

The Sun

WEDNESDAY, NOVEMBER 20, 1920. In New York.

New York politics, as observed by the authorities of the northern part of the State, may be presented thus. We quote from our esteemed contemporary, the Buffalo Courier:

The remarks of the Albany Times are significant: "In view of the results of the recent elections, thought naturally turned toward 1920. That will be an eventful year with the Columbus quad-centennial, and the Presidential election—and all eyes are turned toward those who achieved victories in the recent elections."

There will be a great battle in this State in 1920. The Republican party, not the Democratic, will be the one to emerge as the victor. The great issue will be the Federal Reserve Bank.

There is a theory that the success of an aspirant for office depends greatly upon the time in which he is proposed in relation to the time of nomination, yet what generally stops the greater number of gentlemen proposed for office is not the length of their boom, but its original character.

Central American Union. The five Central American States, Guatemala, Nicaragua, Honduras, Costa Rica, and Salvador, appear to be passing through an experience somewhat analogous to that of our own country between the close of the Revolutionary war and the successful formation of a "more perfect Union."

There are three Secretaries. Two former Secretaries of the Navy accompanied Secretary BENJAMIN FRANKLIN TRACY down the bay on Monday noon to witness the departure of the finest fleet of war vessels that ever sailed out of an American harbor.

The flag we all love goes abroad this time flying over ships of which every patriotic American can be proud. The pioneer squadron of the new navy will assemble on Old World waters for years has been in our view on foreign stations near, but not in, the United States.

One indication that something practical is expected from the draft for a federal union, which the Guatemalan Minister at Paris speaks of as already signed, is the unceasing manifested in Mexico. From the colony of Guatemalan exiles in that country have been coming excited rumors, one of which hints, doubtless wholly without authority, that BARBUENIA will have assistance from President DIAZ in starting a revolt in Guatemala against BARRIGAS, presumably with a view to distract the latter's attention from the confederation project, which he is known to heartily favor.

This probability of apprehension has been at the bottom of the difficulty experienced during so many years in bringing about Central American confederation, and has done much to wreck the scheme in that direction. It has been particularly effective with Salvador, which is by far the smallest of the States in area, although the second largest in population. It is in square miles little more than one-sixth the size of Costa Rica, less than one-sixth the size of Guatemala or Honduras, and less than one-seventh that of Nicaragua. But it has three times the population of Costa Rica, more than twice that of Nicaragua, and nearly half that of Guatemala.

The other ex-Secretary on the Dolphin was WILLIAM C. WHITNEY of New York, to whom Mr. TRACY has so generously and manfully accorded his due share of the credit for the splendid record of Monday. As Secretary of the Navy Mr. WHITNEY was all that ROBERTSON was not, and he was nothing that ROBERTSON was. In Mr. CLEVELAND'S Administration, Secretary WHITNEY was the real reformer. The word reform with him was something more than cant with which to catch the fancy of political workhounds. He found the department very much as ROBERTSON had left it, and the fleet very much as ROBERTSON had repaired and rebuilt it. With a vigor and an intelligence that are perhaps not yet appreciated quite at their full value, Mr. WHITNEY applied himself four years ago to the work of genuine reform. He took little, but accomplished much. He reorganized the department, straightened out the tangle of corruption and inefficiency, brought the methods of common sense and honest purposes to bear on the question of naval construction, and gave the country what the country demanded—ships of war that are a credit to the flag they fly. The squadron that sailed on Monday is Mr. WHITNEY'S achievement, and the record of his administration of the Navy Department.

Secretary TRACY'S own work is just beginning, but it bids fair to be honest, as patriotic, and as creditable as was that of his predecessor. Standing on deck between ROBERTSON and WHITNEY, the present Secretary of the Navy must have felt that there is something singularly misleading in party nomenclature. Mr. TRACY is as thorough a Republican as ROBERTSON ever pretended to be, and yet he has absolutely nothing in common with the Republican ex-Secretary except the name of Republican. His ideas of naval policy, of public duty, of his administrative methods, are in sympathy with those of the Democrat, WHITNEY, and are totally opposed to those of the Republican ROBERTSON and his brigand contractors. He is working for the service and for the country; and there is no petty jealousy in Mr. TRACY'S nature which prevents him from acknowledging that to build successfully he must build upon the lines laid down by his Democratic predecessor. Nor do we believe that any American is more sincere than Mr. WHITNEY himself in the patriotic hope that the practical achievements of the present administration of the Navy Department may equal, and, if possible, surpass those of the last.

When the new ships sailed over and warmly greeted the hand of ex-Secretary WHITNEY. Nobody saw Mr. TRACY shake SEOR ROBERTSON'S hand.

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Of course, in the light of WANAMAKER'S vigorous working of his official prerogative for the stimulation of his regular bargain counter, the idea that he put up for the Republican party from any other than business purposes is no longer tenable. Political partisanship need not be considered in connection with WANAMAKER. He is all business.

The result of this bargain though will show the truly great length of WANAMAKER'S head. We suppose that instead of looking back on his \$400,000 as a failure, he would have cheerfully given unaided, with no thought of social advantage, but with an eye to the profit of his business firm alone, the sum of \$1,000,000 rather than not have been made a member of the Cabinet.

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Will there ever be the United States of North and South America, and how soon? Our esteemed Missouri contemporary, the Kansas City Times, is taking a large interest in the workings of prohibition in the adjoining State of Kansas, and has done good work in exposing the bad moral and financial results of the Dry policy. Some of the Kansas people have strenuously insisted that the price of their criticism of the prohibition law were overdrawn, but there is no doubt that the sentiment for a resubmission of the prohibition question to the people is strong in the Kansas cities, and the campaign for resubmission has a gallant chief in the Missouri paper. But we can hardly believe the report that the Hon. JAMES L. WALKER, who has been getting another term in the Senate. Mr. INGLETT is not a fanatic by any means. He is a very cool-headed fellow, albeit sometimes hot of temper. When he says, as the Kansas City Times reports, that "resubmission is all nonsense," he must know what he is talking about.

Among the many trains that run between New York and Philadelphia, and between Philadelphia and New York, there is one known as "The Gospel Train." Every man on the conductor down "has religion."

During the recent revival services at the Central Presbyterian Church, a German conductor of the Gospel Train, who is a native of the old world, was seen to walk in the "straight and narrow path." After his conversion he turned his attention to saving the souls of his fellow workmen. He first preached at the Central Presbyterian Church, and then he went to the homes of his fellow workmen, and there he found his way to the altar of the Central Presbyterian Church. Conductor Woodland then induced Fireman Rittenhouse, Baggageporter Somers, and Conductor Lutz to accept the Christian faith.

The train makes three trips daily between Norristown and the city, and in the interim the conductor and his converted mates hold prayer meetings in the baggage car. It is said that the train makes better time before, and the passengers are less crusty; that the machinery of the engine works better; that the trucks are lighter, and the brakes easier to handle.

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office, says Judge MATHEW, "is by popular vote, and not by Retaining Board methods." The same lofty sentiment had actuated Mr. ROBERTSON. B. HAYES, he would never have spent four years in the Executive Mansion at Washington.

Mr. SCOTT is the one recognized leader of the mine-purveyors in this State. Philadelphia Record. He wrote a letter to CHAPMAN H. DUFFY, begging for \$25,000 worth of free passage on the New York Central Railroad, on the ground that "although you are a Republican and I am a Democrat, we do not differ much with regard to our views in connection with corporate property, and I may be able to serve those interests should I pull through again."

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Don't Ask Me Why Three-fourths of Philadelphia's handsome women and prettier girls turn their toes in when they walk along the streets or promenade in the brilliantly lighted ballrooms. It is a well-known fact that they are wearing neckties.

It is surprising how this habit has grown. Some men nearly all the women and girls wear neckties—particularly well-dressed young girls—walk to see. There ought to be a law against it.

Wanamaker Thinks a Responsibility. From the Philadelphia Inquirer. Postmaster-General Wanamaker commented on the general words as Sunday Presbyterian Church yesterday afternoon. The lesson of the day was the close of the King's life, and a review of his career was given.

Wanamaker's own work is just beginning, but it bids fair to be honest, as patriotic, and as creditable as was that of his predecessor. Standing on deck between ROBERTSON and WHITNEY, the present Secretary of the Navy must have felt that there is something singularly misleading in party nomenclature.

It was hardly expected that news would be received this fall from our surveying party sent to Alaska to determine the boundary line between that Territory and Canada. Letters, however, which have been received from Mr. McGRATH show that the sections led by him are being pushed forward with the greatest determination. They may not have reached the destination. They may not have reached the destination. They may not have reached the destination.

While telling of the hardships the miners have along the Yukon, Mr. McGRATH mentioned it in point on the Yukon River forty miles from Fort Bellanca. Mr. McGRATH mentioned it in point on the Yukon River forty miles from Fort Bellanca. Mr. McGRATH mentioned it in point on the Yukon River forty miles from Fort Bellanca.

The manifesto which the provisional Government of Brazil has issued to the people announces that the Senate and the Council of State are abolished. The fall of Dom PEDRO necessarily involved the overthrow of these two bodies, and was the result of the Emperor, The Senators, to be sure, were nominated by the provinces, but three candidates were nominated for every one to be chosen, and it was the Emperor's privilege to take his pick from the lot.

When the profit-faced Mr. WANAMAKER got the Postmaster-Generalship even those who credited him with contributing a share only to the campaign fund, thought that if it was in expectation of an office he had won a big amount of cash.

Of course, in the light of WANAMAKER'S vigorous working of his official prerogative for the stimulation of his regular bargain counter, the idea that he put up for the Republican party from any other than business purposes is no longer tenable.

The result of this bargain though will show the truly great length of WANAMAKER'S head. We suppose that instead of looking back on his \$400,000 as a failure, he would have cheerfully given unaided, with no thought of social advantage, but with an eye to the profit of his business firm alone, the sum of \$1,000,