

Evening Public Ledger

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A FOUR-YEAR PROGRAM FOR PHILADELPHIA
Things on which the people expect the new administration to concentrate its attention:
The Delaware river bridge.
A dredged big enough to accommodate the largest ships.
Development of the rapid transit system.

ROTTON HOSE
The legitimate fruit of rotten politics is rotten hose.
A government run by contractors for the profit of contractors is bound to consider the profit before it considers the public service.

FLATTERING FIGURES
BALDNESS in fact—in contrast to its effect on human beings—occasionally makes a fine showing. This is certainly true with respect to Philadelphia, reported by the census taker as the third city in the country, in the display of modern street paving.

THE POOR MAN'S LAWYER
THE director of the department of public welfare is making progress toward the organization of the Legal Aid Bureau for the benefit of persons who do not understand their legal rights.

"PROGRESSIVISM"
"PROGRESSIVISM" is not the League of Nations is not the Democrats' trump card in the 1920 campaign, says George White, the chairman of the national committee.

AMONG THE MOUNTAINS
The Tammany boys are not the machine leaders of New Jersey; Taggart, the Democratic saint of Indiana, and Brennan, the heir to Roger Sullivan's machine and methods in Illinois, Mr. Cox would have been merely an "also ran."

THE BURSTING OF THE HOSE AT THE FIRE
This week is not unprecedented. The firemen have been compelled to use rotten hose for a long time. There have been nominal investigations, but the hose continues to burst when the water is turned on.

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same of spoils politics in its way. The state spoilsman made the nomination. If Mr. White intends to have it understood that "progressivism" fought on the spoils politics to be the worst set of political gangsters in the country, the voters would be glad to know it as soon as possible.

PEACE PACT IMPERILED BY RUSSO-GERMAN AIMS
Revised Slavic Nationalism and Berlin's Evasive Tactics Support This Grim Deduction

That the dilemma of the Allies, of forcing into the humiliating position of asked peace terms of victorious Russia, is pleasing to Germany is a deduction hardly to be disputed. Any circumstances, regardless of their origin, which tend to lessen the prestige of conquerors, are virtually certain to be capitalized by a defeated nation.

The Germans of the present would not be Germans did they not view the immediate embarrassment of the Entente resulting from the Polish fiasco with unalloyed satisfaction. More than that, they would not be human.

Regardless of political complexion and of social and economic philosophies, the Teutonic minds may be set down as a unit upon at least one subject. That dominant theme is the Treaty of Versailles. The chances of subverting it obviously depend very largely upon the actions of the one nation exempt from consideration, that otherwise comprehensive element.

The "world peace" of 1919 did it, it is true, drove the German armies from Russian soil. Other than that, however, the anarchic realm comprising the largest contiguous territories on the globe was ignored. If the dangers which that omission entailed were somewhat speculative then, they are assuredly grimly real today.

Of the many interpretative angles from which the crisis can be viewed, one of the most significant is emphasized by B. F. Kospoth, correspondent at Geneva of this newspaper. His analysis, printed on another page today, pointedly suggests the vast opportunities open to Germany through the agency of the present highly organized and successful Red army. For it is no secret that this powerful military machine is only Bolshevism in a Puckwickian guise.

Reussloff, Pavlovich and other Russian leaders of the late imperial regime are leading in the drive into Poland. Mr. Kospoth is informed that German militarists are also prominent in the movement and that the excellent military strategy employed is primarily a result of German inspiration.

This opinion sheds a sinister though not an unexpected light upon the latest gesture of Ludendorff, his appeal for an army of 1,000,000 men to fight Bolshevism. It is difficult to see what the junker classes, of whom Ludendorff is an acknowledged spokesman, will gain from such a performance if sincerely executed. The discomfiture of Soviet arms would undoubtedly delight the Entente. In that event some progress of restoring order in Europe and of scrupulously carrying out the Treaty of Versailles could be entertained. No protestations of Ludendorff can make his late foe believe that he is working for such an outcome.

"Bolshevism" according to one of Mr. Kospoth's reliable Russian informants, "will automatically cease as soon as Germany obtains revision of the peace treaty." Involved in that prediction is the formation of a Russo-German alliance, the specter which has haunted the western powers, distorted the supplemental peace agreements and abandoned the recent course of Entente diplomacy into frantic endeavors to hit the nearest way.

History sheds an ominous light upon the forecasts. Apart from the merits or demerits of Bolshevism as a social program, it is undeniable that Russia betrayed her allies at Brest-Litovsk. Lenin, pro-German before his accession to power, had unquestionably the reputation of Teutonic aid on his rise to power.

At Brest instant expediency dictated surrender to German territorial ambitions. With the end of the war still unadvised, subservience to the imperial German Government was a practical necessity. In the spring of 1918, in connection with the aims of the "democratic" successor is now equally the program in which profit to Russia can be craved.

From the Allies no favors not writing from them by military aid. The Allies were forced to make in the critical Polish negotiations which were grudging.

The unpalatable truth is that the Soviet Government is aggressively anti-Ally and has been so since Brest. And the natural yet unwholesome conclusion is that the Bolshevists rule in Russia. It is in that that policy "pretreaty" Germany is cultivating fertile fields of hope.

The situation is complicated, but not at all improved, so far as the western powers are concerned, by the intense nationalism of victorious Russia. About the last man who might, according to the externals of his career, be thought favorably inclined toward the Red army is Alexander Kerensky. Yet in Paris this week the former premier declared the readiness of the Allies to sign a peace treaty with all Russia, Soviet or not, as long as they hoped ardently for the victory of our armies.

"Reconstituted Poland," he explained, "fortified and unified, thanks to the aid of the Entente had dreamed of winning, to the detriment of Russia, her historic rights in the Baltic." All Russia, Soviet or not, as long as they hoped ardently for the victory of our armies.

In other words, Russian patriotism and nationalism are not more, Bolshevism with a speed that is positively startling, has become subsidiary to imperialistic aims. The Soviet Government has prolonged its life in an organized endeavor to regain the former empire of the czar.

Well-equipped armies are fast being trained in the Far East, and the sympathy of Islam is wooed, a program which recalls the efforts of Germany to

AN ARCHBISHOP'S FEAT

Mannix, of Australia, Does Bright Angel Trail at the Grand Canyon on Foot—The Physical Strain in Figures

By GEORGE NOX MCCAIN
ARCHBISHOP MANNIX, of Australia, looms very large in the eyes of the world today. His speeches in this country on the Irish situation and Premier Lloyd George's declaration that, as a result, he is to be penalized by refusal of the government's permission to land anywhere in the kingdom, have made him an international character.

The archbishop is tall and slender, sly and active, and devoted to outdoor life. A Philadelphia friend who recently returned from southern California via the Grand Canyon tells a very interesting story of an episode in which the archbishop, on foot, did the "bright angel" trail at the canyon during the prelate's journey eastward.

One morning the hierarch, accompanied by his two secretaries, announced to Manager Brent, of the Evening Public Ledger, that he had just returned from the Grand Canyon on foot. Those who have visited the Grand Canyon and made this tortuous and perilous journey will recall the thrills and adventures that invariably accompany the trip.

It is, of necessity, made on the back of a burro, and once made is never forgotten—and never repeated by the tourist. The manager inquired if the archbishop and his party had made burro reservations, and was astonished to learn that the trio proposed to make the descent on foot. His protestations that they feared no danger, were accustomed to mountain climbing and that the beetling precipices and narrow paths, with sparse bushes and rocks overhead, held no terrors for them.

"But there is no parallel between this trip down Bright Angel Trail and the ascent of a mountain," persuaded the hotel manager. "When you ascend a mountain you're fatigued, you're out of breath, and the descent is the easiest part. You may descend the trail with comparative ease, but the ascent will exhaust you."

He then endeavored to persuade them to take some lunch along, but even this was declined. It was pointed out that there was no potable water to be had along the trail, but the trio was adamant. They were to descend with water as objectionable.

Finally in despair Manager Brent insisted that each must at least carry two lemons in his pocket, for he knew what he was talking about. After long discussion and his companions reluctantly assented. The archbishop is described as a man of years, injured to walking and unable to be flexible as to his muscular development, self-confident and fearless.

Mr. Bright Angel Trail on foot was a task unlike any he had ever set himself to perform. Returning tourists, regardless, weary and aching, told the racking experience of the day, came straggling up the trail toward evening. They reported the arrival of the archbishop and his companions at the bottom of the canyon in the narrow and hazardous distance.

The local people and guides, as the early darkness of the Arizona evening began falling, were arranging a rescue party when the trail in the accident occurred on the plateau beyond the hotel. They were about exhausted. They had suffered from lack of water and were in need of food. While still stout-hearted, it was plain that the flesh and blood of the archbishop were being compelled to climb much further.

They subsequently acknowledged that their venture was greater than they had ever anticipated, and had it not been for some of the stoutest workers who were to the physical exhaustion consequent to their efforts. The lemons saved them.

IN CONNECTION with this expedition of Archbishop Mannix to the Grand Canyon, a German scientist, Dr. J. Buchheister, a German scientist, on the physical energy or force exerted by the human body under certain conditions, particularly mountain climbing, is interested.

While the work performed is merely the muscles of the legs, the contractions of the muscle of the heart have to be taken into account. The heart's function consists, as is well known, in propelling the blood out of the heart into the arteries and lungs.

This is effected at an initial velocity of one and a half beats per second, which in the case of an adult is a work of four foot-pounds for each contraction. The pulsations of an adult are on the average seventy-two per minute, but in ascending heights, owing to the additional exertion, the number is increased to an extraordinary extent.

Supposing Archbishop Mannix to weigh 168 pounds, in making an ascent of 7000 feet from the foot of the canyon it is not that great, however—he had to ascend in this way. The work, according to Doctor Buchheister's figures, found by multiplying his weight by the height. In his case it would be 1,176,000 foot-pounds.

In other words, he had to lift 1,176,000 pounds one foot. In this estimate there is not included the physical force spent in overcoming the friction of the dizzy heights and sustaining the weight of necessary clothing. The archbishop performed some feat when he made his memorable trip.

IN ITS broadest sense seeing America means infinitely more than following the beaten paths of travel mapped out by tourists' agents and railroad guide books. There are vast tracts of virgin territory between the oceans and within our northern and southern borders that have never known the impress of a white man's foot. In northern Montana there are unknown peaks; in the tri-corned region of the West there are vast areas that are unexplored.

Within the last half dozen years travelers have been made acquainted with the most wonderful assemblage of natural bridges in the world. There are thousands of square miles of virgin territory still waiting to welcome adventurous spirits and yield their mysteries, as well as terrors, to those with the will to do and dare.

SHORT CUTS

Those who get their money cry in effect, "Banzai, Banzai!" Editorial Writer Cox is having an awful lot of trouble with that leader of his.

The one thing Poland did was to give everybody a chance to say "I told you so!" The Mayor is now a Knight of the Raisin. Varn men have information as to what he is raisin'.

Villa, having made his pile as a bandit, may now be expected to become conservative and reactionary. The virtue in the drop in prices will not be perceived by those who have been dropped from the payroll.

There is possibility that the police could more readily destroy the auto bandits' field of endeavor if they pulled down their "fences." It was as if it were a Ponsi atomium that the clients of the quick millionaire used in crossing over the chasm of speculation to the land of opulence.

Resolute lost a race when she parted her throat halcyon. Maybe Shamrock lost because she caterwauled her feline or something. When we noted the fact that it cost a lot of money to clean City Hall we were not thinking of the possibility that the Mayor would do it with an ax.

One fire develops a faulty ladder; another develops poor hose; a third may show something wrong with the purchasing department; just one darned thing after another. There is one argument to justify the increased passenger rates threatened by the railroads, and one alone. Reduced passenger traffic may give them an opportunity to concentrate on freight.

There is heartening promise in the action of local commercial bodies in inaugurating a drive to break freight congestion. If the movement becomes national-wide it may reap the benefit of our bounteous crops. Those who criticize the supreme council and through it the League of Nations lose sight of the fact that if the United States had not been a working member of the league it would now be doing much of the work that devolves on the council.

What the world appears to be suffering from is a case of nerves. In the interval between active war and assured peace it sears at shadows, political, industrial and social. But it is a pretty good old world just the same, and it will eventually find itself. The Young Lady Next Door But One was reading the political news. "It's funny how mistakes get into the paper," said she. "Here it says, 'Heads are being laid on the block' and the next day it says 'heads are being combed.' Of course, you understand, it is the heads that are being combed."

The economic blockade suggested by Arthur J. Balfour in connection with the league is not a new thing. It was the league was newly born; but it has been willfully kept in the background by foes of the league, who profess to see warfare dictated by the league whenever differences arise. The differences between Finland and Sweden present an object lesson to the rest of the world. Under old-time conditions they had a small part of the League of Nations is considering their case and they are pledged to refrain from war for at least three months after a decision has been handed down. And much may happen in three months.

Surprise is expressed that a thief who broke the window of an Atlantic City pawnshop and took everything in sight took the trouble to carry off some suitcases. It apparently didn't occur to anybody but the thief that the suitcases would be useful in carrying the stuff away. But it is a wonder he didn't leave a note thanking the pawnbroker for his kindness. It is as a protestant that Mr. Gompers speaks when he protests against the laying off of men at a time when we "need every possible ounce of production." As an economist he must realize that it is wasteful to keep men of common sense to put men at work where there is a demand for their labor. As a concrete example, it would be a mistake to keep men broken down by the laying off of men at work building them.

What Do You Know? QUIZ 1. In what year did the great mutiny in India occur? 2. Who presides over the United States when the President is absent? 3. Which two nations, and in which way, are the greatest merchant marine fleets? 4. To what country did the Virgin Islands belong before they were acquired by the United States? 5. What is a dababeyyah? 6. What is the plural of the word "specimen"? 7. What is a halberd? 8. What is a marquet? 9. Who was Jack Sheppard? 10. In the reign of what emperor did the Roman empire reach its greatest territorial extent?

Answers to Yesterday's Quiz 1. The native name of the Italian city known to English-speaking people as Leghorn is Livorno. 2. A beryl is a precious stone, pale green, passing into light blue, yellow and white. The mineral species to which it belongs includes also the emerald. 3. A punka is a portable fan, usually of leaf or gummy material, with a large swinging cloth fan on a travel worked by a cord and large handle in the hand. The word is derived from the Hindu, "paukha." 4. The leading Mexican general in the Mexican war of 1846-1848 was Santa Ana. 5. The first permanent settlement of the English in New England was at Plymouth in 1620. 6. John Hay, secretary of state during McKinley and Roosevelt, is particularly associated as a statesman with the trade policy of the "open door" in China. 7. One hundred and twenty-two years ago the ship launched at the Hog Island shipyard in less than two years. 8. The straggler is a native of Africa, diffused from Nubia to the Cape of Good Hope. 9. Thomas Babington Macaulay was the full name of the famous historian. 10. Sabotage is willful injury done by a workman to his employer's property or interests.

AS THEY HAPPENED

ALMOST NEARLY, BUT NOT QUITE!

WONDERS NEVER CEASE

OO-OO, LOOKIT HERE!



ROADS IN RAISING RATES ARE PLAYING WITH FIRE

Travel a Vital Nationalizing Force, and Vision Would Safeguard Public Interest, Says Writer

By EDWARD HUNGERFORD
MUNGERFORD
man system into American railroading they brought a distinct middleman—demanding and receiving a profit of his own—into our passenger transportation. The middleman, in the form of the Pullman sleeping car and parlor car situation as it would have been handled—either by direct ownership, as the Milwaukee and Great Northern systems still do, or else by great equipment pools—there would have been no need whatsoever today for the Pullman surcharge to go, not the Pullman Co., which will stake good care of its own needs, but direct into the railroad treasuries.

The best function of the Pullman Co. is its ability to furnish at all times, and sometimes under remarkably short notice, extra as well as the regular type of car and sleeping-car equipment. By moving its 8000 cars north and south and east and west it can take good care of the winter tourist traffic in the South and the summer traffic in the North, of conventions here and conventions there and of special movements of almost every conceivable size and variety. No one railroad is easily able to supply spare cars of its own sort.

But there was another reason, and still is none, why the Pullman Co. should not be organized as the Associated Press is organized by the newspapers—a no-profit-making service organization to take care of the needs of the newspapers in car quantities and seasons such as best suit their needs. There is no reason whatsoever why the Pullman Co., having made a fair profit for itself upon each passenger within its care, should not divide that fair profit with the railroad over which they operate; absolutely no reason whatsoever why the railroad, regarding the Pullman Co. as a separate and extraneous organization, should attempt to place a new surcharge of its own upon the unlucky wretch who finds in a country of great distances such as this a sleeping-car necessity rather than a luxury.

To Make Public Smart
No, I think that the railroads have mangled up the wrong story and that the sooner they acknowledge their error and back out again the better that will be for themselves—and their patrons. The unannounced and unexpected increase in fares, by the way, is not against the best judgment of some pretty well-seasoned travel experts in my employ—was undoubtedly brought about by a hot-headed desire to make the average smart person at large believe that the recent wage award to the rank and file of railroad labor—an award, incidentally it seems to me, to have been brilliantly fair. Eventually the average man would have felt that the increase, even though camouflaged and probably to just as great an extent upon his pocketbook. But it would not have been made to smart him. Which may or may not be good policy. I myself should call it suicidal.

I do not myself believe in government ownership of our railroads, nor do I believe in government operation, particularly the latter; chiefly because I do not believe we can operate them efficiently or successfully this way. Our brief wartime experience along these lines was unconvincing. And the remarkable performance of the railroad executives in the few months following the return of their disgruntled and demoralized employees to them has been even more ordinarily convincing to me. They found their cars badly located—coal cars in the West and grain cars in the East—some 175,000 of them out of 734 per cent; astonishingly high total of 734 per cent. Against these handicaps and the even greater one of the vicious and continuing outlay strike the executives have set a higher standard for their operation than American railroading in the flower of its youth. They have set a standard of thirty miles per day, thirty miles per car for every freight car in this whole land. Not more than 4 per cent to be in bad order at any one time. And what

The Honeymoon Hills
THE sun that swooned upon the hills, The hills of Sassafras. In the hush that came with the close of day, Flamed red like the blushes of love at play. As over the hills we made our way, High hills of Sassafras.

The stars that hovered o'er the hills, The hills of Sassafras. Seemed like comfort about in air, Or meshed in the strands of a girl's dark hair; And oh, but my love, my love was fair 'Midst hills of Sassafras!

The moon that hung above the hills, The hills of Sassafras. As the throat of my dear was round and white; And brimmed, like the goblet of love's good by, It split its wine on the breast of night And hills of Sassafras.

The mists of morn that veiled the hills, Gray hills of Sassafras. Were as the sighs that we paused to sigh; When a rose showed faint in the basked, roused sky. And, the honeymoon o'er, we bade 'To hills of Sassafras. Harrison Owen, in the Sydney Bulletin.

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