The Sun AND THE NEW YORK HERALD.

FOUNDED 1833-1920.

NEW YORK, MONDAY, JULY 12, 1920.

THE SUN-HERALD CORPORATION, Publishers, 280 Broadway. Frank A. Munsey, President. Erwin Wardman, Vice-president; Wm. T. Dewart, Vice-president and Treasurer; H. H. Titherington, Secretary.

NEWSSTAND PRICES.

Daily, two cents a copy in New York city, three cents within 200 miles and four cents elsewhere; Sunday, five cents; elsewhere, ten cents.

MAIL SUBSCRIPTION RATES.

East of Mississippi River: By Mail, Postpaid.	One Year.	Six Months.	One Month.
DAILY & SUNDAY	$12.00	$6.00	$1.00
DAILY only	10.00	5.00	.85
SUNDAY only	4.00	2.25	.40
SUNDAY only, Canada	6.00	3.25	.55
FOREIGN RATES.			
DAILY & SUNDAY	$26.00	$13.50	$2.40
DAILY only	18.00	9.00	1.50
SUNDAY only	9.75	5.12	.90

All checks, money orders, &c., to be made payable to The Sun-Herald.

European Edition.

Published in Paris every day in the year. Price in Paris—25 centimes, daily and Sunday.

PARIS OFFICE, 49 AVENUE DE L'OPERA.

Information concerning advertising rates for the European Edition may be obtained from the main New York office.

The Associated Press is exclusively entitled to the use for republication of all news despatches credited to it or not otherwise credited in this paper and also the local news published herein.

All rights of republication of special despatches herein are also reserved.

If our friends who favor us with manuscripts and illustrations for publication wish to have rejected articles returned they must in all cases send stamps for that purpose.

MAIN BUSINESS AND EDITORIAL OFFICES, 280 BROADWAY. TELEPHONE, WORTH 10,000.

When Governor Cox Breaks the News to President Wilson.

Nobody knows just what Governor Cox is going to say to Mr. WILSON when he visits the White House to lay down to the President the new policies of the new proprietorship of the Murphyized Democratic party. MURPHY and NUGENT and BRENNAN and TAGGART know how to keep their mouths shut in advance of such family squalls. They know how to control the public words of their representatives.

Probably nobody will know exactly what was said and how it was said, even after Governor Cox has made it plain to the former leader of the Democratic party what will be satisfactory to MURPHY and NUGENT and BRENNAN and TAGGART. Carefully prepared statements of such interviews given out for publication don't always stick closely to the hard facts. It isn't wise that the public should know too much about these family affairs. It isn't politic to advertise how it feels to be steam rollered into a mutual agreement.

But pretty nearly anybody that understands the ways and the rules of MURPHY and NUGENT and BRENNAN and TAGGART can surmise the lines along which the message delivered to Mr. WILSON will run. Mr. WILSON'S covenant will be dotted all over with i's and crossed and crisscrossed with t's. The changes which Mr. WILSON declared never should be made will include the promise that no League of Nations ever shall summon this country to war; that no League of Nations ever shall draft our manhood for military service abroad; that no league ever shall lay international assessments upon us; that no league ever shall tell us that when a people wants to set up in business for itself, as we ourselves did, such people shall be sat on by the United States; that no league ever shall determine that the Monroe Doctrine isn't exactly as good as ever it was, isn't going to remain exactly as good so long as the American nation has the men and the money and the power to maintain its principles and practices as they have been maintained for a century.

That is the sort of repairing, repainting and redecorating MURPHY and NUGENT and BRENNAN and TAGGART will get done with Mr. WILSON'S sacrosanct covenant. Either they will get that work done or, no matter what the platform says, the Murphyized Democratic ticket will toss the whole league plan into the discard.

MURPHY and NUGENT and BRENNAN and TAGGART may not comprehend the subtleties of Wilson policies and programmes, but they have horse sense. When they are in control of a party they may seem to hand out rough stuff to any Democrat that gets in their way, but they are on the job in earnest. They may lack the refinements of superidealism, but they know political poison when somebody asks them to swallow it.

When MURPHY and NUGENT and BRENNAN and TAGGART kidnapped the Democratic party, carried it to French Lick Springs, Murphyized its national ticket in that retreat and then went on with it to San Francisco to have it bottled, sealed and delivered by the delegates—when MURPHY and NUGENT and BRENNAN and TAGGART got away with all that good work and true, they were not standing for any League of Nations blowup at the very start of the campaign.

MURPHY and NUGENT and BRENNAN and TAGGART went into that great adventure to see whether by some bold stroke they and their Murphyized ticket could do something for the cause. Now they have got to do it. That's plenty of itself, and more; so overboard with the league as a real issue, along with the old Democratic leadership.

But though Mr. WILSON should take in part or in full from the new control of his party the remodelling of his covenant which he never would listen to from the Senate representatives of the American people it still would remain to be seen whether the Democratic voters of the United States will take a wet, wet ducking from MURPHY and NUGENT and BRENNAN and TAGGART.

New York City's Death Rate.

The Department of Health, discussing the mortality statistics in its *Weekly Bulletin*, says:

"There was a considerable drop in the mortality during the week [ending June 26, 1920], as compared with the immediately preceding week this year, and also as compared with that of the corresponding week of 1919, the death rate for the week being 8.72, as compared with 9.95 for the previous week and 9.68 for the corresponding week in 1919.

"The epidemic of measles which prevailed to a great extent during the first five months of the year has died down with the advent of the warm weather. Whooping cough, which was also prevalent to a considerable extent during the late winter and early spring months, has shown a very much decreased mortality during the week. For the first time since the beginning of the year the weekly number of deaths from the infectious diseases of childhood have gone below the mortalities of the corresponding weeks of 1919.

"Pulmonary tuberculosis showed a much decreased mortality as compared with the corresponding week of 1919, the number of deaths from January 1 to date from this cause being about 15 per cent. below that of the corresponding period of the year 1919, and this year bids fair to become the lowest record year for mortality from this cause.

"The mortality of infants under one year of age was slightly below that of the corresponding week of 1919.

"In fact all age groups showed a slightly decreased mortality during the week as compared with the mortalities of the corresponding week of 1919.

"The death rate for the first 26 weeks of the year 1920 was 14.44 per 1,000 of the population, as compared with a rate of 15.24 during the corresponding period of 1919—a decrease of .8 of a point. There were 97 children out of every 1,000 born who died from January 1 to date, as compared with 88 during the corresponding period of 1919—an increase of 9 points."

That the authorities are able to make this announcement of positive improvement in health conditions is encouraging. Yet when the mortality summary for the week ending June 26 is examined it is disclosed that the death rate is still computed on the estimated population of 6,141,445 as of July 1, 1920. In other words, the Federal census figures of January, which gave a population of 5,621,151, have been ignored.

Probably the department has reasons which seem sufficient to it for maintaining the fiction of a population half a million more numerous than the Federal count revealed, but it would seem that the least it should do is to recognize the official count by printing with the mortality summary a line giving the January death rate based on the census figures and the rate for the week under examination based on an estimate of population derived from those figures.

The Red Offensive Against Poland.

When the Poles sent eastward into the Dnieper valley an army which quickly occupied Kiev and established a military front from the Pripet River to the Carpathian Mountains both the value of the movement and its advisability were questioned. In England and the Baltic States it was openly opposed; in France it was looked upon with more favor, as it presented an opportunity for an understanding between Ukraine and Poland as to mutual cooperation against Bolshevism and a chance for the capture of Odessa and the opening of the south Russian grain fields.

To the Poles themselves the movement was not an offensive but a defensive action against an invasion of Poland which they knew the Moscow Soviet was preparing. While the movement was fraught with peril to them they believed it necessary to their freedom and the security of the Polish State.

The development was what Poland's Baltic neighbors had foretold. TROTZKY found in the Polish advance the provocation which he had sought for an attack upon Poland. The Poles had entered territory which had not been given to them by the Paris Conference. Their defence was that the territory had formed a part of the old kingdom of Poland before the first partition in 1772 and was still theirs.

In his proclamation TROTZKY says that war was carried into Russia by the "Pannish Army" (the army of the Polish lords), backed and supported by the wicked Polish landowners and capitalists and the bourgeois of the Entente Powers. "The great problem that lies before us," he declared, "is to shatter, destroy and annihilate the last reserves of the world's imperialism in Soviet Russia and Ukraine. All forces and all means must be used against the Poles and their hirelings."

The size of the Polish army and its actual fighting strength are now matters of conjecture. Foreign attachés and correspondents who were with it in its advance report it well disciplined, organized and supplied with war munitions, and they pay a high tribute to the patriotic and religious fervor of the soldiers. That the army was unable to withstand the attacks of the Soviet forces, vastly superior in number, was not unexpected. TROTZKY'S army reentered Kiev and easily broke the weak line to Odessa. The Poles made a valiant defence on the Pripet, but finally retired. At the same time they shortened their line of 750 miles into Galicia, which they found they were unable to hold with their small force. They suffered too the loss of the important fortified position of Rovno, about midway between Kiev and Warsaw.

Against the danger threatening their country the Poles, according to the reports sent out from Warsaw, have risen in a united body. Women and boys have rushed to offer their service and the National Council of Defence, with President PILSUDSKI at its head, is making every possible effort to halt the Red army before it can cross from Volhynia into the old Polish province. The Poles have not in this struggle the advantage of a strong All Russian movement to bring about a diversion of the Soviet forces. From present indications they must fight their battles either by arms or diplomacy alone.

The present opportunity for an invasion of Poland is one that TROTZKY must have welcomed. In his address to his troops he said "There must be no half measures, but actions of exceptional decision and on the widest scale." This means the carrying out to the fullest the plans which Soviet Russia had long nurtured for Poland. The world knows these plans, an outlet for Soviet Russia on the Baltic, an open gateway for Bolshevism to the West. And it is the world, not Poland alone, that awaits the outcome of this Red offensive.

Soaring Gas in New Jersey.

In comparing accounts with the inhabitants of New Jersey New Yorkers still have a little something for which to be thankful, even with the gas meter clicking to the tune of a dollar instead of 80 cents a thousand. Across the North River a new schedule of gas charges has been filed by the Public Service Gas Company raising the base price from $1.15 to $1.55 a thousand cubic feet.

THOMAS N. MCCARTER, president of the company, has sent a notice to consumers telling them that the coal, oil and labor which go into the gas works and come out at the meter have not escaped the omnivorous dinosaur known as the high cost of production. Mr. MCCARTER shows with the detached items that the actual cost of producing gas has gone up 42 cents a thousand cubic feet since the $1.15 schedule went into effect.

The Public Service Corporation has appealed to its customers to study the facts in the case before they move to oppose the rise in price. Its statement to consumers follows in general the arguments put forward by other public utility companies seeking authority to raise their rates not only in this vicinity but all over the country.

Work for Our Merchant Marine.

Chairman BENSON of the Shipping Board has cleared the atmosphere of foolish criticism and fear that America intended to use the weapons provided in the Jones shipping act to war wreck the merchant marines of other countries and build up an American merchant navy on the ruins. Policemen carry pistols, but they do not shoot every one in sight. The shipping law sets up effective protection for American ocean carrying trade if protection should be needed. But any one who supposed the United States intends to encourage a cutthroat campaign of competition needed only to read Admiral BENSON'S statement to be relieved of such anxiety.

To be sure there is competition ahead, with Great Britain, for example. But it will be competition by two peoples who understand the limits of propriety and decency, who practise according to their understanding and who are not likely to construe commercial actions as backed merely by sinister intentions. Our merchant marine, like that of Great Britain, will be used in times of peace to carry goods to and from the country whose flag it flies. But this does not mean we are trying to hide that it will be used as a secondary navy in time of war. Nor yet does it mean it is a secondary navy intended to invite war.

If no other argument were available to justify a great merchant marine for America, as well as for England, the figures showing the trade relations between the two countries would suffice. According to the British Board of Trade the United States exported to the United Kingdom in the first quarter of this year $905,721,000 of goods and materials, and imported therefrom $123,369,000. These figures are for the British Isles alone. They make it appear that British imports from us are many times larger than their exports to us. On the theory that a country should at least carry its own imports it would appear we have no right to ask that England surrender to us the right to transport her own purchases from us if she can deliver them herself.

Department of Commerce figures showing trade with all parts of the British Empire tell a different story. In the ten months ended with April last we imported from the United Kingdom, colonies and possessions a total of $1,349,139,000 in goods and materials, in the same period exporting thereto $2,824,000,000. Thus instead of importing only 13 per cent. as much from British sources as we exported to British customers we actually imported nearly 50 per cent. as much. This is a traffic very much worth while.

The British merchant marine is domiciled in the United Kingdom, but it represents the whole Empire. It consists of about 20,000,000 tons. Our own merchant fleet comprises about 10,000,000. Without citing the harm that could result if one nation were to control too large a percentage of world shipping and thus have the power to cause stagnation or prosperity wherever it pleased, the simple exhibit showing the ratio of our British imports and exports proves our undeniable right and need to promote and protect a merchant marine as large as we now possess.

The Victoria Cross for Women.

Women are hereafter to be eligible to the Victoria Cross.

This honor was established in England at the close of the Crimean war and the first recipients were military and naval heroes of Inkerman, Sebastopol and Balaclava. Readers with long memories will remember a full page of pictures in the *Illustrated London News* in 1857 portraying some of the valorous deeds thus recognized and rewarded. In one of them a naval officer was shown seizing a "live" shell which had fallen within the redoubt where he stood and throwing it over the wall so that it might explode outside without danger to his companions. The form of bravery, however, for which the Victoria Cross was at first most frequently bestowed was the rescue of wounded comrades under heavy fire.

With the single exception of civilians who bore arms against the Sepoy mutineers in India the Victoria Cross has not heretofore been bestowed upon persons in civil life. The decoration could only be won by men in the military or naval service of Great Britain. Among the recipients may be found officers and men of practically every grade, although non-commissioned officers are most numerous in the list, which, however, includes one Field Marshal, Sir EVELYN WOOD, and one Admiral of the Fleet, Sir ARTHUR K. WILSON. "Conspicuous bravery in the presence of the enemy" is in every instance the essential element of the award, manifested in "some signal act of valour or devotion to their country."

By a royal warrant just published it is now ordained that hereafter "among those eligible for the decoration shall be matrons, sisters, nurses and the staff of nursing services and other services pertaining to hospitals and nursing and civilians of either sex serving regularly or temporarily under the orders, direction or supervision of the naval, military and air forces of the Empire."

It will be perceived that this enlargement of eligibility permits the recognition not only of acts of heroism in the presence of the enemy on the part of women but also of similar acts of valor by male civilians who have not hitherto been admissible to this much prized honor. In the South African war against the Boers there were several war correspondents who would almost certainly have received the Victoria Cross if civilians had then been eligible to receive the decoration.

In forming its new political platform the Committee of Forty-eight has disclosed a gentleman who would cure the ills of humanity by having mankind live exclusively on greens. A world which is suffering from financial stomach ache because it has eaten too much long green will not follow this reformer far.

Admiral Lord FISHER, who died in London on Saturday, was one of the innovators who made the British fleet what it is. He cared nothing for precedent when precedent meant ignoring the possibilities of modern equipment. He was a forward looking sailor man, anxious to scrap the obsolete and the obsolescent and substitute for them the latest engines of offence and defence. He swung a heavy club, and for administrative dodderers he had no mercy. In the war he was for destroying the German fleet wherever it could be found, and his advocacy of a surprise attack brought him into continual conflict with the Admiralty, which must have smarted under his literary slashes. He was as bold ashore as afloat, as little afraid of officialdom as he was of the public enemy, and his name will be embalmed in the lighter traditions of the British navy, as well as in its serious record of hard work well done.

In Georgia and Alabama the moonshiners have formed a union and hope to enroll in their ranks all the cellar brewers and kitchen distillers in the country. The union button shows a raisin about to bite a bottle capping machine.

Battle Bob has refused to run for President as the candidate of a third party. Senator LA FOLLETTE enjoys being a martyr, but insists on picking his company.

The Cards.

When Cora to the country goes
She takes some picture cards
That show exquisite bungalows
With hammocks in the yards,
And azure lakes with white canoes
Piled high with cushions gay,
And little launches speeding by
In clouds of flashing spray.

When Cora to the country goes
She sends no letters down
From her maternal uncle's farm
To folks she leaves in town,
But these misleading postcards make
To friends both far and near,
And gulletfully upon them writes
"I wish that you were here."

MORRIS BISHOP.

AMERICAN TAXES.

If Municipal Taxes Are Included New York City Pays Mighty High.

To THE SUN AND NEW YORK HERALD: On the first page of your newspaper of July 9 there appears under the heading "British Taxation Heaviest of Principal Countries" an article which says "Austen Chamberlain, British Chancellor of the Exchequer, recently furnished the following figures of per capita taxation according to estimates for the present fiscal year":

		Present Exchange.
Great Britain	£22	£22
United States	$49.41	12 7s.
France	420 francs	9 17s.
Italy	194 lire	7 5s.
Germany	444 marks	3 3s.

I know not how correct Mr. Chamberlain may be in regard to the other nations, but as to the United States he is wofully out.

The $49.41 applied to a population of 105,000,000 would amount to only $5,188,050,000, which is far less than our Federal taxes amount to.

Apart from this he ignores or suppresses the fact that in this country we also have to pay State and municipal taxes.

The bills for real estate taxes put out by the city of New York for 1920 show under the "Appropriation and Tax Summary," that the total "budget appropriations per se" amounted per capita to $44.29, which added to Mr. Chamberlain's $49.41 comes to $93.70, which in turn at the rate of exchange which he uses (£1=$4) equals £23 14s. 3d.

Won't you be kind enough to publish this so that the taxpayers and voters in the city of New York may appreciate the fact that on the average they are now paying taxes at higher rates per capita than our British cousins and a fortiori any of the peoples mentioned by Mr. Chamberlain. STUYVESANT FISH.

NEW YORK, July 10.

REBUILDING NEW YORK.

Comprehensive Scheme to Make the Taxpayers Sweat.

To THE SUN AND NEW YORK HERALD: Will you kindly publish the following article in your valuable paper for the good and welfare of the public of the greater New York?

I suggest the following improvements: That all the leading cross streets be made overhead and underhead, or the same as a viaduct, the avenues be left on the level and the cross streets go under or over them. On such streets as Forty-second, where the subways run, build steel structures over the streets or avenues.

This will not only prevent the loss of lives and many accidents which occur daily, which is most important, but will relieve a situation bound to grow worse as the city increases in population and in numbers of automobiles, trucks, &c.

This improvement will remedy congested traffic, which is so bad now, and will also save delays to persons waiting from five to ten minutes daily before they can cross streets under present conditions, to say nothing of the saving in time and accidents to commerce and cars and taxis going and coming from stations, boats, &c.

If the people will take this matter up with the proper city authorities and insist that it be carried through and installed and completed as soon as possible they will find out what they have missed and must come to very soon for their comfort, welfare and good.

See what an improvement the viaduct at Forty-second street and Grand Central Station has been for the public and traffic. PROGRESSIVE.

NEW YORK, July 10.

A CAVALRY COAT OF ARMS.

Seventh Cavalry Commemorates the Record of Custer's Command.

From the Army and Navy Journal.

The 7th Cavalry, Custer's regiment, has adopted a coat of arms, designed by Major Dorcy.

Described in heraldic terms it is as follows: Arms: Or, on a chevron, azure, between a phœnix rising from its ashes in dexter chief, the head of a North American Indian, couped at the neck, in a war bonnet, in sinister chief, all proper, and a yucca plant, vert, in base, seven horseshoes, heels upward, of the field. Crest: Surmounting a knight's helmet, a dexter arm, embowed, vested azure, the hand in a buckskin gauntlet, proper, grasping an old style United States Army sabre, argent, hilted or. Motto: "The 7th First."

In explanation of the coat of arms Major Dorcy says that the phœnix arising from its ashes is emblematic of the regiment's continued existence after the extermination of about half its strength in the battle of the Little Big Horn where Custer was killed forty-four years ago—the resurrection and continuance of its magnificent esprit de corps.

The head of the Indian is used "in honor of a former valiant and able foe, the original native American."

The yucca plant commemorates the regiment's service in Mexico, with the expedition from Columbus, N. M., in 1916.

In the crest the cavalry charge is symbolized. At the time of the regiment's organization this position of the arm and sabre was known as "raise sabre," and was taken at the command, "charge." The motto "The 7th First" indicates the esprit de corps for which the regiment is so well known, in that both officers and enlisted men of its personnel place the good of the organization first in their consideration.

HICKORY PLUG.

A Method of Preparing Eating Tobacco Not Generally Known.

To THE SUN AND NEW YORK HERALD: Conversing recently with a farmer from West Virginia he told me of a method of making chewing tobacco that was a new one to me. It may also be a new one to your readers.

After the tobacco was cured the stems were carefully taken out of the leaves, the leaves torn in small pieces and these were packed into two inch auger holes that had been bored in a hickory tree, after which two teaspoonfuls of sugar were put with the tobacco after the tobacco had been rammed down tight and then a plug was driven into each one of these holes.

This tobacco was allowed to remain for five or six months, after which the tree was cut down, the tobacco removed and packed in boxes ready for domestic consumption. Twenty-five to thirty pounds could be placed in a tree. This treatment gave the tobacco a very fine sweet flavor such as no other tobacco possessed. Perhaps a maple tree might have been better than a hickory, but he said they had plenty of hickory trees on the place and consequently these were used. C. SPENCER KINNEY.

EASTON, Pa., July 10.

THE COAL CRISIS.

It Can Be Solved Only by Conserving the Railroad Equipment.

To THE SUN AND NEW YORK HERALD: If the figures of the Geological Survey are to be accepted, and more coal has been mined and shipped this year than last, why is it that a countrywide shortage exists? Exports alone do not account for it, although they cut some figure, and it is not a fact that the railroads or operators are hoarding coal.

A certain amount of profiteering there undoubtedly is, but if there were an ample supply of coal exorbitant prices would automatically cease.

Large consumers too have helped to make a bad condition worse by bidding against each other in the open market for the available supply. But no one nor all of these things explain the situation.

The facts are consumption is increasing, demand exceeds supply, and everything has conspired to make this demand an urgent one.

The prospect of an advance in freight rates has prompted consumers, especially those at points remote from the mines, to get their supplies early, and some of them have doubtless succeeded in so doing. The fear of a scarcity has caused every consumer to want his coal at once, and the machinery for delivering it is entirely inadequate.

The lack of sufficient cars and motive power and the lamentable condition of railroad rolling stock and road beds are at the bottom of the trouble. There is coal enough in the ground; it is ridiculous to suppose that the operators are not anxious to produce as much as possible at the prevailing prices. But many mines are able to work only part time because of the lack of cars, which increases operating costs, cuts down the production and causes labor unrest. High wages mean little to the miners if they can work only three or four days a week, and many of them are seeking more regular employment in other industries. It is a question of cars, cars—and more cars.

For the primary cause of the car shortage we must go back to pre-war times when bullyragging the railroads was the most popular political pastime. Big wage increases were blithely imposed on the carriers, huge taxes were levied upon them, and the Interstate Commerce Commission persistently refused to grant an increase in the freight rates to even measurably offset these tremendous burdens. The inevitable result was to scare capital away from investing in railroad securities. False but enforced economy prevented the necessary replacement of cars and engines, and the advent of the war found the railroads in a very bad condition when the Government took them over, and their last condition was worse than the first. They performed miracles, it is true, but at a tremendous loss to their later efficiency. No suitable provision was made for their rehabilitation, and the results are being seriously felt now.

As regards the fuel supply we are faced with a condition so grave that nothing but the most intelligent and sustained effort can prevent disastrous results for business generally. If a serious shortage exists now, when transportation conditions are most favorable and coal is not required for heating purposes, what may we expect next winter when all this is reversed?

It is too late now to get any considerable orders for railroad equipment filled this year, and it is the opinion of those best qualified to know that for the next eight or ten months we must get along with such equipment as we have. But is the best possible use now being made of this equipment? Absolutely not, and herein lies the only feasible way out of our difficulties.

Priority shipments, whereby one locality is supplied at the sacrifice of other communities, is at best but a temporary expedient and no solution of the difficulty. It remains, therefore, for those who are supposed and empowered to regulate these matters to see to it that every car in the country is put into work and also that this equipment should be so employed as to get 100 per cent. efficiency out of it.

It is probable that if this could be even approximately accomplished the situation would be cleared up inside of three months, but to bring it about would not alone call for drastic methods on the part of the railroads regarding the unloading of cars and their return when empty, heavy demurrage penalties for delay where the consignee could unload promptly and discrimination as to the character of freight to be shipped, but it would also demand that every shipper throughout the land should cooperate with the carriers in putting this programme through; that there should be the same concerted and vigorous action in this matter that was shown during the war when any great things had to be done quickly and efficiently.

Those who travel with their eyes open to the prevailing transportation conditions will find that cars are sidetracked for days waiting the convenience of the consignee to discharge them; that empty cars for reloading are likewise left standing indefinitely; that cars belonging to our roads are hauling construction materials for local purposes in the Canadian Provinces, and that cars needed for hauling coal are standing all around the country loaded with broken stone, automobiles and other materials the shipment of which at this critical time would better be deferred.

The shortage of coal, with its attendant high prices, has been and is due almost entirely to the dearth of transportation facilities, and unless a desperate and countrywide effort is made to cooperate with the railroads in the matter of liberating cars and keeping the rails hot with them we shall probably experience next winter a most deplorable state of affairs.

It would seem to be a matter for prompt action by every Chamber of Commerce, Board of Trade and business association throughout the country, and it is none too soon to begin the campaign if the desired results are to be accomplished. ARTHUR F. RICE,

Commissioner Coal Merchants Association.

NEW YORK, July 10.

Armor for the Golfer.

From the London Chronicle.

"Golfers who fear snakes," says a traveller, "might try the 'tin armour' tactics resorted to by wanderers in the tropical swamp lands. It is the custom of some explorers to fasten a bright tin disc over their ankles. This gleaming spot attracts the reptiles, which invariably strike at it and nowhere else. The stroke is thus rendered harmless and leaves the snake in a position to receive a knockout blow at the intended victim's discretion."

Choice of a Prophet.

Jonah emerged.

"I certainly prefer a dark horse to a dark whale," he cried.

WHOLESALERS WILL FIGHT COAL GOUGING

Association Offers to Help Obtain Facts When Prosecution Is Contemplated.

COMMITTEE OF 4 NAMED

Will Confer With Palmer on Plan to Check Suspected Abuses in Present Crisis.

The Wholesale Coal Trade Association of New York has offered its cooperation to the Department of Justice in obtaining the facts in all cases where indictments of coal dealers under the Lever law are contemplated. In a statement sent out yesterday the association declared that it favored the enforcement of the Lever law just as it stood for the enforcement of the regulations of the Fuel Administration, but the belief was expressed that the law was being violated and the trade generally brought into disrepute by a few unscrupulous persons taking advantage of the present coal situation.

At a meeting of the board of directors of the association a committee was appointed for the purpose of offering to the Department of Justice its help to the end that persons believed to have violated the law shall be proceeded against just as soon as all facts are in possession of the Attorney-General and not before. The committee is composed of C. Andrade, Jr., W. A. Marshall, Gibbs L. Baker and Charles S. Allen.

"The facts involved in almost every transaction," says the statement, "because of the unusual conditions existing, are widely variant.

"This committee believes it is incumbent upon the trade to purge itself of the element, which is known to be extremely small both as to numbers and volume of business done, which is bringing discredit upon that greater number who are not turning the present conditions to their pecuniary advantage but are bending every effort to promptly move coal to their customers, by whose good will they have prospered in the past and to whose present needs they are giving the greatest consideration.

"The committee believes that a consistent policy of refusal to deal in any manner with a person or concern that may reasonably be suspected of abusing the present situation will be very effective in putting a stop to reprehensible practices.".

It also is urged that all transactions be scrutinized carefully and that no trade be made when there is the slightest suspicion that advantage is being taken of the present abnormal conditions.

"The committee will confer with the Attorney-General," reads the statement, "and ask him, before any attempt is made to indict a member of the trade, that the committee be advised of the facts in his possession and every reasonable opportunity afforded to the person or concern in question to submit to him through this committee a full statement of any facts in extenuation which it may be the desire to present with the further assurance that full consideration will be given such facts before action is taken."

72,679 MORE MOTOR CARS IN THE STATE

Hugo Predicts Total of 600,000 in Few Months.

There will be more than 600,000 automobiles owned in New York State within the next few months, it is predicted by Secretary of State Francis M. Hugo, who issued figures yesterday which show there are now 72,679 more cars in the State than there were one year ago.

Mr. Hugo's figures reveal the curious fact that while New York city contains more than one-half the entire population of the State, the number of automobiles owned in this city reach a total only slightly in excess of one-third of the 515,567 registered in the whole State so far this year.

New York city zone, with a considerably greater increase in population than Albany, shows less of an increase proportionately in the number of its automobiles. The city zone has registered 197,426 cars for the first six months of 1920, as against 165,037 for the corresponding period last year. The Albany zone, on the other hand, has 149,203 cars this year, against 127,732 last year.

These figures include passenger cars, omnibuses, trucks, trailers and dealers' cars. For the six months ending July 1 Mr. Hugo's records show a total of $7,400,000 in revenue from the licensing of cars and chauffeurs. Last year's entire receipts were $5,984,600.

LEGION SEEKS PREFERENCE.

To Demobbed Ex-Service Men Get Civil Service Jobs.

The American Legion is making a campaign to bring about the enactment of legislation giving preference in civil service appointments within the State to former service men.

Wade H. Hayes, commander of the Department of New York, American Legion, sent letters yesterday to heads of posts throughout the State asking for an expression of opinion, in order that the wishes of the legion may be set before the Legislature in a form which will insure general indorsement. Some conflicting proposals of the manner in which the preference system should be applied have been received, Mr. Hayes said.

THANKS BUTLER FOR MEDAL.

Dr. Einstein of Berlin Writes to Columbia President.

Dr. Nicholas Murray Butler, president of Columbia University, has received a letter from Dr. Albert Einstein of Berlin thanking the Columbia trustees for the award of the Bernard medal last commencement. Dr. Einstein's letter says:

"I beg to express to you my glad thanks for the great honor which you propose to do me. Quite apart from the personal satisfaction, I believe I may regard your decision as the harbinger of a better time in which a sense of international solidarity will once more unite scholars of the various countries."

PUBLISHERS TO HEAR BENSON.

Admiral Will Explain $3,000,000,000 Sale of Ships.

Admiral William S. Benson, chairman of the United States Shipping Board, will address the leading newspaper and periodical publishers of this city at a luncheon on Wednesday at the Waldorf-Astoria.

It is expected he will discuss the forthcoming sale of $3,000,000,000 worth of ships by the Shipping Board under the Jones merchant marine act.

The Sun AND THE NEW YORK HERALD.

THE SUN was founded by Ben Day in 1833; THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. THE SUN passed into the control of Charles A. Dana in 1868. It became the property of Frank A. Munsey in 1916. THE NEW YORK HERALD remained the sole property of its founder until his death in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which continued in his hands until his death in 1918. THE HERALD became the property of Frank A. Munsey in 1920.

BUSINESS AND EDITORIAL OFFICES.

MAIN BUSINESS AND EDITORIAL OFFICES, 280 BROADWAY. TELEPHONE, WORTH 10,000.

BRANCH OFFICES for receipt of advertisements and sale of papers:

PRINCIPAL UPTOWN OFFICE—Herald Building, Herald Square. Tel. Fitzroy 6000.

HARLEM OFFICE—205 WEST 125TH ST., NEAR SEVENTH AVE. Tel. 794 Morningside. Open until 10 P. M.

WASHINGTON HEIGHTS OFFICE—593 WEST 181ST ST. Tel. 9095 Wadsworth. Open until 10 P. M.

DOWNTOWN OFFICE—206 BROADWAY. Open 8 A. M. to 10 P. M.; Sundays, 2 P. M. to 10 P. M.

BROOKLYN OFFICES—EAGLE BUILDING, 303 WASHINGTON ST. Tel. 1100 Main. 24 COURT ST. Tel. 5456 Main. Open until 10 P. M.

BRONX OFFICE—518 WILLIS AVE., AT 148TH ST. Tel. 9066 Melrose. Open until 10 P. M.

Principal American and Foreign Bureaus.

WASHINGTON—The Munsey Building.

CHICAGO—208 South La Salle st.

LONDON—40-43 Fleet st.

PARIS—49 Avenue de l'Opera, 38 Rue du Louvre.

There are about 650 advertisement receiving stations located throughout New York city and vicinity where Sun-Herald advertisements will be received at office rates and forwarded for publication.

Daily Calendar

THE WEATHER.

For Eastern New York—Showers to-day; to-morrow partly cloudy; moderate winds, mostly south.

For New Jersey—Local thunder showers to-day; to-morrow partly cloudy; gentle to moderate winds, mostly south.

For Northern New England—Local showers to-day and probably to-morrow; moderate south winds.

For Southern New England—Local showers to-day and probably to-morrow; moderate winds.

For Western New York—Local thunder showers to-day; to-morrow partly cloudy; probably showers at night in west portion.

WASHINGTON, July 12.—Pressure has fallen generally throughout the country, except in the Southeast, and is lowest in northwestern Minnesota and northern Utah. There were showers in the lake region, the Ohio Valley, the Middle and South Atlantic and east Gulf States, in North Dakota, western Nebraska, Colorado and Wyoming. Elsewhere the weather was fair. There were no temperature changes of consequence, except in a few scattered localities.

There will be showers to-morrow in the upper Ohio Valley, the lower lake region, the Atlantic States and the southern portions of the east Gulf States, followed by fair weather Tuesday, except in New England and along the south Atlantic and east Gulf coasts, where showers will probably continue. In Tennessee and the northern portions of the east Gulf States the weather will be generally fair to-morrow and Tuesday, while in the north upper lake region there will be showers that will extend by Tuesday and Tuesday night into the south upper lake and west lower lake region and the Ohio Valley. Temperatures will rise over interior districts.

Observations at United States Weather Bureau stations, taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature. High.	Temperature. Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Albany	85	70	30.10	..	Cloudy
Atlantic City	78	74	30.12	..	Cloudy
Baltimore	84	78	30.06	..	Cloudy
Bismarck	82	..	29.76	..	Cloudy
Boston	84	74	30.20	..	Cloudy
Buffalo	78	70	30.06	..	Cloudy
Cincinnati	80	..	30.02	.04	Cloudy
Charleston	82	..	30.14	.02	Cloudy
Chicago	78	..	30.00	..	Pt. Cl'dy
Cleveland	74	68	29.98	.06	Rain
Denver	82	..	29.88	..	Cloudy
Detroit	76	68	30.02	.12	Rain
Galveston	86	..	30.02	..	Cloudy
Helena	86	..	29.78	..	Rain
Jacksonville	88	..	30.14	.04	Cloudy
Kansas City	84	..	29.92	..	Cloudy
Los Angeles	82	..	29.84	..	Clear
Milwaukee	74	68	29.96	..	Pt. Cl'dy
New Orleans	88	..	30.06	1.42	Pt. Cl'dy
Oklahoma City	88	..	29.90	..	Cloudy
Philadelphia	84	68	30.12	..	Cloudy
Pittsburg	72	..	30.08	.34	Cloudy
Portland, Me.	78	68	30.22	..	Cloudy
Portland, Ore.	68	..	30.04	..	Cloudy
Salt Lake City	94	..	29.54	..	Pt. Cl'dy
San Antonio	92	..	29.92	..	Clear
San Diego	68	..	29.88	..	Cloudy
San Francisco	56	..	29.94	..	Pt. Cl'dy
St. Louis	84	..	29.98	..	Clear
St. Paul	82	..	29.82	..	Cloudy
Washington	84	..	30.06	.02	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.21	30.13
Humidity	80	84
Wind—direction	E.	S. E.
Wind—velocity	5	11
Weather	Cloudy	Cloudy
Precipitation	....	....

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M.	69	1 P. M.	75	6 P. M.	73
9 A. M.	70	2 P. M.	79	7 P. M.	72
10 A. M.	72	3 P. M.	80	8 P. M.	70
11 A. M.	74	4 P. M.	78	9 P. M.	71
12 M.	75	5 P. M.	77	10 P. M.	71

	1920.	1919.		1920.	1919.
9 A. M.	70	63	6 P. M.	73	69
12 M.	75	66	9 P. M.	71	66
3 P. M.	80	71	12 Mid.	70	64

Highest temperature, 80, at 3 P. M.
Lowest