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E. J. STACKPOLE President and Editor-in-Chief F. R. OYSTER, Business Manager GUS M. STEINMETZ, Managing Editor A. R. MICHENER, Circulation Manager

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TUESDAY, SEPTEMBER 2, 1919 This world has been led more by footprints than guide-boards. — H. A. PORTER.

GOVERNOR'S ACTIVITIES

GOVERNOR SPROUL will return to Harrisburg this week and it is expected that some matters which have been held in abeyance during his western trip will be acted on. While absent from Capitol Hill the Governor has been busy on State matters constantly.

Pennsylvania is happy in the thought that there is now on Capitol Hill a man of vision and constructive purpose who is developing big welfare policies and aiding in the formation of plans which will mean greater prosperity for all the people and the placing of Pennsylvania in its proper place as an Imperial Commonwealth.

Gone is the golden period of vacation, and what seemed in June like an indefinite space of time ahead, seems all too brief for the pleasures that were crowded into it. There is something just a bit sad- dening to see the little fellows trudge away again with school books under their arms, after the liberty they have enjoyed. Life is like that. Its vacations are all too brief; its joys are all too fleeting.

THE KIPONA

THE Kipona celebration of yesterday was all and more than had been promised for it. The community owes a vote of thanks to Admiral J. William Bowman, V. Grant Forrer, the rivermen, the coal fleet proprietors, the War Camp Community Service and all others who had a part. An especially pleasing and greatly appreciated part of the program was that of the jubilee singers. Another was the wonderful fireworks display, to which the contribution of Col. James B. Kemper, of the Harrisburg Recruiting office, added so much.

OLD CARS; FAST TRAINS

IT IS bad enough for the United States Railroad Administration to require the Pennsylvania and Reading railroads to use old wooden cars to handle the women and children who make up the bulk of the local holiday rush traffic, but it is hard to understand why it provides old style, oil lamp lighted wood built passenger coaches of uncertain age for fast expresses on the main line of the Pennsylvania Railroad between Philadelphia and Pittsburgh.

THE LABOR DAY PARADE

THE Labor Day parade was a very distinct credit to the organized bodies of the city. It was dignified and impressive in point of numbers and there was plenty of music, lacking which any procession lacks in pomp and enthusiasm. Those who arranged it may well congratulate themselves upon its success. Harrisburg is a great center of industry and its working people rank with the best in the country, both as to skill and intelligence. Harrisburg steel is in the sides of ships on all the seven seas, Harrisburg boilers make steam the world around, Harrisburg engines pump water and drive machinery over the whole world, Harrisburg bridges span mighty rivers and chasms from New York to India, Harrisburg history is worn even as far away as South Africa, Harrisburg shoes clothe the feet of millions here and

standard railroad of America." Passing through Harrisburg, on express trains run on fast time, the trains that go around Lancaster and race into Harrisburg from Philadelphia by night in something like two and a half hours, there have been used wooden passenger coaches, some lighted by oil lamps, some with doors that banged as the old arks away and jumped when they battered over switches; cars that had no separate toilet facilities for men and women, such as law in Pennsylvania requires of every factory; cars that would not have been used on a one-train-a-day branch railroad in a rural county of the Keystone State in the days before the war.

And the worst part of it is that soldiers and sailors who fought in Europe come home to travel in such conveyances. If soldiers, injured in taking things as they come, find such cars cause for complaint, what must be the feelings of women and children riding in a wooden, oil-lighted car grinding along on a fast express train beside two steel cars of modern make and shaking from stem to stern every time it passed over a switch?

It's high time that train management and operation in Pennsylvania is put back to the Pennsylvania standard. In short, Senator Knox believes the United States should shelve on its own side and keep out of all entangling alliances. Because the President has attempted to bind us to a hard and fast agreement with European nations is no reason, in the able Pennsylvania Senator's mind, for endorsing his proposals. Stop, look and listen, is his advice in a sentence.

IT'S A SAD WORLD

IT'S a sad world. Ask any school boy or girl that you meet. They know. Yesterday the old earth was a happy, carefree place. The September sun lighted a land of freedom where "all was merry as a marriage bell" and "joy was unconfined." But as in the old poem, the morrow has a different tale to tell and of all the hosts of merry-makers who thronged the great amphitheater of the river steps yesterday, only a scattered few remain and the rest of the lassies whose laughter mingled with the cheers of the laddies assembled with them are slaves again—slaves of the book and pen; slaves of the desk and study hall.

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Secretary of Agriculture Rasmussen is outlining plans for a great Farmers' Week in Harrisburg next January. The farmers of allied agricultural associations and the Department of Public Instruction, Secretary Rasmussen is on the right road and here at the seat of State government is the place to develop the policies and projects which will encourage more scientific farming and fruit growing and collateral activities. It may reasonably be hoped that such a conference will lead eventually to a real State Fair here which would bring to Harrisburg for a grand review all of the fine things which have first been exhibited at the several county fairs and smaller exhibitions.

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abroad, Harrisburg clothing is famous for its quality in every State, Harrisburg rails girdle the globe — in a hundred ways the excellence of our product and the skill of our workmen are demonstrated. Harrisburg labor has a right to jubilate. And now, that the celebration is over, let's buckle down to work again, keen to take advantage of the opportunities that lie ahead and remembering that there can be no progress for anybody unless the quality of our workmanship is kept up and our production gotten back to a peace-time basis.

The Kipona river carnival will become more and more attractive as the years roll on and the people generally realize the wonderful asset of the Susquehanna Basin from the civic standpoint.

Politics in Pennsylvania

By the Ex-Committeeman

This is the second registration day in Philadelphia and in the third-class cities of the State and Thursday the first registration takes place in Pittsburgh and Scranton, the two second-class cities. For the time being the registration holds the center of the stage in the primary contests and attracts attention being made in Philadelphia to get 100,000 more men to register. In the third-class cities, where the registration generally is large, there will be renewed activity on the part of the city committees and every indication is that there will be a large enrollment along the line. Very few third-class cities are without healthy political contests. In Pittsburgh there will be a tremendous effort made to get men enrolled, especially by the Republicans, because of the contest in the Republican organization, while at Scranton things have assumed an interesting aspect owing to the rulings on returned soldiers.

Some idea of what the registration means can be gained from the statement in the Public Ledger that 23,000 assessed voters in that city have not registered although 187,000 names are on the rolls. The Press and Inquirer emphasize the fact that the assessed voters who have not registered and that the most important majority primary contest in the history of the city and the first held under the new charter will be decided at the polls. The primary will take place just two weeks from to-day in Pennsylvania and national attention has been attracted to the Philadelphia mayoral campaign. It has been a congressional seat now occupied by Congressman George S. Graham. Robins has not been unfriendly with respect to the registration, but he has been quite complimentary, but recently he has tied up with the Vares to an extent that has attracted the attention of his friends in the social world. Robins was in the district for congressman-at-large in the last campaign, but fell short of the requisite number of votes. Whether Congressman Graham intends to run again in the Second district or not has not been definitely announced, but the Robins rumor is abroad.

—The campaign in Allegheny county is warming up much as it is in Philadelphia, where Congressman J. Hampton Moore is making daily attacks on the Vares organization and the Vares are making daily attacks on the Vares organization. The latest developments are a series of attacks upon the Vares men who made up draft boards, the scandal about Appeal Board No. 2, which was so much in the limelight, having been brought up again.

—In Pittsburgh the newspapers of the city are practically all against the Babcock-Leslie combination, just as in Philadelphia all the big dailies are against the Vares. An organization has been formed with Senator C. M. Barr at the head, while Col. J. P. Kerr, candidate for county commissioner, is assailing Senator Athans and with his dying breath gasped out the news of the brilliant success of the Athenian troops against the Persian at Marathon. The year 490 B. C. was the first famous soldier of a signal corps, but since then the exploits of the messengers of military tidings have equalled the pages of legend and story. Just as other branches of military science have advanced to a high perfection in modern times, so in equal degree has the art of military signaling progressed in efficiency. While the ancient athlete once exhorted his strength in bearing military messages long distances in the field, the modern Mercury uses the wireless phone. In Civil War days the messengers were brought from some desperate stand the story of the lack of ammunition; to-day the ammunition-supply organization is constantly on the front by means of telegraph or the long-distance telephone. In the Indian campaigns in our own West messages were conveyed by signal smokes; the "lost battalion" in the Argonne sent news of its plight by carrier pigeon. Modern warfare has indeed retained the old but it has also developed the new, in transmitting military tidings. So important is this branch of fighting that it is put in the hands of a specialized organization, which in the American Army is known as the Signal Corps. The Signal Corps not only had charge of the communicating devices in 1917 and 1918 in the field of operations (except latterly in the air), but it also had charge of the manufacture of the equipment used in this work. The production of signaling equipment was far greater than the unformed person would imagine. As a specialty, the city has a form unknown to commercial use before the war, which, before November 11, 1918, was being produced at the rate of 20,000 miles duces at the cost of \$5,650,000 per month, requiring the complete capacity of the day and night operation of all fine wire machinery in the United States, except that which was working on Navy contracts. Many other production activities of the Signal Corps were carried through on a similar scale. Until after the Civil War, the operation of large units of troops was greatly handicapped by the limitations of the messenger as then known. Force could not be effective in combat that could not be readily reached in all quarters by runners or riders or by visual signals. The development of the telegraph and telephone and the invention of radio changed all this, so that in the great war the message could be sent 100 miles or more in length with every part of them in immediate touch with every other part through an extensive communication system of signaling on the field. Military signals to-day include the telephone, the telegraph, radio telephony and telephony, the buzzer, the flag, the signal, the pyrotechnics, flags, smoke signals, pigeons, dogs, mounted orderlies, and runners. Each of these means of signaling is constantly being improved, when one fails, another is employed to get the message through. Some have special uses for war, but many are of general utility. The radio, in particular, is especially suited for com-

WHEN A FELLER NEEDS A FRIEND

By BRIGGS



MADE HIM SECRETARY OF THE UNITED STATES TREASURY

(Henry Watterson in the Saturday Evening Post)

MR. CLEVELAND was found not overfond of cards. He liked to play the noble game at, say, a dollar limit—once in a while for a little more—but not much more. And, as Dr. Norvin Green was wont to observe of Commodore Vanderbilt, "He held them exceedingly close to his bosom." Mr. Whitney, Secretary of the Navy in his first administration, equally rich and hospitable, had often "the road gang," as a certain group, mainly Senators, was called, to dine, with the inevitable after-dinner soiree or seance. I was, when in Washington, invited to these parties. At one of them I chanced to sit between the President and Senator Don Cameron, Mr. Carlisle, at the time Speaker of the House— who handled his cards like a child and who, when I saw them, was a little—was seated on the opposite side of the table. After a while Mr. Cameron and I were talking and I recalled that the limit was \$5—that is recall-

Why Explore the Arctic?

When I was exchanging my fur clothes at Nome, Alaska, in 1913, for a suit of the well-advertised American kind, the clerk who sold them to me said that he could not understand how I could waste five years of my life in the Arctic. That is one point of view and a common one. This young man had spent the same five years behind a clothing store counter. Colonel Roosevelt had spent them in African travel, in the writing of books and in the making of history. He said to me a month or two later that he envied me more than any other man snow houses, in new lands and among new people.

That was another point of view. And a third was mine, for I in turn envied him his power and achievements and the character which had made them possible. But while I concede that accident plays so large a part in determining the momentous or trivial nature of geographic discovery that the greatest geographers must for that reason be ranked lower than the great men in other fields, still there is much to be said for exploration as a career, so long at least as there remains the possibility of discovery previously undreamed of. The tourist who crosses the Atlantic for the first time will spend hours on deck awaiting the discovery of land above the rim of the sea, and feels then, unless he is neither young nor imaginative, a thrill which he does not forget the rest of his life. Yet Ireland to the tourist or America to the immigrant can never be what Salvador was to Columbus, and, though the thrill of the thrill of San Salvador be willing to change places with Columbus, you may well envy us who are still alive, for first time from new land and our first landing upon it. While you may think what you will about the greatness of the performance of the first voyage cannot be denied. The next generation and the next will find that land upon their maps and, if they care to visit, they will find it there bound- ed by its ice-coverage, an achievement not an important, it is at least a tangible contribution to the world's knowledge of itself.—V. Stefansson in Harper's Magazine for August.

Trade Briefs

The London and River Plate Bank, Ltd. has received authorization from the Portuguese Government to establish a branch in Lisbon with a capital of one hundred thousand pounds. The exports of dried fish from Spain during the past three years were as follows: In 1916, 22,972,255 pounds, valued at \$464,723; in 1917, 44,244,800 pounds, valued at \$931,564; and in 1918, 34,134,200 pounds, valued at \$719,940. Small motorboats predominate in the Norwegian fishing industry. Rowboats have nearly passed out of use and sailboats have not proved themselves able, in the opinion of the standstill, to meet the motorboat competition. A list of importers and commission merchants handling all kinds of foodstuffs in Copenhagen, Denmark, may be obtained from the Bureau of Foreign and Domestic Commerce of its district of co-operative offices upon referring to File No. 11275.

It is reported that an Italian trading company is being formed for the importation into that country of cereals after the conclusion of peace and the resumption of private importation of foodstuffs. This new company will be capitalized at 60,000,000 lire. The important firm of Pedro A. Lopez & Co. of Bogota has just signed a contract with the Department of Tolima for the construction of a railroad between Ibague, the capital of that department, and Ambalema on the Magdalena River, to connect at its river terminus with the La Dorado Railway, and at the other end with the new Girardot-Ibague line, which is a link in the projected Pacific Railway. Imports into Guayaquil during May amounted to 32,000 packages, weighing 2,890 tons. The number of packages received from each country participating in the import trade was: Canal Zone, 350; France, 754; Italy, 16; Peru, 3,615; Salvador, 35; Spain, 52; United Kingdom, 4.—The United States has received 12 per cent of the imports from the United States consisted of 389,025 pounds of flour and 520,714 pounds of lard. According to the London Times at a sale just conducted by the Anzac factory, Glasgow, by the Disposal Board of the British Ministry of Munitions, \$455 was paid for a one ton motor, 1000 horsepower, 1918 model, which cost, when new, \$220. For a ten horse-power shunt wound direct current electric motor, 240 volts, 790 revolutions, \$375 was paid, a profit of \$100. A motor of 1200 horsepower, double the power, which cost \$367, 610 was paid.

The Inquisitive Woman

[Ada Levenson in the Continental Edition of the London Mail.] It has always been supposed that women do not need to be told things in order to know them. It is quite true. Yet they ask questions. A boy was carrying a crate of eggs. Unfortunately his foot slipped. While he was trying to collect a few that were uncracked someone passed him and said, very kindly, "Oh, boy! Have you broken your eggs?" The boy answered, "Oh, no! I'm giving an example of my new open air cookery. I'm making an omelette." The questioner was, of course, a woman. She cannot have been over 30, and must have had a low, sweet voice and, notably, dark soft eyes with long eyelashes. "I quite believe in her. But I don't believe in the boy's answer. He must have said something quite different. Unless, of course, he was really an open air cook and wished to attract attention to his autumn classes to be held in public—which seems improbable. Still, if he didn't give that answer he should have done so. When a wife, seeing her husband putting on his hat, asks, "Are you going out, dear?" he should reply, "Oh, no! I'm staying at home. I only thought I'd like to have my hat on." If he says this apologetically she will not have asked where he is going before he bangs the door. But she knows where he is going, anyhow, even if she thinks she doesn't. Perhaps we ask questions only when we already know the answer? Except, of course, in really important things. And then our answers are sometimes curious. Ask for the address of the wonderful tiny, little dressmaker who "runs up" jumpers and skirts and you will be told: "Oh, she's so frightful busy! She hasn't a minute."

Why Not Allen? Oregon Asks

[From the Corvallis, Ore., Gazette-Times.] Massachusetts has set out a feeling for Governor Allen as a presidential candidate. The Boston Transcript had half a page about Governor Allen a few days ago, including a two column drawing of his classmate, Governor Corvallis, people are somewhat acquainted with Mr. Allen through his letters from France published in these columns frequently. He is a whirlwind of a campaigner. Our own belief is that he has William Jennings Bryan backed off the platform when it comes to oratory or interesting a crowd. He has initiative, energy, push, ability and is clean as a whistle. It is not at all among the least of the possibilities that Mr. Allen's name will be presented to the Republican convention. Should he be nominated he would make such a campaign that he would be a record breaker among Republican candidates. After they got to know him Roosevelt himself couldn't beat him drawing crowds.

The Gateway of the West

[Emerson Hough in the Saturday Evening Post.] The village of Republic on the Missouri River was the first capital of the Santa Fe trade, and St. Louis we may call the capital of the Missouri river commerce. The frontier town of Independence on the Missouri river was the eastern terminus of the Oregon Trail. When the steamboat landing at Independence was washed out by the new town, Westport, a few miles farther up the river, was established on the site of what to-day is Kansas City, where we may call Kansas City the true gateway of the Great West.

The Bright Side

The melancholy days have come, the saddest of the year. A "Are you for every trouzy, red-eyed bum who goes without his beer. But for the sober rest of us the happy days have come, for when the bum without his beer we are without the bum." —Kansas City Star.

Evening Chat

One has only to take a glance at the registers of the Penn-Harris and other hotels to realize that all State roads now lead to Harrisburg and that improvement of the highways under the Sproul plan has brought literally thousands of people to the State Capital who used to go by way of Gettysburg and pass by the official seat of the Commonwealth. Of course, the building of the new hotel has had a good bit to do with it, but remarks of the automobile owners and drivers indicate pretty conclusively that the bettering of the roads has had much to do with it. There are people coming here not only from many of the distant points of Pennsylvania, but from Bradford, Scranton and Franklin who used to go to the two large cities at either end of the State, and take the Lincoln highway. "Taking one of the new routes" is a common remark to hear in hotel corridors and it is probable that many people are coming up the Cumberland Valley to Harrisburg over night trains. Many of these folks come from other States and speak over the Lincoln highway to Gettysburg, which preserves its importance as the central point for tourists. But they are coming, and commencing to appreciate the beauties of the William Penn highway from Ebensburg to Harrisburg, and that the road from this city to Gettysburg is as interesting as any from a historical, industrial and agricultural standpoint. When the reconstruction of the Pennsylvania Trail is completed there will be travel from New York State down the Erie and an increase in the number of automobiles from Scranton and Wilkes-Barre. Another road which is proving popular is that leading from DBois to Harrisburg. The number of cars cannot be denied. The next generation and the next will find that land upon their maps and, if they care to visit, they will find it there bound- ed by its ice-coverage, an achievement not an important, it is at least a tangible contribution to the world's knowledge of itself.—V. Stefansson in Harper's Magazine for August.

Plans for charting and marking of some of the rocks in the Susquehanna so that there will be a greater knowledge of the many who are people who plan to take up boating and canoeing are being made by a number of river lovers who have organized a society. They have been barely avoided by inexperienced rowers and paddlers this summer. It is figured out that with the establishment of a system of municipal boat houses and other general facilities next year as a result of the proposed loan that there will be more craft on the river than ever before and that a system of marking the spots because of existence of rocks and which are soon dissipated in the volume of water in the river. And every year in certain places owing to the amount of silt, sand and coal brought down, a condition which is common to many of the smaller, bottomed streams like our wide branching river. The sand and rock fleet steamer pilots have learned to know the rocks and shoals and are many people whose enjoyment of boating could be increased materially if such a system could be defined for them. It would be a very interesting matter for men familiar with the river to mark those places and next year some way of marking could be employed at a very little expense.

Well Known People

—James M. Beck, prominent attorney, is to be the orator at the celebration of the adoption of the constitution in Philadelphia. —Mayor A. M. Hoagland, of Williamsport, is taking a part in the fight against increased gas rates in that city. —Auditor General Charles A. Snyder is urging that Pottsville, his home city, spend half a million improving streets. —Governor General A. Mitchell Palmer will be one of the speakers at the American Bar Association meeting. —George Wharton Pepper will represent friends of Colonel Roosevelt at the Roosevelt Memorial meeting in New York. —James Scallion, a speaker at Danville's welcome home to its soldiers.

Do You Know

—That Harrisburg's Kipona was watched by residents of many other cities in the State? —Historic Harrisburg —Harrisburg was given a post-office and a borough government in 1791.

A Common Experience

[From the Dallas News.] "I tell you gentlemen," said the great explorer to the crowd in the hotel smoking room, who were listening breathlessly to his tales, "you can't imagine what things are like in the Arctic region." "Oh, I don't know," said one. "Even if we haven't seen them, we can imagine what it feels like." "I doubt it. It's impossible until you've really seen it; until you've stood there, small, insignificant, surrounded by vast stretches of white—"

Night

Bed is too small to rest my tired. I'll take a hill for pillow, soft with trees. Now, draw the clouds up tight beneath my chin. A "Are you for every trouzy, red-eyed bum who goes without his beer. But for the sober rest of us the happy days have come, for when the bum without his beer we are without the bum." —Kansas City Star.