

The Evening World

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THE REAL DIFFERENCE. HIRAM JOHNSON, attacking the Borah resolution for a general conference of nations to be held in Washington, says such a policy would be "a vastly different thing" from the present situation. He says:

"The difference is the difference between the policy of Woodrow Wilson and that endorsed and approved by the American people in 1920." The sentence quoted emphasizes another difference, the difference between a Senator who made an honest fight from 1918 to 1920, and a Senator who conducted a thoroughly dishonest political adventure.

In fighting the League of Nations Hiram Johnson harped on the Shantung issues and "England's six votes." Both were issues made from whole cloth.

But neither is a whit more false than Senator Johnson's quoted assumption that the American people in 1920 "indorsed and approved" any specific foreign policy.

The American people were tired of Wilson, but the opposition to Wilson was divided. Some were bitter-enders, isolationists. Some were pro-League, like the illustrious Thirty-one and their followers. Harding was as he has continued to be, all things to all men, waiting to see which side is strongest.

Senator Borah was honestly mistaken in 1920. He is honestly trying to set things right. Senator Johnson was a demagogue and a false leader in 1920. He hasn't changed.

That is a "difference" the American people can not afford to overlook.

At this writing, eight deaths from wood alcohol poisoning are the city's Christmas contribution to the greater glory of present Prohibition law.

PROVING A POINT.

A MOST significant fact is the wave of public condemnation roused by the action of Will Hays in giving Arbuckle another chance in the movies.

Mr. Hays is hearing from the country in no uncertain terms. He may stand pat in this instance, but it will make him cautious in future.

It is difficult to imagine why the Czar of the Movies ventured on such a move. He couldn't have failed to foresee the criticism. Did pressure within the industry force the step?

When Mr. Hays left the Cabinet the movie producers were badly frightened. Since then Massachusetts has rejected a film censorship. The producers may be feeling that the danger has passed. Perhaps it is a case of:

The Devil was sick—the Devil a monk would be; The Devil was well—the Devil a monk was he.

Mr. Hays has been advocating a constructive program of improving the movies. Did he deem this worth the price of a compromise?

Giving Mr. Hays credit for a higher degree of common sense and propriety than may be accorded to the producers, what other explanation serves?

If this happens to be the solution of the puzzle, the producers are getting a convincing demonstration of what the public thinks. Mr. Hays may possibly find it useful in maintaining discipline.

As it stands, Mr. Hays is now facing the severest criticism from his own Committee on Public Relations. These advisers want to know what this committee is for if it is not to be consulted in just such a case.

It wasn't necessary for the incomparable Sarah to remind us at this late day that she is a superwoman.

THE NEW TRAFFIC TOWERS.

IN THE past holiday week New York has had a chance to get a good look at the first of the new permanent traffic towers erected at 42d Street and Fifth Avenue.

The general verdict seems to be that this tower is one of the best combinations of beauty and utility the city has ever achieved.

On the aesthetic side, the structure is not only beautiful in itself but supplies—or will supply when the others are in place—the restful breaks in perspective that are what Fifth Avenue has long needed.

The eye tires of looking up or down the finest thoroughfare in the world when the vista seems

endless and unbroken. Paris adds to the attractiveness of its longer avenues and boulevards by setting arches, fountains and monuments in the middle of them. Shorter thoroughfares are made impressive by some particularly fine building facing the eye at either end. New York has never bothered much with this simple principle of "street landscape." The handsome new traffic towers in Fifth Avenue will help to demonstrate what a sound principle it is.

On the side of utility the demonstration was long since recognized as convincing and complete. The tower-directed block system of traffic moving which the city owes to Deputy Police Commissioner Dr. John A. Harris has proved its worth. It has already been extended and will be extended further and further as the fundamental plan of traffic movement, even where growth in the volume of traffic requires wider streets or new thoroughfares.

The temporary traffic towers in Fifth Avenue were provided by Dr. Harris at his own expense to assure New York the benefit of a great traffic experiment. Of the success of that experiment and of the public service of its prime promoter the new towers will stand as permanent reminders.

WHAT IS MORALITY?

SPECIFIC facts and figures showing the posterous way in which present Prohibition law hampers the physician in his fight against disease and death were given by Dr. Samuel W. Lambert of this city in a World interview last Sunday:

"The minimum dose in fevers is a half ounce of whiskey, which is ordinarily less than half alcohol, every four hours. This means six doses or three ounces every day, or twenty-one ounces a week. This is, remember, the smallest effective dose. In many cases and with many individuals such limited amounts fall far short of the patient's needs and much more must be given."

"But as against our minimum of twenty-one ounces per week, the law permits only sixteen ounces in ten days. When it is considered that in wasting fevers and similar diseases the treatment may have to be continued for several weeks, often for months, the true conflict between the Volstead law and medicine becomes apparent. An illness lasting a month would require ninety ounces of whiskey at least. The law allows forty-eight—just about half the minimum requirement."

Here is no question of "booze," drunkards or saloons.

Here is merely a question of how far medical science shall be restricted in the use of a recognized medicine for the alleviation of suffering and the saving of life.

If this isn't as big a moral question as any the Anti-Saloon League can raise, what is morality?

The Atlantic's idea of holiday cheer is too turbulent for most of us.

FINE CHRISTMAS WORK IN THE P. O.

WE have come to expect a creditable performance by the Post Office in handling the tidal wave of Christmas mail. This year in spite of a record breaking volume the regular force and thousands of temporary workers did even better than usual.

The public helped some by early mailing. Then the Christmas mailers seemed to gain second wind and threw in a new torrent of missives of cheer and good will. There were two high peaks instead of the usual one, but the postal workers breast the tides and conquered. New York got its Christmas mail on time.

System, good will and hard work in the Post Office deserve the appreciation of all those whose Christmas was made merrier thereby.

Now it is up to you to take your pen in hand and tell them that what they gave you was just what you wanted. Here's hoping it was.

ACHES AND PAINS.

Figuring on the number of Christmas cards received up to the hour of going to press we have sixty-one friends, which is a liberal allowance in these times when everybody is in such a hurry.

In another week Al Smith will be Governor and Nathan L. Miller will be freezing up in Syracuse.

The excellent Frankfurter deserves a better popular nickname than "Hot dog." Miltum in Parvo is better.

President Harding freed too many killers and a forger from Fort Leavenworth as a holiday concession. The sixty-two political prisoners remain in jail. The only "Wilson policy" he has respected is that of keeping men in prison for their opinions.

Thomas E. Mitten of the Philadelphia Transit Company, who knows how to run street railroads, says the one-man car is safer to navigate than the two-man variety. Even in a slow place like Philadelphia, where 200 are in use, the accident percentage has decreased 20 per cent., while travel has increased 18. On the whole, this year the street car mishaps to children have decreased 18 per cent., while those due to autos have increased 60 per cent.

A Matrimonial Bonus. Surely the letters from the ex-soldiers reveal plaints that we are not prepared for. Lack of opportunity to get work when they had been mustered out justified some complaint, but in no letter that I ever saw published did I see any expression of gratitude for the Great Experience, the inner satisfaction of "having done their share" in "winning the war"—the new careers that were developed in the army.

Think it not ill, if to your eye Some lay all care and sorrow by The outward look may little show The weight of grief that lies below!

Hope all of you were merry. JOHN KEETZ.

Rough Sledding!



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.

A Public Nuisance.

Almost every one who takes an intelligent interest in matters which vitally affect the general welfare of the community must concede that Prohibition deserves the fate that will ultimately befall it.

Instead of fulfilling the proud purpose of a law it has fortunately been converted into a public nuisance.

According to legal authority, anything which causes annoyance, harm, inconvenience or damage to others is known as a common nuisance. Therefore Prohibition comes under the category of injustice and irritation as well as any other public nuisance. Moreover, this dry abomination becomes greatly intensified by the almost habitual scolding of those who firmly believe in it.

Prohibition was principally intended to regulate the conduct of the people with regard to the use of intoxicating beverages. Instead of doing this, however, it has enlarged the already overburdened list of crimes to an appalling extent. Nearly every day one reads of wood alcohol deaths, liquor bribery and slaughtered enforcement agents. Men are blinded and dry agents are beaten unmercifully. Besides these crimes there are theft plots, liquor removal indictments, bogus bills paid for bonds and a million other forms of criminality incidental to the attempted enforcement of the National Prohibition Act.

If the whimpering prohibitionists think that it is their personal right to keep drink away from their fellow citizens, they should remember that when it endangers the lives and happiness of many people it ceases to be a personal right and becomes a public nuisance.

The Prohibition Law is so unpopular and so detrimental to the best interests of the country that it should be done away with or remedied at the earliest possible moment.

Why should the greater number of people suffer for the sake of accommodating a few? JOHN LYNCH, Brooklyn, N. Y., Dec. 19, 1922.

But Air and Road Heat.

To the Editor of The Evening World: Routinely, Mr. Holley informs us that the subway is the safest mode of travel in the world. Probably, it gives us reason why.

Why don't we not stop this air pollution and get down to business? He believes in making his road the safest and most comfortable in the world, why don't we stop this air pollution and get down to business?

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Kick! kick! kick! We who could not get in the service wonder at those

To Save Coal.

In view of the continued shortage in deliveries of coal, I have been experimenting to find a method of reducing the quantity used in our kitchen range and find a very good fire can be maintained on very little coal by proceeding as follows:

Reduce capacity of fire-box to about one-half by using ordinary building brick or pieces of stove-lining at the sides. Build a fire as usual, but only about three inches high. Cut top and bottom from small tin, place on fire, fill them up with hot coal, cover this a very thin layer of the dumping of the stove from previous fire, unroofed, and ash. This will make a very hot fire, lasting much longer than by the usual method, and may be of interest to your readers.

New York City, Dec. 18, 1922.

WHOSE BIRTHDAY?

DECEMBER 26TH.—GEO. G. DEWEY, Admiral of the United States Navy, was born in Montpelier, Vt. Dec. 26, 1837. He entered the Naval Academy at Annapolis, Md., in 1855, and was promoted to the rank of Lieutenant in 1858. He was given command of the Atlantic Squadron. On May 1, 1898, he entered Manila Bay and destroyed the Spanish fleet with the loss of many ships. Congress voted resolutions of thanks, and he received a gold medal. He was promoted to the rank of Admiral in 1900, and served with the European Squadron for two years after the war. In 1873 he became Commander and was advanced to the rank of Captain in 1881. He served as Commander in several responsible positions in 1883 and, after being made Commodore, became Chief of the Board of Inspection and Survey. During the Spanish-American War he was given command of the Atlantic Squadron. On May 1, 1898, he entered Manila Bay and destroyed the Spanish fleet with the loss of many ships. 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