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First to Last—the Truth! News—Editorials—Advertisements
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Constantinople if the Nationalists threatened it. There is another element of danger in the Constantinople area. That is Wrangel's former Southern Russian army, which was transported to Gallipoli after the Red forces broke into the Crimea. These troops, numbering about 80,000, were taken care of by the French government. But a few months ago the French grew weary of feeding them, and they are said to be infected with Bolshevism. Nothing would please Lenin better than to see them go over to the Kemalists.

Constantine has his back against the wall in Asia Minor. He is playing his own hand against both the Turks and the Allies. If he can embroil them he has everything to gain and nothing to lose. He may, in fact, be able to intervene at the right moment and make satisfactory terms with the victor. The Allies need a long spoon in supping with either Tino or Kemal. They are handicapped by the fact that they are trying to impose their will in the Near East with insufficient military forces.

Peace Day

Both houses of Congress having passed the Knox-Porter peace resolution, and Vice-President Coolidge and the Acting Speaker of the House having affixed their signatures, the resolution will to-day be placed before President Harding for final action. April 6, 1917; November 11, 1918; July 2, 1921—these are dates that will be impressed on the minds of young Americans for generations to come. They will be symbols, though the public mind to-day is not centered on what will occur at Paris and few will stand at attention as the curtain descends on the war. A practical as well as a mercurial people, we know that the war in fact ended long ago and are not much interested in a sweeping away of its legal remains.

But only the superficial will be deceived into thinking this inattentiveness signifies indifference to the war itself. As time presses on and the years give perspective to the great conflict, in the nobility of its issues as well as in the cheerfulness of its sacrifices, looms larger and larger. We have been permitted to be participants in great matters. And as the President signs his name he can do so with the knowledge that he acts as the representative of a nation which has no reason to feel ashamed of its acts, and which, if a like need should send its summons a second time, would do again that which it did.

Fair Play Winning

With the railway employees continuing at their posts, and with discretionary power placed in the hands of a committee of five, the outlook is bright that a railway strike will be averted; that as the railroad men joyfully accepted decisions which put wages up they will yield to one which says that changed costs of living and fairness to a public which pays the bills not only warrant but demand a small decrease. Congratulations may be justly extended to the railroad men. It is true that fair play requires acceptance of the cut. But men are men, and in an eager, pushing world, where it is the habit to look after one's own interests without too nice a regard for the rights of others, it is a notable thing to have great masses of men exercise self-restraint. The railroad worker thinks, and what is even better he is not deaf to appeals to his sense of justice. Thus, he is armed against the solicitations of professional agitators who fatten on trouble. In the present conditions he realizes he is a passenger in a common boat and that he cannot escape a wetting if he rocks it.

The Retreat From Ismid

The recent fighting on the Ismid front in Asia Minor has been followed by a Greek evacuation of that city. Such a move by Constantine was not unexpected. It has two merits from his point of view. If he renews his offensive against the Nationalist Turks he will naturally deliver his main blow further south—either toward Eskişehir or toward Afium Karahissar. Ismid is on his extreme left flank and is of little value to him for offensive purposes. By abandoning it he also leaves the road to Constantinople open to the Kemalists. Ismid is only about fifty miles east of Scutari, and the two are connected by the main line of the Constantinople-Bagdad railroad. It would suit Constantine perfectly to have the Kemalists advance toward Scutari and thus threaten the Allied occupation of Constantinople.

Interstate Road Rules

The evil of diverse highway laws and regulations in adjoining states is emphasized by the present bickering between the New York and New Jersey authorities. New York arrested a New Jersey automobilist who was driving in compliance with the laws of his own state but in some respect violating those of the state he was visiting. Since then numerous New York drivers have been arrested in New Jersey in the way of reprisal. Under the reciprocity arrangement drivers qualified under the laws of one state are permitted to drive in the other for a certain number of days in each year. Now, it is manifest that to require the driver to be in all respects qualified under the laws of the state he is visiting would deprive many from going out of their own state. There are, for example, differences in age limits, so that a driver licensed in one state might be debarred from the other. Again, in rural New York no operators' licenses are required or issued, while they are required in all parts of New Jersey. It would be a hardship to penalize a man who drove from Westchester or Rockland County into New Jersey because he did not possess a license which he could not obtain.

A Voice for Beauty

Dr. Ralph Adams Cram, whose voice is for beauty, declares that ugliness rules us, both in the "material and psychological spheres." Conceding the point as to things physical, why drag in psychology? In its newer phases it is a young and tender science and has never sat to a photographer. No modern explorer within the realm of the mind has brought back pictures. Dr. Cram would restore the old chapels and monasteries in their old integrity, to serve as sanctuaries, so that once again, to use his phrase, "beauty may be linked with life and art given back its true perspective." From the standpoint of human habit Dr. Cram is doubtless right. To practice an automatic smile is

state shall, in the language of the Constitution, give "full faith and credit to the public acts, records and judicial proceedings of every other state." This does not mean that each state shall recognize and accept the highway regulations of its neighbor. But certainly the spirit of the provision should be respected. A citizen who complies with the laws of his own state has some right to expect not to be treated as a criminal the moment he crosses an artificial border.

Getting Together

President Wilson vetoed the army appropriation bill last March because Congress had refused to accept Secretary Baker's judgment as to the sum which ought to be spent in 1921-'22 on the army. The Secretary asked for \$699,275,000. Congress gave him \$346,000,000. Rather than take this sum the Wilson Administration put on the incoming Congress the burden of passing a new bill. The veto blunderbuss had a recoil. When Congress re-passed the bill it reduced the total it carried to \$328,000,000. Mr. Wilson and Mr. Baker contributed to economy, therefore, in spite of themselves.

Bombing Test Success

A Triumph for Airplane Scouting—Three-Plane Navy Essential By Quarterdeck From the bombing of the Iowa several important facts were deduced. The attacking planes were required to locate the "enemy" within a sea area 200 miles long and 100 miles wide—20,000 square miles. The test was severe, yet the naval air force, small as it is, aided by two army "blimps," sighted and reported the Iowa within two hours. The radio communication between the navy planes and their base and with one another appeared to be perfect. This was a triumph in itself, and it is believed that the planes would have discovered and reported the Iowa without the aid of the "blimps"—in fact, they may actually have done so. The radio returns from the mother ship, Shamut, will tell the story. The next success was the concentration of twenty-five of the twenty-seven naval airplanes within an area of 20,000 square miles off the coast in about four hours. Surely we need no further proof of the scouting value of air forces against a hostile fleet.

Eighty bombs were dropped from heights varying from 4,000 to 6,000 feet. There were two direct hits and at least eighteen bombs fell within a distance estimated at seventy-five feet from the Iowa. It is fair to say that the Iowa presents a target of about one-third the area of a super-dreadnought. A modern capital ship, in other words, would have been seriously menaced by large bombs. False deductions from these tests must be avoided. In many respects the conditions greatly favored the bombers. The "enemy" did not fight back. But the same may be said of our practice with great guns. The percentage of direct hits was small—2 1/2 per cent. But the percentage of hits with great guns in the battle with Cervera's fleet was only 3 per cent.

Air forces can use smoke screens and gas screens in war. And they can drop mines, depth bombs and torpedoes as well as contact bombs. They have many strings to their bow. The art of bombing is new. A good telescope sight and a plan of stabilizing the plane are needed to secure greater accuracy. These improvements will soon be forthcoming. There is no room for narrow mindedness or bad temper in discussing the value of air forces in war. Overstatements and exaggerations on both sides must be avoided. It is not a case of the army against the navy. It is not a case of the airplane against the dreadnought. For the present both are needed. And the submarine is needed as well. These three forces must all be utilized. Upon these three planes and among these three distinct and necessary forces the money available for the navy must be expended. It is an economic and national question.

The Bent Truth

Francis P. Bent, formerly Alderman from Mayor Hylan's district, and now on the city's pay roll, as he works as his honor's publicity agent, has made a discovery. He reveals the horrid truth as to the paternity, birth and adolescence of the Meyer committee. It appears it originated in a foul and fetid conspiracy of the traction interests. First, they bought Governor Miller by subscribing \$580,000 to his campaign fund. Then they brought forward Senator Meyer and elected him so he might be readily at hand when needed. Not satisfied with these inequities, the next step was to recruit a force of bandits to range up and down the streets of New York, robbing and shooting, so as to give color to the charge that the Police Department had broken down. Incidentally, the "interests," not the innocent Grover Whalen, filled the courthouse site with ashes, induced the Mayor to become amenable to Hettrick, gave Brindell entry to the City Hall, and so on down the series of events which led to the appointment of the Meyer committee. New York will, of course, be duly grateful to this spokesman of the Mayor. He also is a friend of the people. Only the black of heart will suggest that his revelations are in the nature of Bent truth. He has identified the miscreants. Now let us all be up and at them!

Safe and Sane Flying

To the Editor of The Tribune. Sir: More power to your campaign for safety and sanity in civil aviation! The public is at last awakening to the consciousness that to fly is not of itself dangerous, but that the danger comes from irresponsible, fly-by-night pilots operate unsuspected, poorly maintained planes. The HS-2 type of seaplane has flown for nearly 4,000,000 miles without casualty of any description to passengers—a record that automobiles may well envy. In addition to rigidly insisting on the "safety first" creed with our pilots and mechanics, we are building up at our school a corps of mechanics who on completion of their courses will go forth as advocates of the newer thought in aviation—straight, safe flying, without stunts. Back up General Mitchell. He has the right idea! EUGH D. M'KAY. New York, June 30, 1921.

As to Submarine Piracy

To the Editor of The Tribune. Sir: In your issue of the 24th Bertrand Shadwell, of Chicago, suggests that German submarine crews may have mutilated, killed their officers and turned pirates. Seems rather far-fetched. Judging from their records during the war, was there any necessity for killing their officers or for "turning" pirates? MASON F. FERRIS. Paterson, N. J., June 30, 1921.

the right beginning to make in dispelling depression, and a beautiful environment stirs many to higher act and thought. But is it true, as Dr. Cram and so many of our latter-day dependents are fond of declaring, that ugliness rules us? In spite of all these critics, who take a melancholy pleasure in despairing of the world, probably there never was a time when it would be possible to demonstrate the beauty of so many lives. Stories of crime and ugliness and unpleasantness fill the press, but it is the exceptional that is news. How about the other side of the picture? One who is looking for heroism, for self-denial, for genuine character, even for beauty of average architecture, which is Dr. Cram's specialty, and for all those miracles of life and color that give to the world its interest and charm, will surely find what he is looking for to-day, more so than at any other period. Never has mankind given as good account of itself as in the era in which we have lived.

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The Conning Tower

Cynicism; or The Sour Grapes of Wrath Over the river, Women and men, Over to Jersey, And back again. Rush for the ferry, Rush for the tube, Rush for your seat Like a bally rube. Many a headache, Many a frown, And Sunday papers All over town. W. KAYE.

Books

By Heywood Brown "Your discussion ament the scarcity of children's books (there are plenty for grown-ups) seems particularly apropos for me just now, having volunteered to amuse children in a state hospital one afternoon a week," writes N. S. C. "It is rather difficult to know just what to go armed with, as the ages of the children there vary so from week to week and I sometimes find not a single familiar face. Having fallen down on Ernest Thompson Seton and others that I thought could not fall to interest them all, I finally thought I had reached a brilliant solution in thinking of the perennial Alice in Wonderland. There were four children of varying ages to be amused that day (not counting the babies)—Gerald, thirteen, six months in hospital with a complication of diseases; Jimmie, in a wheel-chair with heart trouble; Agnes, smiling, but tongue-tied, recovering from double pneumonia, and Ruth, a blood poisoning victim. "At about the middle of the third chapter Jimmie wheeled himself and chair off without a word. At the end of the chapter I stopped and asked the others how they liked it and if they understood it. "Gerald remarked condescendingly that it was all right—he got most of it." Ruth, when pressed, admitted she would rather play games, and Agnes kept on saying nothing—smilingly. I decided that 'Alice' must be a children's story for grown-ups."

"The orchid man," which was applied to Carpenter by some Boston sporting writer whose name we can't remember, is rather fetching, but not quite as captivating as "the golden smile" and "the abysmal brute," which were produced at Reno. And, greatest lack of all, there has been no one to write as Robert Welles Ritchie did in Reno concerning the things which lay beyond the ring. With the going about to sound, we find terrific difficulty in getting even within hailing distance of any literary theme. In spite of the published opinions of Hatling Levinsky and Bernard Shaw, it looks to us like Dempsey.

For Legion Athletics

To the Editor of The Tribune. Sir: Why is it that the American Legion, with its enormous membership of strong, young men, is so inactive when it comes to athletics? Until recently I was a member, but I wanted to play soccer football and couldn't, so I discontinued my membership. Seriously, the Legion ought to go into athletics as it went over the top. What post, may I ask, is about to organize a soccer team? I'd join immediately. ADAM WILSON. New York, June 29, 1921.

Certain Trouble

(From The Los Angeles Times) The project for an American academy of poetry and song will not materialize without some friction. Neither would the institution be maintained without more controversy. If it were just a clearing house for poetry it would be easier, but even that might furnish argument. There is such a difference of opinion as to what really constitutes poetry. There is a large school willing to admit as poetry anything which has neither rhyme nor reason. Others who follow such purists as Bryant and Longfellow insist that real poetry must have both. Possibly it would be best to compromise on a home for bards and let them tilt before a non-partisan committee for admission. Even a hall of fame for poets might start a fight.

Archie's Father

(From "My Brother, Theodore Roosevelt," by Corinne Roosevelt Robinson, in Scribner's Magazine.) As we passed the table at the head of the staircase (in the White House) the telephone bell on the table rang, and with spontaneous simplicity—not ringing a bell for a mental to answer the telephone call—he picked up the receiver himself as he passed by. His face assumed a listening look and then a broad smile broke over his features. "No," he said. "No, I am not Archie. I am Archie's father." A minute passed and he laughed aloud and then said: "All right, I will tell him; I won't forget." Hanging up the receiver, he turned to me half-sleepily but very much amused. "That's a good

How either of the gladiators, as the slang phrase goes, slept last night we don't know. We are not even faring to Jersey City, and we don't care who loses the fight; yet the very thought of those brawny battlers toasting about wide-eyed kept us, we predict at the hour of yawning to press, vigilant all last night. If M. Carpentier lands on Mr. Dempsey frequently, it may become evident to the latter why he is called the apparently plural name of Georges. TWO HEARTS THAT BEAT AS ONE (From the explanatory note) By GEORGE BERNARD SHAW (Who shares with Maturin the reputation of being the only intellectual deeply versed in the science of pugilism). Special cable to Universal Service The wonder is that none of the copy readers referred to him as Georges Haw. "The World learned last night," learned The World night before last, "that an earnest effort is being made to induce Mrs. William Randolph Hearst to stand for public office in America the way Lady Astor did in England." Even to the point of employing the British "stand" instead of the American "run"? "Standing" for office, in America, is a legitimate use, sometimes. First, we stood for Mayor. Virtually stationary. THE DIARY OF OUR OWN SAMUEL PEPPY June 30—Drove to my office in the rain, and not without skill, neither; and at my desk till late afternoon, and so to H. Harrison's and had a bath, and with him to Mistress Alice Miller's to dinner, and Miss Ruth Hale there, and we nearly made a wager of \$1,000, and I am glad we did not, forasmuch as I should have lost, and I have not so much money. Much talk of this and that, and H. Brown told of a piece of writing by Ralph Block, and how he spoke of abstract sculpture, which H. said he knew not the meaning of, and that I, it is sculpture fashioned out of concrete. Talk then of more frivolous matters, such as the motion pictures, Mistress Alice having just come home from Hollywood, and told how she had met Charles Chaplin and liking him greatly. So home at midnight, and drove Clarence Dry to his house. July 1—No talk of aught but the fight, all asking me what I think, but nobody caring what I think, and truth to say, my only conviction is that Mr. Dempsey will win in the sixth round. So I choose not to go, albeit twice I have been bitten, but had better spend the day upon the courts. Early up, and bought a fine suit I hope to make a brave show of, and two costly cravats for J. W. in the cotton merchant, for his birthday. At my stint all day, and so to Mistress Helen's for dinner, and at White Plains the night.

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Sea Engineer's Importance

Major Factor in Steamship Operation—Master of Machinery To the Editor of The Tribune. Sir: I read with mingled amazement and amusement the letter by "Old Shipmaster"—very old, I should judge, perhaps a reincarnation of some skipper of Phoenician days, who gloried in ruling his Tyrian galley-slaves with a rope of thongs. The art of navigation is the same now as it was hundreds of years ago. The celestial bodies still retain their place in the heavens as of yore, deviating not from their appointed course. My grandfather, who was a shipmaster, could navigate a modern vessel without requiring to go to school to learn anything new, but an engineer who cares for his profession and wishes to march with the times must be forever studying the new inventions and improvements that from time to time emanate from the fertile brain of the inventive though (according to "Old Shipmaster") despised engineer. In modern times the shipmaster comes up the ladder from quartermaster through the successive ratings of deck officer to master, just as the engineer officer graduates from the stokehold to the engine-room and its chances of promotion. Any one visiting a modern engine-room must be amazed at the knowledge a marine engineer must have to understand the intricacies of its manifold and complicated gear. The deck officer requires no such knowledge. I think the millionaires and people of leisure, not to mention more humble citizens, would wish "Old Shipmaster" anything but well should ocean transportation revert to the motive power and mentality of galley-slaves. Where but for the engineers who designed them and the engineers who run and repair them would the "greyhounds" of the Atlantic be? Are the engines in these liners or any modern ship "minor parts"? Is the steam steering gear a minor part? Engineers are not only "starters" and "stoppers"—they must be skilled in their profession to keep a modern engine doing its duty. SON OF ANOTHER OLD SHIPMASTER. Brooklyn, June 29, 1921.

Blaming the "Old School"

To the Editor of The Tribune. Sir: May I say a word or two about the "condition of mutiny" mentioned by "Old Shipmaster"? If we ran ships after the fashion advocated by this relic of a bygone day we would have a riot on board ship from one end to the other. Who started the seamen's unions and all the other unions? Who made the La Follette law possible? I would like to say that these modern adjuncts to the American merchant marine are the direct outcome of the policies advocated by this "Old Shipmaster." The strict and small-minded master and his assistant, the "bucko mate," did the work that aroused the long suffering seaman and his "friends" and saddled on us a set of marine laws and restrictions that all but choke off the little discipline remaining on our ships. The "Old School," of which this shipmaster's so proud, was a mean old school that starved sailors and made serfs of free men. We are entering upon a new era and the engineer is here to stay. Whether he will eventually command the vessel, so dependent upon his ability, remains to be seen. The new shipmaster will have to take his departure from the old ideas if he is to maintain his mastership. THROTTLE VALVE. New York, June 30, 1921.



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