunger, thirst

A leading Chicago book store reports
Howard D. Wheeler's "Are We Ready?"
as most in demand of any of the socalled war books.

and cold.

We seldom repent of having eaten too little.

Nothing is troublesome that we do

Houghton Mifflin Co. report second impression of Fritz Kreisler's "Four Weeks in the Trenches," Dallas Lore Sharpe's "The Whole Year Round," and the Visitor's Edition of Joel Chandler Harris' "Uncle Remus and His Friends. How much pain the evils have cost us that have never happened!

Take things always by the smooth

A Spanish edition of Roland G. Usher's "Pan-Germanism," translated by Fernando Duran, is now on sale at the Biblioteca Corona, Madrid. Miss Jessie Rittenhouse, editor of "The Little Book of Modern Verse," has been asked to deliver a course of lectures next year at Columbia University on Modern American Poetry. A new anthology, on which Miss Rittenhouse is now at work, will be published this Fall by Houghton Miffin Co.

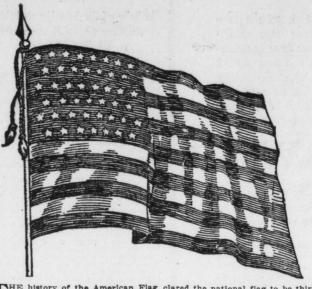
WHAT NEXT ? By Wing Dinger

Bill Bryan ran for President
And lost out in the game
And when he tried a second time—
The answer was the same. And yet a third time did our Bill Go out to seek renown But voters set him farther back And told him to sit down

The following books will be published May 29, by Houghton Mifflin Co.: "A Life of Ralph Waldo Emerson, by Sarar W. Firkins." Within an "The District Comment." S. R. Walting an "The District Comment." S. W. Allen Upward, and "Paradise Found." a short play by the same author; and "Bronson Alcott's Fruitlands." a compliation, edited by Clara Endicott Sears, of all that has been written regarding Alcott's Community experiment at Fruitlands." And finally Bill got a job-A good one—when, of State He was made Secretary, bo, Where he let big things wait, While he went out from town to tow

But recently when notes were writ Bill didn't like the way In which the notes were framed, and

HISTORY OF THE FLAG



LETTERS TO THE EDITOR

advertising the home of the Capitol. We need not fear the strangers, for there

BOOKS AND MAGAZINES

ment and the processive remarked therefore the Republishers and it is no use as december of the Republishers and it is no use as december of the Republishers and it is no use as december of the Republishers and it is no use as december of the result of the planks and it is no use as december of the result of the planks and it is no use as december of the result of

Our Daily Laugh

THE SUNDAY EXCURSIONS To the Editor of the Telegraph:
Apropos of the discussion on

NOT A TAKING ACTRESS. excursions, I fail to see that there can be any material harm resulting to anyone from the desire to enjoy recrea-

I see you have a new leading woman. Did the other one take sick? Second Mans Second Mana-ger: No, but she didn't hake well.

TROUBLE. Hello Joe! Hear you had an accident? Yes — I struck a man with my Anything se-Yes - I broke

The visitor's Edition of Joel Chandler Irris "Uncle Remus and His iends." Uncle Remus and His iends." Uncle Remus and His iends." Uncle Remus and His iends. "It was a specified to the control of the co Copp. Clark Co., Ltd., Canadian book dealers, have ordered editions of the following books published here by Houghton Mifflin Co.: "Doodles," by Houghton Mifflin Co.: "Doodles," by Henry Herbert Knibbs, and "K," by Mary Roberts Rinehart. William Lindsey's drama, "Red Wine of Roussillon," which was announced by Houghton Mifflin Company for pub-lication this Spring, will not appear until Fall.

Ebening Chat

The late George S. Comstock was one of the active spirits in organizing the industrial welfare and efficiency conferences which have been such features of the autumn in this city the last few years. Mr. Comstock was president of the Engineers' Society of Pennsylvania when Commissioner John Price Jackson took up the proposition Price Jackson took up the proposition of holding a series of meetings at which the best that had been devised for the health, welfare and prosperity of workers could be explained. Mr. Comstock immediately lent his aid and interested some of the men prominent in Pennsylvania affairs. The results obtained attracted national attention.

Fishermen throughout the State are commencing to write letters and ask about the changes the last Legislature made in the fish laws. One of the important bills relative to the seasons is pending and if it is approved there will doubtless be an effort made by fishermen to discourage any further changes in the fish laws. As one man put it, "A person has to take a lawyer or a leather-bound volume of laws with him when he goes fishing now-adays. It's getting as bad as hunting. They change the laws so often that the men in charge of the games and fish departments no sooner get their forces working right before another change is made." What the fisherman said is true and it is regrettable that it is necessary to amend the school code. This monumental piece of legislation has been changed eight times this year as the result of bulls signed.

Some of the lovers of fishing in this

Speaking of ocean liners, it is interesting when in New York to watch the steamships that engage in transatiantic business. They bear signs on the sides with letters as large as those of the electric sign on top of the Harrisburg Telegraph building. The American liners have signs larger than the side of a freight car, while the Dutch and Scandinavian ships have great, big letters which can be made out miles away.

Among the visitors to Harrisburg on Saturday was Charles S. Hamlin, one of the big officials of the government's reserve bank system. He was here on an automobile trip and paid a visit to the Capitol.

An automobile trip and paid a visit to the Capitol.

A "newsie" who had an undeniably foreign cast of countenance and a thatch of black hair furnished a good, swift answer to a man who sought to stir up some local warfare yesterday. This man noticed a youngster who looked like a German and bought a paper from him. Then he noticed another, and buying a paper from him asked: "Say, Dago-American, when are you going to lick Dutch over there?"

The boy came back on the instant with: "Doan you calla me Dago. I born in Secon' street. Me an' Dutchy buddles." buddles."
Even the juveniles are carrying out
the presidential admonitions about
neutrality and dwelling in amity.

Another story along the same line is being told about a farmer from down "Elisabesstown way." This man is a shrewd, well-educated and well-informed man and comes to Harris-

—Governor Brumbaugh said in a speech at Allentown on Saturday: "We governors are but a part of the passing show."

—Charlemagne Tower is on an automobile trip to New York State by way, of the Delaware valley.

—Senator Henry S. Wasbers, of York, has been elected vice-president of the State Launderers' Association.

—E. J. Cattell, the Philadelphia city statistician, addressed the graduates at Temple University.

—James B. Hughes, of Bellefonte, was the oldest graduate at the Princeton commencement.

DO YOU KNOW

That Harrisburg is handling conarmies?

CIVIC CLUB Fly Contest June 1 to July 31 5 Cents a Pint Prizes of \$5, \$2.50 and several \$1.00 ones duplicated by Mr. Ben Strouse