

The Evening World.

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IN AN EMERGENCY.

IN the face of public hardships threatened by a continuance of the anthracite coal strike, Gov. Miller asks the Legislature of the State of New York not to put the State into the coal business but to create an agency that "shall have power enough to make it unnecessary for the State to go into the coal business."

This agency the Governor proposes in the form of "a single-headed fuel administration with adequate power to supervise, regulate and control the distribution, use, sale and price of all fuel."

The Governor holds that the threatened coal shortage constitutes an emergency amply justifying the exercise of the State's police power "to protect the public health and promote the general welfare." He points to the decisions of the Court of Appeals and the United States Supreme Court upholding such exercise of power under the emergency of the housing shortage. He says:

"The public cannot be left to the mercy of any class group or individual, however good their motives. Price fixing is contrary to all economic laws, but economic laws do not operate in an emergency such as we are dealing with."

Gov. Miller has the people of the State behind him in his estimate of the need and in his recommendation of means for meeting it.

The Legislature will only express the popular will in promptly carrying out the Governor's plan.

On second thought the Harding Administration has decided not to operate the railroads. Or it may be the seventh or eleventh thought. The rapid changes are confusing.

THE REAL CONTROLLERS OF RAILROADS.

CHAIRMAN DOWD of the Central Strike Committee describes the Association of Railway Executives as "a union more dangerous than any labor union could ever be." He asks the Senate to investigate.

Mr. Dowd doesn't go deep enough. The Railway Executives are only hired men. The railroads are the victims of absentee landlordism that concentrates power in the hands of an active group of minority stockholders who exercise power out of all proportion to their investments.

One of the most shameful passages in our recent industrial history emphasized this fact.

When Secretary Hoover came to New York with President Harding's first proposal for settling the strike he addressed a secret meeting of a dozen or a score of financiers before he transmitted the proposals to the assembled executives.

It is no secret that a few great financial houses acting through representatives on the boards of a few great trust and insurance companies are able to determine the policies of these companies.

These in turn hold active minority control of railroad stocks and so dictate the policies the railroad executives must follow.

If the Railway Executives had been free agents, the history of the strike might have been different. Or if Mr. Hoover had been able to persuade the financiers, he would have encountered a different reception at the meeting of the managers.

Chairman Dowd would have a stronger case if he went to the roots of the trouble. The Association of Railway Executives has considerably less freedom of action than any labor union.

MONEY THAT'S NOT MONEY.

FROM some of the German industrial firms it is reported that sellers are declining to quote prices in paper marks and demand gold or the equivalent on orders.

In international trade, too, the German paper mark is not favored and sales are reported with quotations in dollars or the relatively stable pounds sterling.

It might prove better for Germany if this process continued. It is not impossible that German, Russian and Austrian paper monies may become completely worthless and gradually drop out of circulation because no one is willing to accept them in trade for valuable commodities. This might even result without formal repudiation by the Governments. Whenever the Government itself refuses to accept this waste paper

for taxes, freight bills, &c., it will cease to have value and will then resemble Confederate currency of the Civil War period.

Such action would be a confession of bankruptcy—after the fact. The next steps would be barter, use of sound foreign currencies, recognition of these currencies by the bankrupt Governments.

Finally there might be the building up of systems of commodity currencies, which, whatever the objections in nations where currency is "sound," would be vastly better than printing press money.

Russia has already gone a long way in this direction in floating a "bread loan." The tobogganing mark indicates that Germany may soon follow the Russian example.

INTO A THICKET.

EVEN for Mayor Hylan's own purposes, his transit plan would have been better if it had taken more pains to conceal its primary aim of trying to snuff out the Transit Commission.

The Mayor's path too obviously leads straight into a thicket of politics and litigation dense enough to appal the stoutest hearts.

The people of this city want transit relief. But they don't want to tear to pieces the Constitution of the State to get it.

They want new subways and reorganized transit. But they don't want to have to wait for them through years of long-drawn-out lawsuits.

The Mayor offers them a rosy picture of a municipally owned and operated transit system that disposes of all other existing transit facilities by the simple process of pushing them off the map.

The Mayor talks lightly of replacing legislators and recasting the whole theory of the relation of State to city Government in this Commonwealth.

The people of New York know what such talk means.

They know existing transit franchises cannot be relegated to limbo without long and costly contests in the courts.

They know a Legislature cannot be made over to fit a new transit policy without putting the whole transit issue where it becomes the football of politics.

They know the principle that a city derives its power from the State is not to be overturned in a day or a year merely to give Mayor Hylan the joy of annihilating the present Transit Commission.

Knowing these things, intelligent citizens of New York will follow the Transit Commission into an immediate, orderly programme of transit adjustment rather than stumble with Mayor Hylan toward the thickest tangle of litigation that ever led in the opposite direction from relief.

Where the Mayor talks merely transit routes he is worth listening to.

Where he talks political routes for circumventing the Transit Commission, he is the devil's guide.

His whole plan becomes a mirage to lure transit sufferers into a wilderness of waiting.

In Sullivan and Delaware Counties, in this State, a movement is under way which, if successful, is likely to spread.

State patrols are travelling the State highways levelling the unsightly billboards that line the road. The basis of action is the claim that these signs distract the attention of drivers and so cause accidents.

Abolition of billboards has been tried and has failed on aesthetic grounds. If the "safety first" movement will do the work, the aesthetes may well swing all the supporting strength they can muster.

ACHES AND PAINS

In addition to promulgating the scandalous theory that we are descended from monkeys, Dr. Charles Darwin wrote these awful lines:

"Hear the pretty ladies talk,
Tittle-tattle, tittle-tattle,
Like their patters as they walk,
Pittle-pattle, pittle-pattle."

Defending himself from the charge that he owes his fortune to Wall Street operations, Frank A. Munsey avers that it is all due to his own exertions and "the \$50 capital" he brought with him to New York from Maine forty years ago. Here we scent the improbable. How did he get \$50 in Maine and how did he get away with it if his departure was regular? This is the place where the inquiry ought to begin!

Henry Ford continues to exude industrial common sense. When things become uncomfortable or extortionate he shuts down. No cure like it!

Cabbages \$1 per barrel wholesale, from 10 to 25 cents per head retail. No wonder truck farmers are sometimes called "cabbageheads."

Whatever "plan" finally prevails in subway building, we hope it will so arrange it that the crowds will quit bumping into each other.

JOHN KEETZ.

All Ready!

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By John Cassel



From Evening World Readers

What kind of letter do you find most readable? Isn't it the one that gives the worth of a thousand words in a couple of hundred? There is fine mental exercise and a lot of satisfaction in trying to say much in few words. Take time to be brief.

Limiting Auto Speeds.

To the Editor of The Evening World:
As a reader of your paper, and knowing your stand in the help and protection of the public, I would suggest that you adopt a campaign for the curtailment of automobile accidents through the United States of America.

After witnessing the sad results of such an accident in this neighborhood yesterday, only one of many in this district caused through driving at high speed, whereby the driver loses temporary control; and as these accidents become more and more numerous weekly it is evidently time that drastic action was taken to stop this reckless loss of life.

Therefore I would like to see you take up this matter and push it hard. All engines should be throttled down to 25 or not more than 30 miles an hour, which speed is quite fast enough for safety.

This to my thinking is the only effective way of stopping reckless and thoughtless drivers. It would check the pernicious habit of one car doing its 60 miles to overtake and pass another car.

Also it would hold in check the person who is out for unlawful gain, as he would know that the police had a faster machine than his and would overtake him before he got far.

The present laws of 15 miles in towns could be better enforced for the same reason. Think it over.

FOR SAFETY.

Nominating Mr. Lunn.

To the Editor of The Evening World:
Relative to the numerous gubernatorial aspirants, may I ask why we poor, misguided voters must perpetually abide by the dictates of political charlatans who manipulate the destinies of our public affairs, assign candidates, distribute patronage and otherwise perform all our civic duties, depriving us of privileges, except two—voting and paying taxes?

Assuming that these self-appointed arbiters of our present and future problems offered a candidate of dubious Americanism, questionable character and narrow-chested intellect, for the stewardship of the State, what would our objections amount to? The fact that we would not vote for the loathsome creature would not register financial loss to the jugglers of candidates nor minimize the prestige gained by the nominee which, in reality, was about all he ever expected to attain. In other words, "head, I win; tail, you lose." Great game, is it not?

Lincoln emancipated the Negro race, but New York voters are still smarting under the whip of slave drivers camouflaged as political leaders, and if real Jefferson Democrats do not come to the rescue while the coming

is good, Thomas Jefferson himself will rise from his tomb to denounce these counterfeit Democrats who, under the legitimate emblem of the people's party, have grown fat, rich and bold, but utterly useless and unhonored by mankind.

Come, Jeffersonians, if you are sick of the Hearstonian doctrines, sick of the Alphonse-Gaston brand of Democracy, sick of the secret manoeuvring and conglomeration of popular but insincere expressions of that sort of devotion which only ward politicians of mature experience can negotiate and "get away with," wake up and help save the real Democratic Party from perdition. A leader is needed—let us invoke the intervention of a big man, one with the right kind of political assets, one that has imbibed deeply in the fountain of knowledge of mankind, one whose loyalty was tried and not found wanting. Former Gov. Smith, for instance, would be our man, but, due to the possible war of vilification waged against him by the organizers of the party, which is sure to occur in the event of Mr. Smith's being nominated, we must depend on the Hon. George R. Lunn of Schenectady, who is immune from such attacks.

Mr. Lunn, like our "Al," has learned in the classroom of Professors Fair and Square how to conquer civic difficulties without any sacrifice to self-respect, without appropriating other people's virtues and without loading trouble on other people's shoulders or assuming a burlesque characterization of general public benefactor. Mr. Lunn is undoubtedly the finest gubernatorial timber available, so let us get together and follow him through the path of harmony which is the only road that leads to victory.

WALTER RIGGER.

Simple to the Women.

To the Editor of The Evening World:
If your cook leaves you at 10 A. M., between breakfast and the noon meal, leaving the dishes dirty and the kitchen a mess.

And you hire to do the work another cook, who qualifies and serves in spite of the brickbats hurled by her predecessor picketing your front gate.

And after six weeks' inability to shut off your meals, the cook who left wants you to take her back and discharge the other who came to help you, saying that she "had not quit your service but had merely suspended work and is still in your employ with her rights unimpaired."

That explains the issue of to-day between the railroad managements and the striking shopmen.

The women can understand, if the men, particularly the politicians, cannot.

COMMUTER.

South Norwalk, Aug. 22, 1922.

UNCOMMON SENSE

By John Blake

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THE DETOUR.

The automobilists who refuse to take detours never travel far.

They are unpleasant of course. They are slow going—often very bad going. Cars may bog down and stick. Sometimes they are actually dangerous.

But they are the only way to get there.

All detours are not on highways.

There are a great many of them in life. You can take them or stay where you are or go back. Neither of the latter courses help very much toward advancement.

A clerk in an office gets along as far as a clerk can go. There is a road to promotion ahead. He can see it plainly enough—too plainly, sometimes.

People are travelling along it and making very good time. They seem to be very happy and he envies them.

But he forgets too often that they all had to take a detour to get there.

The detour route was not attractive. It involved stopping to learn more about the business.

It means a great deal of extra effort—reading new books, perhaps going to a business school at night.

It meant a great sacrifice of time and freedom. But the people who went ahead took it just the same. And now they are on the open road ahead, and the clerk is where he is, or going back.

A man now at the head of a great and successful concern was getting eighty-five dollars a month as a railroad draughtsman when he got out of technical school.

Eighty-five dollars a month was all the railroad he was working for paid draughtsmen.

To get on another and better "road" necessitated a detour.

He found one that paid only twelve dollars a week, but offered experience in a line he knew was full of opportunity.

He took the detour, found it hard going, of course, but kept at it.

Now he is out on the open road, where the going is smooth. It is a good road, and he will need to take no more detours.

But if he hadn't taken that one he would still be working with a T-square and a drawing board for a railroad at eighty-five dollars a month. The detour was worth taking.

"That's a Fact"

By Albert P. Southwick

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"Marshal Forwards" was a name given to Hueber (1742-1819) the German military commander, so called for his dash in battle and the rapidity of his movements in the campaign of 1812. A combination of his military sagacity and the failure of Grouchy to

appear in time formed two elements in defeating Napoleon at Waterloo on June 18, 1815.

In some parts of Great Britain land is still sold by "inch of candle." This was the ancient form of auctioneering. Candles of inch length were provided and when they were completely burned the bidding was closed.

Tin was found in England by the Phoenicians before the Christian Era; in Germany in 1541; in Barbary, Africa, in 1640.

The Nations and Their Music

By Augustus Perry

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POLAND.
The formation of a new Poland brings to mind her past sorrows and glories. Polish genius has manifested itself more in music than in any other art. Her greatest renown was gained during the last part of the nineteenth century, through her wonderful musicians. They have woven her glorious but pathetic history imperishably into their compositions.

Songs and dances are an essential part of life in this land. All the occupations of the peasants are accompanied by singing.

A popular dance of the people is the Krakowiak (from the district of Cracow). It is performed by many couples, who stop at intervals before the musicians, and, in turn, sing a little ditty set to the dance tune which is being played. Thus singing is associated with dancing.

Another country dance is the vivacious mazurka, which is in triple time. It takes a real Pole to feel its elusive spirit and dance it properly. Chopin immortalizes this form in his incomparable "Mazurkas."

The Polonaise is the dance of the aristocracy. It is in triple time and of a moderate tempo. It was invented in 1574 when Henry, Duke of Anjou, became King of Poland. On state occasions, when the nobles marched before the King, the Polonaise was played. Chopin's "Polonaises" are splendid examples of this form.

Polish folk-songs have the melancholy that is typical of the Slavic nature. As the Poles are a very passionate people, their songs are full of fire. Having been oppressed for centuries, even their lively airs are tinged with melancholy. Examples of Polish dance songs are "Dearest Maiden, Hark!" in Krakowiak rhythm, and "Little Cottage Lowly," in mazurka style.

When Liszt was asked to describe Polish music he used the word "zal," which means pain and sorrow. "Zal" represents a condition of mind peculiar to Poland.

Frederic Chopin (1810-1849) was as patriotic as he was musical. In all of his beautiful piano pieces is reflected the spirit of his native land. He suffered keenly over the downfall of his country and expressed his feelings in such works as the "Revolutionary Etude," the "Military Polonaise" and the famous "Funeral March."

Famous both as a violinist and composer was Henri Wieniawski (1835-1880). In 1872 he made a successful tour of America with Anton Rubinstejn, the Russian pianist. His excellent pieces abound with Polish melodies and rhythms.

Many of the world's greatest pianists have been of Polish birth. Ignace Jan Paderewski is a notable example. He is also a composer of marked ability. Among his compositions are the opera "Manru," two "Legends" and the delightful "Minuet in G."

Another remarkable pianist is Josef Hofmann (1877), who is now a citizen of the United States. He has written worthy songs and piano pieces. There are many distinguished Polish musicians now residing in the United States. Leopold Stokowski is the conductor of the Philadelphia Symphony Orchestra. The President of the Chicago Musical College is Felix Hovorka; Sigmund Stojowski is an eminent pianist, teacher and composer, living in New York.

Of all the Polish singers who have come to America, none was more popular than Marcella Sembrich. The brothers Jean and Edouard De Reszka were also favorites.

WHERE DID YOU GET THAT WORD?

205.—CORSET.

We get our word "corset," like the article, in all probability directly from the French. It is the French diminutive of the Old French word "cors," a body. Thus a corset, or corsette, as it was originally spelled, is a garment that is worn principally by women "to give shape to and support the body"—or, rather, the part of it above the waist.

Allied to "corset" is the other word borrowed from the French, "corsage," or the body or upper skirt of a dress.

Although the corset, like the corsage, is generally worn by women, there have been instances of its use by men "to give shape to and support the body." Male wearers of the corset are not generally regarded as generously endowed with the attributes of masculinity.

When You Go to the Museum

A PERSHING OF THE IROQUOIS.

In the Woodland Indian Hall, designed by its exhibits to make the Indian live for the imagination of visitors to the American Museum of Natural History, is an Iroquois warrior—perhaps a Pershing of his tribe, in full war panoply.

In his hand is a war club decorated with a foxtail, and at his side, propped up against the wall, is a wooden trough worked out of a tree trunk. The figure constitutes a picture of America in its traditional attitude, strictly on the defensive, protecting its home from invasion.