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THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. It 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 remained in his hands until his death, in 1918. THE HERALD became the property of Frank A. Munsey, its present owner, in 1920.

WEDNESDAY, JULY 6, 1921.

Common Sense Dictates Fusion.

The common sense of the approaching municipal campaign is fusion. For anti-Tammany leaders to abandon the time honored and generally successful principle of a non-partisan business administration of the affairs of the city of New York is to fly in the face of all the facts and figures that appeal to sound, practical political judgment.

To point to the landslide vote of Mr. HARDING for President in Greater New York last November as a measure of local Republican strength is unadulterated nonsense. Mr. HARDING was running for President on the superlative issue of America for Americans or America for the great Powers, mushroom states and tribal nations of the war torn and distracted Old World, and nobody in his political senses ever doubted how the American people stood on this question, and always will stand, in Republican territory and in Democratic territory.

To assert that what some local Republican nominees did in the Harding avalanche as straight ticket candidates can be done again now without the 1920 issue is tin whistle bravado. If Mr. HARDING, Republican, carried this city for President by 441,000, sweeping along with him many a Tom, Dick and Harry on his ticket, AL SMITH, Democrat, on the same day, at the same polls, although a tidal wave was burying his national party, carried the same city for Governor by 320,000.

If Greater New York Republicans, independent Democrats, plain Independents and other anti-Tammany voters want to put the Murphy-Hylan organized appetite out of the Mayoralty and the Board of Estimate they will get together and stick together on a fighting fusion ticket. If they want to hand the municipal election to the Tammany tribe on a gold platter they will drive straight ticket wedges into anti-Tammany solidarity to split it into futile fragments.

When Man Is Physically Best.

If there is anything in the theory that man is at the top of his physical vigor at 27, the time is not far off when JACK DEMPSEY will find his match in the prize ring. Somewhere in the United States there is in the making a youngster who will have the punch to put him to sleep.

Just why 27 should be man's physical turning point—the age when muscular disintegration sets in—has never been explained. The world's greatest baseball players, jockeys, swimmers and track athletes recognize the fact in a slowing up difficult to describe. Some of them say the process involves a condition beyond the physical. The mental processes do not synchronize with the muscular faculties as perfectly as at an earlier period. For success in any form of athletic endeavor there must be sympathetic and instant cooperation between the brain and the machinery of the body.

"Do it first" has a special application to the prize ring. It is this impulse which spells the difference between genius and mediocrity on the back of a race horse. The rider who sees an opening and takes advantage of it in the kaleidoscopic changes of a race is the one who wins nine times out of ten. It is also the quality which produces the Ty Cobbs of the baseball world.

There are fighters, jockeys, ball players and track athletes in general who were conspicuous for their merit after 30, but statistics indicate that the period of physical deterioration begins at or about the twenty-seventh year. It is one of nature's mysteries and he who depends upon his skill at any game in which the purely physical quality plays an essential part should so live that a competency may be had against the time when a younger and better man comes along. That youth will be served is something for every athlete to remember.

Leaving Santo Domingo.

Circulation has been given to so many garbled and incomplete versions of the terms under which the United States is to withdraw from its occupancy of the Dominican Republic that the detailed explanation of our attitude issued by our Department of State and printed elsewhere on this page should be read carefully by all who are interested in this subject.

The charges of bad faith, of attempts to coerce the Dominicans, of efforts to hand pick Dominican delegates to negotiate the convention of evacuation, all fall to the ground when this simple and straightforward declaration of purpose and process is read. The requirement that adequate provision shall be made for the payment of the latest loan floated by the military government is not oppressive or unusual.

The whole arrangement, as projected by the United States, is fair to the Dominican Republic and to its people. Our temporary assistance to the Dominicans will end as it began, in real friendship and with sincere regard for their rights.

Labor Costs in Steel Making.

In announcing another slash in steel prices E. G. GRACE, president of the great Bethlehem Steel Company, shows what it is that is at the bottom of the high costs, which as yet make it so hard to sell goods at the normal prices that consumers would pay.

The making of a ton of finished steel requires the transportation of five tons of raw materials. For the ore, coal, limestone, scrap and miscellaneous supplies which must be transported to make structural shapes the increased freight cost over pre-war levels is $7.85 a ton. But increased transportation charges by the railroads go almost entirely into increased labor charges against the railroads.

The increased market cost over pre-war levels of the ore, coal, limestone, alloys, refractories, lubricants, &c., which go to make up the ton of structural shapes, is $7.10 a ton. But here, again, the increased costs of these materials are overwhelmingly the increased labor costs in them.

The increased labor cost of making at the steel mill the ton of structural shapes out of those five tons of materials, even after the recent wage reductions now in effect at the mills, is $5.64 a ton.

Here are increased manufacturing costs—very largely labor costs—of $20.59 a ton on the finished product. In December, 1914, the selling price of structural material touched $24.21 a ton, the low price in the last twenty years. In other words the added manufacturing costs, accounted for chiefly by increased labor costs, amount now to almost as much as the actual selling price was in December, 1914.

There cannot be normal prices in this country and there cannot be normal business in this country until war inflation labor prices are deflated in this country.

The Short Cotton Crop.

The cotton crop this year, according to the forecast of the Department of Agriculture, will be only 8,433,000 bales. This is the smallest yield since 1895. The drop is due mainly to a reduction from 37,043,000 acres planted to cotton last year to 26,519,000 acres this year, a fall of 28.4 per cent., and to the abandonment of planted acreage of about 3 per cent. caused by bad weather, plant pest and the diminished use of fertilizer.

Under any circumstances but those now existing a cotton crop of only 8,433,000 bales would be a world disaster. But the 13,365,000 bale cotton crop of last year is only half sold. When the new crop comes to market there will be a reserve carryover of 6,000,000 bales to supplement the short harvest.

The lesson of what farmers can do when they organize to cut down their output is, however, none the less significant simply because they chose a time when a minimum of hardship would result from a short crop.

Grand Circuit Under Way.

With the opening of the Grand Circuit at the North Randall track near Cleveland on Monday last began a campaign of interest to every lover of the American trotting horse.

While there are upward of 1,800 trotting tracks, great and small, in the United States, it is the racing on the Grand Circuit with its big stakes and purses which attracts the best horses and drivers. These contests set the pace for the other organizations and furnish an incentive for breeders to produce trotters and pacers capable of winning at Cleveland, Columbus, Lexington, Poughkeepsie, Hartford, Atlanta and other points dominated by the organization of which HARRY K. DEVERAUX of Cleveland is the head.

The standard bred has always had a following among men of wealth and influence in this country. Many individuals who never raced their horses for money premiums have owned and bred the finest specimens. They took pleasure in driving them or seeing them driven by others. In this category are included men like ROBERT and DAVID BONNER, Commodore VANDERBILT and his son WILLIAM H. VANDERBILT, FRANK WORK, Colonel LAWRENCE KIP, ALBERT HALL, General BRAYTON IVES and E. T. BEDFORD.

Then there was the contingent composed of men who found their pleasure in the breeding and racing of horses, some reared by themselves and others bought in the public market. Foremost in this division for many years were MONROE SALISBURY of California and CICERO J. HAMLIN of Buffalo. Later FRANK JONES of Memphis joined ability as a reinsman equal to that of a professional to the qualities of a Salisbury or a Hamlin. Then came the breeder of the type of A. B. COXE of Pennsylvania, DAVID LOOK of Connecticut and Kentucky, W. B. DICKERMAN of Mamaroneck and RICHARD DELAFIELD of Monroe, New York State, who bred trotters and raced the products of their individual studs with the aid of capable professionals.

In health and enjoyment their ventures had a return which can be estimated only by those who are on the quarter stretch at Cleveland this week watching MURPHY, COX, GEERS, EDMAN, FLEMING, SERRILL, STOKES and other reinsmen display their skill.

Great Britain's Pacificator.

Premier of the Union of South Africa by vocation, one of the small company of statesmen who survived participation in the Peace Conference, JAN CHRISTIAN SMUTS is in Ireland doing his utmost to bring about friendly relations between Sinn Fein, Ulster and England. Himself a valiant fighter against the British in the Boer war, he has become one of the great pacificators and leaders of the empire.

It is worthy of notice that since he undertook to compose the ancient English-Irish quarrel there has been a noticeable access of optimism among all who sincerely long for peace, optimism clearly mirrored in the London press of all shades of opinion. The trust in SMUTS's ability to bring about an understanding is evident in the changed atmosphere in London and in Dublin.

If General SMUTS can compose the Irish difficulties and bring about a working agreement leading to prosperity and happiness between two peoples which for generations have misunderstood, scorned and hated each other, he will have accomplished something no other statesman has been able to do. An enduring Irish-English peace would bring him higher fame than will ever result from his association with the League of Nations.

For Support of Our Ships.

After Chairman LASKER of the Shipping Board has done all he can to put the American merchant fleet on a sound basis of private ownership and operation, and after our maritime laws have been changed so that the operation of ships under the Stars and Stripes can become a paying business proposition, there still will be a big job ahead. It can be swung, if swung it is, only by the cooperation of American shippers, shipowners and operators. And behind them must be the full support of the American public.

What this job is, what kind of business sense and business grit will be required to put the American merchant fleet up where it belongs among the most efficient of the world, is indicated in a report by United States Trade Commissioner FOWLER on American shipping in British Malaya and the Dutch East Indies. This report tells how, while the bulk of tonnage is controlled by conferences on nearly all the world trade routes, as is well known, this control in the Malayan and East Indian trade, the Batavia conference, the Dutch-British conference and the Straits Homeward conference, is exercised to the great advantage of Dutch and British ships, and almost to the total exclusion of American vessels, even among Malayan and East Indian shipping centres and American ports.

This control is exercised by allowing rebates to shippers that use only the conference steamers. The rebate usually amounts to about 10 per cent. of the freight charges and is payable "in London in such a way as to retain a permanent guarantee of 2½ per cent. in the treasury of the conference, which will be forfeited in case shipments are made by non-conference steamers."

American shippers using steamers included in the conference are assessed by this agreement 2½ per cent. of their freight payments to prevent them from using American ships. But to reenforce this discrimination the additional 7½ per cent. of the rebate is paid in cash, and this makes it practically impossible to ship goods in American bottoms without the rebate and sell the merchandise in competition with shipments under the rebate system.

Still other handicaps must be overcome by American ships. In the ports of Java "the principal competing lines have their own wharfage facilities" and in some instances complete warehousing, lighterage and stevedoring services operating as subsidiaries of the steamship companies. The conference lines have their own branch offices, whereas "the few American houses in Java have not yet developed to a point where they are prepared to give American steamship lines efficient representation." American interests have to rely on the agencies of foreign competitors for representation.

Despite the rebates and other hindrances thrown in the way of American vessels, there is no ground for criticism of foreign steamship operators. The world has no time for fiddling complaints. By exercising common sense and energy American ships can meet foreign ships under any and all conditions once their wage scales and operating regulations are brought within a reasonable distance of the wage scales and operating conditions of their competitors.

Bribery under the rebate system and discrimination against American ships in the use of port facilities and in other ways will soon disappear if American shippers refuse to take rebates and if the American public gives its support to the enforcement of laws and regulations now dormant, but which would afford the American shipowner and operator the facilities to fight fire with fire.

Chairman Fordney's Oil Dam.

The American people know that for several years they have heard warnings from all sides that this country's oil supply is in danger of running dry. They know that the best engineering genius and the highest statesmanship in the country have been patriotically contending that the welfare of the nation demands that foreign consumers should not be permitted to drain us of our reserves while refusing to let us have our reasonable share of theirs.

The American people know that the Secretary of Commerce is deeply concerned over this grave national question. They know that the Secretary of State is vigorously insisting with great Powers that this nation must have its rights to oil land grants in foreign territories recognized along with those European nations that claim exclusive first mortgages on them. They know that the President of the United States is contesting to the limit this deadly dangerous discrimination against us in foreign fields.

The American people know that every barrel of oil brought into this country is as good as a barrel of oil saved of our own home supply and for that reason the foreign oil must not be shut out.

When, therefore, the national Administration is doing everything in its power to get foreign oil into this country as an imperative need of American industry, welfare and life, what the American people want to know is why Chairman FORDNEY's Ways and Means Committee insists on building a tariff dam in front of that foreign oil to keep it out.

And what the American people will want to know from the whole membership of Congress when it takes up the Fordney measure on the floor is whether Congress is going to stand for FORDNEY's prohibitive oil duty or whether Congress is going to kill it as dead as a door nail.

The House and the Senate will be called upon to answer this question by the nation. They might as well get their reply ready now.

The British Government has been forced by financial considerations to drop the subsidy given to agriculture as a war measure, and continued up to the present as an aid to reconstruction. The British are willing to admit that the right way to economize is to economize.

These strange doctrines came primarily from races unskilled in self-government, untaught in the fundamentals of free government, uneducated in the basic discord between liberty and license. Their doctrines were born of the ills of the lands from which they came. They are radical remedies, sometimes self-annihilating to those using them for ailments unfamiliar to our system of government and life.—*Senator* KNOX.

The impudence of persons utterly unpractised in the art of self-government who presume to instruct us as to improvements possible in free institutions is astonishing; but what shall be said of the gullibility of those whose fathers have dwelt here but who allow themselves to be taken in by such impostors?

The summer schools at Columbia and New York universities opened yesterday with thousands of eager students from all parts of the nation on their rolls. It was no more than fair to turn off a little of the heat to promote the comfort of these welcome visitors. The Weather Man with the other residents of New York welcomes a desirable, though temporary, addition to the population.

California, says an eminent observer, is "no place for blondes to live." This may be true, but blondes don't consult others about where they should live.

The one trouble with women, politically speaking, is that they are sometimes catty.—*Mrs.* MAYME OUSLEY, *Mayor of St. James, Mo.*

A fault only a feminine politician would dare to catalogue. After all, is cattiness any worse than the traits sometimes displayed by New York's purely masculine Board of Estimate?

Nocturne.

An old house, moon bleached, 'mid its grassy court,
Looms like a monstrous ghost against the night:
A crane, its elbow crooked to far, dim height,
Leans like a giant joining in some sport
The cannon start upon the nearby fort;
Three chimneys, like long pointing fingers, rise,
Seeming almost to touch the star strewn skies,
Where furnace glows their greenish gold transport.

From post and arch, from bridge and winding turn,
Topaz and garnet, emerald and blue,
Lamps, like barbaric jewels, gleam and burn,
Tinging dull ways with magic weird and new,
While, faint as fairy flutes that trill and fail,
Blasts from remote ship sirens luring call.

CHARLOTTE BECKER.

Chief Justice Taft.

Alton B. Parker on His Qualifications for the Office.

To THE NEW YORK HERALD: Your editorial article of Saturday entitled "Chief Justice Taft" is so kindly in its treatment of our favorite citizen that I venture to ask you to correct the impression you seem to give that he is not adequately trained for the great position of Chief Justice of the United States. The fact is that no one of our great lawyers is better trained.

He was Solicitor-General under Harrison's Administration and argued nearly all of the great cases of the Department of Justice in the Supreme Court of the United States. And as a United States Circuit Judge he demonstrated great judicial ability, as every lawyer in the United States will testify. Nor should the fact be lost sight of that the knowledge he acquired as Governor of the Philippine Islands, Secretary of War and President of the United States will prove of the greatest value to the new Chief Justice.

The Supreme Court of the United States differs from every court in this country, or in the world for that matter, because it is constantly passing upon great problems of government, and for those great tasks his equipment is of the best.

Now, that was the opinion of nearly all, if not all, of the ex-presidents of the American Bar Association in the late fall of 1916, all but two of whom attended a meeting in New York called by Senator Root, then its president, to prepare a programme for the ensuing meeting of the American Bar Association.

President Wilson being about to appoint an Associate Justice of the Supreme Court of the United States, I proposed that we should recommend to him Judge Taft as the best qualified man in the country. Farrar of New Orleans, Judge Meldrim of Georgia, Judges Dickinson and Gregory of Chicago, all Democrats, warmly indorsed the suggestion. A letter was prepared and signed by thirty-one of the thirty-two persons present.

In their political affiliations fifteen were Democrats, fifteen were Republicans and one supported Roosevelt in 1912. Among them were Joseph H. Choate, Elihu Root and Francis Rawle. The letter was carried to the President by an ex-president, Edgar H. Farrar of New Orleans. In the offices of my firm in New York there is a photographic copy of the letter, including the signatures. ALTON B. PARKER.

ESOPUS, July 5.

Literature and Money

Could the Patron System Produce a Writer of the First Rank?

To THE NEW YORK HERALD: One of your correspondents says that in view of present conditions "publishers are taking no chances and are not handling the works of new writers." He hopes that "some of our wealthy men who are in the habit of endowing colleges so munificently will found an institute for the encouragement of literature."

Things have certainly come to a sad pass if publishers refuse to handle the works of new writers. As the case stands the only hope for literature and belles lettres is in new writers. Our contemporary writers belong only to the second or third class. There is not in America to-day a single writer or poet of the first rank.

There is matter for thought in the reflection that in former ages, so prolific of great writers and poets, these men were nurtured under the patron system. Pindar wrote that in those times men did not write for money. They wrote to make men better and happier, to save their bodies and souls.

We shall never have a great literature until writers devote and consecrate themselves to the welfare of humanity and to art for art's sake, and leave the money consideration entirely in the background.

I am not in favor of an institute for the encouragement of literature. No kind of institutionalism can produce the highest, finest results. But I am in favor of wealthy patrons of individuals of literary merit. W. P.

SPOKANE, Wash., July 1.

For the Square Deal.

One Way for Preachers to Help in Solving Business Problems.

To THE NEW YORK HERALD: "W. P." of Spokane is quite right in saying that clergymen should devote their energies to teaching religion, as they have studied to fit themselves for that work.

Doubtless clergymen in general will admit that questions of religion, law, medicine or millinery should be decided by persons who have special training in those lines; but some ministers seem to think that business questions which are perplexing trained business men can be solved by men without experience in such matters.

If the man in the pulpit can teach the man in the pew that the square deal is a working part of the Christian religion he will have taken a long step toward solving labor troubles. The square deal by both sides will prevent most of the strikes and lockouts.

The investigation of the working conditions in the plants of the United States Steel Corporation by a body of clergymen was an example of how not to solve the labor question. XXX.

WEST HARTFORD, Conn., July 5.

Dry Law and Crime.

To THE NEW YORK HERALD: May I state that your courteous representative unintentionally exaggerated my statements regarding prohibition as a crime cause in THE NEW YORK HERALD on Thursday, June 30?

I did not say that prohibition was largely responsible for present crime conditions.

I gave eleven causes which I regarded as leading factors in the present crime wave.

Answering a question, I added that a number of crimes were at present occurring in connection with the prohibition law—every one knows that a great deal of liquor has been stolen.

I do not consider prohibition at all a leading cause of present crimes. It is one factor, and possibly a temporary factor. WILLIAM B. JOYCE,
President National Surety Company.

NEW YORK, July 5.

The Missouri Philosopher.

From the Jameson Gem.

An optimist can always see the bright side of the other fellow's misfortune.

Rivalry.

The Woolworth Building—Gee! I don't believe I'll be able to see over the new tariff wall.

Aquitania Pursues the Berengaria.

Cunarders Off for Europe a Day Apart Carrying 3,875 Passengers.

Just twenty-five and a half hours after the Cunard liner Berengaria left port, bound for Cherbourg and Southampton, the Cunarder Aquitania, flagship of the line, started yesterday evening in swift pursuit, bound for the same ports. Despite the start of the Berengaria, formerly the German ship Imperator, officers of the Aquitania said their oil burning boilers would take them to port ahead of their huge rival.

Although the Berengaria carried 1,775 passengers, no small number, the Aquitania took out 2,100, including 750 in the first class. The big flagship's cabins and numerous private rooms were filled to subway crowd solidity yesterday afternoon by friends and voyagers. Despite the huge swarm, the ship's crew succeeded in getting rid of even the most clinging visitors, and the liner went out only a few minutes after 6, the scheduled sailing time.

Daniel Guggenheim, president of the American Smelting and Refining Company, sailed with Mrs. Guggenheim on a trip through France, England and Switzerland. Mr. Guggenheim, who will return late in September, said the only developments he expected in the copper situation during his absence would be changes very much for the better.

The copper man was decidedly optimistic about the outlook in his industry. The recent move of copper manufacturers to restrict the output of new metal until some of the surplus already mined was disposed of was a very wise move for the stabilization of business, he said. As a result of this a real demand for the metal may soon be expected.

Another business optimist on board was William M. Wood of the American Woolen Company, who asserted his industry was working 35 per cent. of capacity and is the busiest of all in America. A "sellers' market" may be expected next season, he declared. Mr. Wood will go to England, Germany and France.

Others on the crowded passenger list were Paul D. Cravath, Otis Cutler, president of the American Brake, Shoe and Foundry Company; Sir Joseph and Lady Duveen, Major-Gen. and Mrs. H. M. Elliott, Mrs. William H. Force and Miss Katherine Force, C. W. Hammill, Joshua A. Hatfield, president of the American Bridge Company, and Mrs. Hatfield; Darwin P. Kingsley, president of the New York Life Insurance Company; Count de Salis, Mrs. Egerton L. Winthrop and Mr. Payne Whitney.

The passengers also include Capt. the Viscount Holmesdale, who represented his father, Lord Amherst, at this year's commencement of Amherst College, which received its name from this noted British family. Mrs. Hamilton McK. Twombly and Miss Ruth Vanderbilt Twombly, her daughter, are making their first trip to Europe in several years. They will remain abroad until the autumn and not open their seaside home in Newport. Also on board is Mrs. John J. Mitchell of Chicago, whose son, Mr. John J. Mitchell, Jr., married Miss Lolita Armour in Chicago on June 18. She is accompanied by Miss Louise Mitchell, her daughter, who was one of the bridesmaids, and Mr. Clarence B. Mitchell, her son, who was an usher. Mr. Mitchell accompanied Mrs. Mitchell to New York but not to Europe.

Others sailing on the big liner were Mrs. Dorothy Cadwell Taylor, Count Carlo Dentice di Frasso, Mr. and Mrs. Bertrand L. Taylor, Jr., Mr. and Mrs. William M. V. Hoffman, Mr. Effingham Townsend Irvin, Mr. Frank Presbrey, Mr. and Mrs. Frederick Prime Delafield, Mrs. J. Borden Harriman and Mrs. Joseph B. Dickson.

Mrs. Henry T. Scott of Burlingame, Cal., sailed Monday by the Berengaria. Mrs. Richard Nott Dyer of Orange, N. J., who also sailed by the Berengaria, will pass three months in England and France.

Among the passengers who arrived by the White Star liner Cedric from Liverpool was Miss Ruth Stillman, daughter of Mr. and Mrs. Joseph F. Stillman of 35 East Thirty-ninth street.

The Rev. Dr. Charles Lewis Slattery, rector of Grace Church, who sailed last Saturday for Europe, will not return until Autumn.

Mrs. Charles J. Welch of 116 East Sixty-fifth street and her son, Mr. Livingston Welch, sailed on the Adriatic for an extended trip to England and the Continent.

COLONISTS AT BAR HARBOR.

Mr. Cyrus H. K. Curtis Arrives Aboard His Yacht.

Special Despatch to THE NEW YORK HERALD.

BAR HARBOR, Me., July 5.—Mr. Cyrus H. K. Curtis of Philadelphia has arrived on board his yacht the Lyndonia. Other arrivals include Mr. and Mrs. Henry Reed Hatfield of Philadelphia, at Thingvalla; Mr. and Mrs. Arthur D. Addison of Washington, at Rockburne; Mr. D. B. Catherwood, at Wildacre, and Dr. Robert G. Le Conte of Philadelphia to join his family, who arrived last week.

Mr. Clement B. Newbold arrived on Tuesday to open Devilstone for the first time in several years.

The Toddle Top.

What is it turns the town to-day?
The toddle top.
What is it all the fakers bray?
"The toddle top."
It's seized upon this torrid town
And twirled it almost upside down,
And makes the corner copper frown—
The toddle top.

What comes to table with the tea?
The toddle top.
What makes whole families disagree?
The toddle top.
It's put the kibosh on the bones,
They roll no more but weep with moans;
Yea, seven, 'leven' now disowns
The toddle top.

What put-puts like a motor boat?
The toddle top.
What takes so little, gets your goat?
The toddle top.
It's twirling here and twirling there;
Bridge is suspended in the air;
It rests the brain and curls the hair—
The toddle top.

Soon Congress may investigate
The toddle top.
And we may one day legislate
By toddle top.
But if the people they would please
They'll have to take off all the Ts
And slow by very marked degrees
The toddle top.

MAURICE MORRIS.

Microscopic Penmanship.

Peter Bales Wrote Several Pages of Words on a Silver Penny.

From the Manchester Guardian.

England at one time possessed a penman capable of rivalling Nessi Effendi Markarem, an Arab now on a visit to Cairo with specimens of his art, including a grain of rice on which he has written 110 words from the Koran. Peter Bales, as we learn from Hollinshed's Chronicle, put in the compass of a silver penny more things than would fill several ordinary pages, and presented Queen Elizabeth with the manuscript set in a gold ring and covered with a crystal, together with a magnifying glass so powerful that the Queen could easily decipher the manuscript, "which she held on her thumbnail and commended the same to the Lords of the Council and the Ambassadors."

Bales subsequently issued a challenge "to all Englishmen and strangers" to write, for a pen of gold of twenty pounds value, in all kinds of hands, "best, straightest and fastest," and most kinds of ways, "a full, a mean, a small, with line and without line; in a slow set hand, a mean facile hand, and a fast running hand," and further, to write "truest and speediest, most secretary and clerklike, from a man's mouth, reading, or pronouncing, either English or Latin."

Another writing master, David Johnson, accepted the challenge, and the contest opened on Michaelmas Day, 1595, before five judges and a hundred spectators. Bales was adjudged the winner in all three sections, though the competition in "writing sundry kinds of fair hands" proved a near thing for him. He gained points for the beauty and "most authentic proportion" of his "Roman hand," but Johnson scored more marks in court hand and in "bastard secretary" hand. Bales, being then on his mettle, presented his "Master Piece," composed of "secretary and Roman hand four ways varied," and offered to forego all his previous advantages if Johnson could better it. This proved impossible, so Bales carried off the gold pen, and had it painted and set up for his sign.

Romance Under the Tree of Heaven.

To THE NEW YORK HERALD: My grandfather proposed to my grandmother under an ailanthus tree. They lived in Stone street near Bowling Green. That was in 1818 and my grandmother used to say that was the only time she had any use for the "alien weed." OLD NEW YORKER.

NEW YORK, July 5.

City Preferred.

Mary had a little cook
With hands as white as snow,
And everywhere that Mary went
The cook refused to go.

Leaving Santo Domingo.

Course the United States Will Follow in Withdrawing From Control.

A statement from the Department of State.

The American Legation at Santo Domingo has been instructed to issue the following official statement:

The attention of the Government of the United States has been drawn to the evident misunderstanding which exists in the Dominican Republic regarding the provisions of the proposed convention of evacuation as outlined in the proclamation of the Military Governor, dated June 14. In order that misunderstanding and misinformation may no longer continue, the following statement is made in order to insure an accurate understanding of the actual meaning and intention of the convention:

1. In carrying out the provisions of the proclamation relative to the appointment of certain Dominican citizens as representatives of the Dominican Republic to negotiate the convention of evacuation with the representatives of the United States, it is the intention of the Military Government to request the Dominican Congress, as soon as it is elected, to agree upon the names of the representatives of the Dominican Republic. The persons so selected will be formally appointed by the Military Governor in his capacity as executive ad interim of the Dominican Republic to be its delegates to negotiate the convention of evacuation.

2. The stipulation of the proclamation of June 14 that the convention of evacuation shall provide for the ratification of all of the acts of the Military Government is intended primarily to insure the recognition by the newly constituted Government of the Dominican Republic of the validity of the financial obligations incurred by the Military Government during the period in which it acted on behalf of the Dominican people. These financial obligations were incurred by the Military Government with the consent of the United States in order that funds might be obtained for the carrying out of projects which have promoted the welfare and prosperity of the Dominican people and the Government of the United States feels it necessary to satisfy itself, before its withdrawal from its present relation to Dominican affairs is made effective, that the present holders of these obligations of the Dominican Government may receive satisfactory assurances that the Dominican Government will respect these debts.

The validating stipulation should not, however, be construed as conveying the meaning that the Government of the United States insists that every executive order issued by the Military Government during its incumbency must continue forever unchanged in the Dominican code. Its meaning, on the contrary, is that all of the acts of the Military Government shall be ratified initially by the newly constituted Dominican Government. After the withdrawal the Dominican Republic will necessarily be free to amend or repeal such of these laws or acts as it may deem necessary, provided that the validity and security of outstanding obligations are not impaired.

3. That provision of the proposed convention which would extend the powers of the General Receiver of Customs to the collection of such portion of the internal revenues of the republic as may be necessary should the customs revenues at any time be insufficient to meet the requirements of the service of the public debt of the republic, is, in effect, merely a further guarantee for the proper security of the final loan of $2,500,000. Financial conditions throughout the world are at present on such an unstable basis that it is necessary in order to obtain funds at this time to give additional guarantees to those which were demanded in the past. Should the customs revenues, as is anticipated, prove more than sufficient to meet the service of the public debt of the republic, this provision will never become operative.

Open Season for Arkansas Mules.

Victor correspondence in the Russellville Courier-Democrat.

Bud Flannery of Witt Springs was on the creek this week mule hunting.

Daily Calendar

THE WEATHER.

For Eastern New York—Generally fair to-day and to-morrow; somewhat warmer to-morrow; moderate southeast and south winds.

For New Jersey—Cloudy to-day; partly cloudy to-morrow and somewhat warmer; moderate east, shifting to south winds.

For Northern New England—Generally fair to-day and to-morrow; warmer to-morrow and in the interior to-day; moderate south and southwest winds.

For Southern New England—Generally fair to-day and to-morrow; warmer on the mainland; moderate to fresh south and southwest winds.

For Western New York—Partly cloudy to-day and to-morrow; little change in temperature; gentle to moderate variable winds.

WASHINGTON, July 5.—Pressure was relatively low to-day over the eastern Gulf of Mexico, the Southeastern States, the extreme upper Mississippi Valley, the Canadian Northwest and the far Southwest, and it was high over other regions. This pressure distribution has been attended by local thundershowers within the last twenty-four hours in the south Atlantic States, the plains States and at widely scattered points in the Rocky Mountain region, the upper Mississippi and the lower Ohio valleys. Elsewhere generally fair weather has prevailed.

Cooler weather overspread the Atlantic States north of Virginia to-day and the temperature continued considerably below normal in western Nebraska and the southern Rocky Mountain region, while high temperature again prevailed generally in the lake region and the central valleys. The highest temperature reported was 100 degrees, at Grand Rapids, Mich.

The indications are for local thundershowers in the Southern States and upper Michigan to-morrow and Thursday, and generally fair to-morrow and probably Thursday elsewhere east of the Mississippi River. The temperature will rise in New England and in the middle Atlantic States Thursday; otherwise there will be little change in temperature during the next two days.

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

Stations.	Temperature last 24 hrs. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather
Abilene	92	72	29.94	..	Clear
Albany	78	74	30.10	..	Cloudy
Atlantic City	70	68	30.12	..	Cloudy
Baltimore	86	76	30.08	..	Cloudy
Bismarck	74	64	30.18	..	Pt. Cldy
Boston	68	64	30.16	..	Cloudy
Buffalo	86	76	30.02	..	Clear
Cincinnati	98	80	29.98	..	Pt. Cldy
Charleston	88	80	29.94	.34	Cloudy
Chicago	88	82	30.04	..	Cloudy
Cleveland	88	82	30.04	..	Clear
Denver	70	50	30.16	..	Pt. Cldy
Detroit	90	86	30.04	..	Cloudy
Galveston	92	80	29.96	..	Clear
Helena	92	52	..	..	Clear
Jacksonville	82	74	29.88	.32	Rain
Kansas City	90	74	30.00	..	Clear
Los Angeles	80	64	29.88	..	Clear
Milwaukee	94	80	30.00	..	Pt. Cldy
New Orleans	96	80	29.88	..	Cloudy
Oklahoma	92	72	30.02	..	Clear
Philadelphia	76	68	30.16	..	Cloudy
Pittsburgh	94	78	30.04	..	Pt. Cldy
Portland, Me.	68	58	..	..	Pt. Cldy
Portland, Ore.	72	54	30.16	..	Clear
S. Lake City	82	54	30.02	..	Clear
San Antonio	92	76	29.94	..	Clear
San Diego	70	..	29.88	..	Clear
San Francisco	82	54	29.90	..	Clear
Seattle	62	56	31.20	..	Pt. Cldy
St. Louis	94	76	30.02	..	Clear
St. Paul	92	72	29.94	.28	Rain
Washington	90	80	30.08	..	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.08	30.15
Humidity	94	73
Wind—direction	N.E.	E.
Wind—velocity	10	9
Weather	Cloudy	Clear
Precipitation	None	None

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.	73	6 P. M.	74
9 A. M.	69	2 P. M.	72	7 P. M.	73
10 A. M.	69	3 P. M.	73	8 P. M.	70
11 A. M.	69	4 P. M.	74	9 P.M.	68
12 M.	70	5 P. M.	74	10 P. M.	67

	1921.	1920		1921.	1920.
8 A. M.	69	64	6 P. M.	74	74
12 M.	70	77	9 P. M.	68	72
3 P. M.	73	72	12 Mid.	67	71

Highest temperature, 85, at midnight.
Lowest temperature, 66, at midnight.
Average temperature, 76.

EVENTS TO-DAY.

Opening of the Sixth World's Christian Endeavor Convention, Seventy-first Regiment Armory, 8 P. M.

Alfred E. Henderson, lecture, Bowery Mission, 227 Bowery, 8 P. M.

Carnival, circus and vaudeville show for wounded soldiers, Fox Hills Hospital, S. I., afternoon.

Luncheon by the France-America Society to Myron T. Herrick, new American Ambassador to France, Bankers Club, 12:45 P. M.

Luncheon, Kiwanis Club, Hotel Gotham, 12:30 P. M.

SHOE FASHION SHOW EXHIBITS NOVELTIES

Instep Straps, Elastic Gaiters and Juliettes Prominent.

More