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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.

THURSDAY, JULY 28, 1921.

The Job.

The American railway system has been saved from bankruptcy. The transportation service of the American public is on the road to restoration. The country's distributive blood is again free to circulate through the national arteries. But let nobody, least of all the railroad managers, forget the fundamental truth on which it all rests.

Senator CUMMINS, chairman of the Senate Committee on Interstate Commerce, a student of the theory of transportation, a master of its legislative science and a prophet of its political import, states the essence of the problem with a simplicity which could not be surpassed:

"Rates are now at their maximum. A further increase, I am convinced, would result in a further lowering of the revenues of the roads.

"It is my personal belief that the railroads would have been money in pocket had they voluntarily reduced freight rates, especially on farm products.

"No matter what we might have thought before, we are beginning to realize that we have to pay for the war. We have to pay for the economic waste just as they have to pay in Europe.

"We cannot hope to see the railroads prosper until the country is prosperous, and we cannot hope to see the country prosperous until we have finished the economic readjustment now going on."

This means cost of industrial production. It means cost of all Government. It means interest charges. It means transportation rates. It means, at the base of all, labor costs. To the credit of American strength, initiative and sense it shall be said that this national job was taken up with courage, has been carried on unflinchingly and now is soon to be done.

Austrian Currency and Bonds.

Holders of currency issued by the Austro-Hungarian Bank, now in liquidation, and of bonds or other securities of Austria or Hungary have been invited by the Department of State at Washington to furnish complete information to this Government concerning the serial numbers, the dates of issuance and acquisition and the names of previous owners of the evidences of debt they hold. The Department is considering what may be done to protect, as far as possible, the investments of Americans in Austria and Hungary.

While perhaps it will be possible for American investors to salvage some of their money represented by Austrian currency or bonds the task is going to require the utmost patience. Austria is now in the hands of receivers who are trying by private and public measures to rehabilitate her fortunes. The Ter Meulen international bond scheme is to be tried out in Austria first, and recent advices from the International Credits Bureau in London, of which Sir D. DRUMMOND FRASER is the head, indicate that some progress is being made with this.

But the first requisite of any rehabilitation plan in Austria is credit. Credit cannot be obtained even under an international bond scheme with the guaranty of other nations besides Austria unless some tangible Austrian assets can be found as a basis to secure the credits and to assure their ultimate liquidation.

Sir DRUMMOND FRASER and his colleagues are endeavoring to fix upon these assets of Austria. They will consist of public revenues like the customs receipts, as well as a prior lien on some, perhaps all, public and private properties.

A complete new currency system is to be introduced in Austria, and by September 15 all the old currency of the Austro-Hungarian Bank must be deposited with the new bank of issue.

The old currency will be cancelled and new currency will be issued in its place. The present Austrian crown is quoted at 950 to one American dollar. This is about one-third the price at which it stood a few months ago, when it was higher than the Hungarian crown. Meanwhile, the Hungarian crown has advanced to 300 to one American dollar. The wide difference in the quotations of the two currencies, which are of the same par value, indicates that the prospects of restoring the value of present paper money are less promising in Austria than in Hungary.

Owners of bonds and other securities, public and private, may be more fortunate than holders of currency in retrieving their funds. The Ter Meulen bond scheme aims at protection of property rights primarily, and while its bonds will be a prior lien on property during their lifetime, after these bonds expire the ordinary security holders will be in line to receive payment.

Check Stamp Tax Too Honest.

When a leader or any member of Congress says he opposes a stamp tax on bank checks for the sake of the public he does not mean what he says. The legislator that talks that sort of humbug does not care a tinker's dam about the desire, the convenience or the interest of the public. What he is thinking about is making a political record for himself, whether it is an honest record or a sham record. What he means is that he wants to fool the public as to who pays the taxes and how much.

It is because every time a man writes a check he knows he is paying a tax that the Congress objector does not want that stamp tax adopted.

It is because every time a man sticks a stamp on a check it reminds him that the tax he then pays is going into spendings appropriated by Congress that the legislative scruple against it is so conscience biting.

It is because when a man has a concrete example before his eyes ten, twenty, fifty times a day of how taxes go on running like the ticking of a watch he may get up and do some rough house work about it at the polls that the Congress protester is so fearful of the annoyance it might cause the public.

A revenue stamp on every letter, on every bank check, on every receipt and document to which it can be stuck would put tens and tens of millions of dollars of revenue into the yawning Treasury. It would be the simplest and the easiest tax for the taxpayer to pay. It would be the quickest and the cheapest tax for the tax collector to collect. It would require no complicated accounting system, it would call for no hordes of administrators on the Federal payrolls and it would be a straight, clean, effective tax operation all the way from taxpayer to tax layer.

But it would be a clamorous tax truth teller. It always would stand out in the open to teach the tax lesson against reckless appropriation of the public's money. It would be a constant danger signal against squandering the public's money after it was appropriated by Congress. And that is why, when you talk about an honest and above board stamp tax out in the broad daylight for everybody to see, the statesman who is a political fox hunts his hole.

Doctors' Obligation of Secrecy.

The twenty-fifth annual convention of the American Osteopathic Association is being held at Cleveland this week. In the announcement of the meeting sent out to the press it was said that the convention would undertake an investigation to determine whether Dr. HUGH RUSSELL of Buffalo had violated the ethical standards of the medical profession by his testimony in the Stillman divorce case.

Many persons, we imagine, will be surprised to learn that osteopathy has existed as a distinct system of medical practice for so long a period as twenty-five years. At first practitioners of this form of treatment were freely denounced as quacks and their patients were characterized as pitiable dupes; but now osteopathy is recognized by law.

Having thus been recognized by various legislative enactments in this State and other States, it is difficult to perceive how the American Osteopathic Association can properly set up a different ethical standard from that which is prescribed by the law concerning the secrecy of communications from patient to physician. It has long been provided by the New York Code of Civil Procedure that a person duly authorized to practise physic or surgery shall not be allowed to disclose any information which he acquired in attending a patient in a professional capacity which was necessary to enable him to act in that capacity.

Unless Dr. RUSSELL violated this prohibition in giving testimony before the referee in the Stillman divorce case he has not subjected himself to any just criticism on the part of the American Osteopathic Association or anybody else.

Presumably such evidence as he gave in regard to conversations with his patient was given after the referee had ruled that the questions calling for such evidence were proper and must be answered by the witness. The referee possessed judicial power to enforce his rulings and compel answers to such questions as he held to be proper. It would be a remarkable proceeding indeed to condemn Dr. RUSSELL for violating the ethics of osteopathy because he answered a question or set of questions which a judicial officer of the State had decided he should answer.

A common error prevails in the community as to the extent of the duty of secrecy which the law imposes upon physicians in regard to facts concerning their patients ascertained in the course of treatment. The law on the subject in New York State merely relates to the testimony of medical men given in the course of judicial proceedings. Our statute does not undertake to prescribe what facts doctors may or may not disclose out of court concerning the maladies of their patients. That matter is left to the sense of honor and propriety which prevails among medical practitioners generally.

A Dead Housing League.

The Citizens Protective Housing League is dead. Mayor HYLAN ushered it into our local world as the corrective of the hardships, woes and wrongs of the home needing public. The League was going to sign up 300,000 members at a dollar a head who would get the houses built, the mortgage money lent, the rents adjusted and the whole problem solved. But the Housing League did not get the members, much less the dollars. Now the League is no more.

NATHAN HIRSCH, who was chairman of the Mayor's committee at the borning, says the League perished from neglect because the public is apathetic about its own interests and needs. But THE NEW YORK HERALD says the public is not indifferent to its housing trials and tribulations. The public is earnestly, devotedly and eternally alive to the need of having a roof over the heads of the family at rents that are bearable.

But the public has horse sense. The horse sense public knows that no League, no law, no anything can get capital to build houses as a sound investment when the labor charges and the material charges make the house cost twice as much to build as it is worth.

The horse sense public knows that no bank, no insurance company, no trustee can safely lend to-day a dollar on collateral—the war inflation house value—that may be worth only fifty cents to-morrow.

The horse sense public knows that when building costs are readjusted downward to the basis where they ought to be and sooner or later must be the public will not have to be hunting for landlords to take in the family and give it shelter at any price. It knows that builders and investors will be tumbling all over one another to put up the needed houses as a plain business proposition and will be running after the public to rent them.

New York's Ferry Business.

Commissioner WHALEN of the Department of Plant and Structures, who runs the city ferry between Staten Island and Manhattan, has written to THE NEW YORK HERALD a letter ostensibly in answer to the questions this newspaper propounded the other day concerning his announcement that on a recent hot Sunday the boats under his jurisdiction carried more passengers than had ever before been transported by the line in twenty-four hours. His letter is printed elsewhere on this page. It is a typical document of municipal operation and about as unilluminative as a letter could be.

We asked for details of the expense of operating the ferry: how much went for crews, how much for ferry house and slip employees, how much for insurance, how much for deterioration and replacement, how much for contingencies. Commissioner WHALEN does not answer any of these questions. He says the ferry riders paid in so many dollars, the cost of operation was so many dollars and the profit was so many dollars. But perhaps the ferry owed every penny of what Commissioner WHALEN calls profits; perhaps it was swallowed up in overhead charges he ignores.

Before we can become enthusiastic over the showing made by the municipally owned and operated Staten Island ferry we shall have to have before us a much more extensive statement than that set forth in Commissioner WHALEN's letter, which discloses only the most elementary facts concerning the transportation system he manages.

Our Summer Health Scare.

After the great typhus epidemic with which some of our health advisers menaced the nation early this year disappeared from the front pages of the newspapers sane medical men and sanitarians hoped the country might get through the summer without another similar assault on its nerves and credulity.

It was not to be. Scarcely had the necessity for national economy begun to vacate the desks of sinecurists in Washington than the Public Health Service discovered an "emergency" due to pellagra in the cotton States. At once the mills of publicity began to grind, and already a good many folks are alarmed over the outlook, while a few are on the verge of that condition of panic in which a certain type of health officer takes a delight in keeping as many folks as he can.

So excellent are the facilities of the Public Health Service for frightening the public that it is almost useless even to hope that it will fail to scare most of us in this instance. This is highly unfortunate. Pellagra is a serious disease, unfortunately endemic in certain sections of the United States. It should be studied and treated in sobriety and earnestness. The cooperation of local authorities and citizens generally with the directors of the campaign against the disease is essential to success in the struggle to overcome it. This cooperation is not to be had from hysterical men and women or from resentful State and municipal authorities who know their communities have been misrepresented. Already the unfortunate psychological consequence of hysterical outgiving on this subject is shown in the defensive position taken by the authorities of eight States, who protest against statements which they declare are false and which are certainly highly colored.

Just as nobody wanted to say or do anything to cause the relaxation of any precaution against infantile paralysis or against typhus, nobody wants to say or to do anything to obstruct proper measures for the control of pellagra. But the system of disease prevention which begins by invoking panic is based on an erroneous and mischievous belief that only through terror can the public be brought to cooperate with sanitarians. This is not the case.

Lifting the Cattle Car Prize.

Senator CAPPER in his Kansas newspaper, the Topeka *Daily Capital*, or the brilliant New York editor who quotes and decorates with rhetorical effulgence what the Senator's Kansas newspaper prints, gets weirdly topsy turvy in the following:

"The *Capital* tells you that the railroads, by extortionate freight rates, take for their share one-half of the ordinary cattle. A farmer ships four steers of ordinary grade. At the end of the journey two belong to him, two belong to the railroad. That is more than the ancient bandit barons controlling the highways in mediæval Europe used to take from travellers. It was etiquette with them to leave something for the next baron bandit further on. Railroads are less squeamish."

But it stands on the record in this old matter of fact world that in the first place the railroads perform the service of putting value into the cattle by putting the cattle into the market. The mediæval appropriator took his while the cattle man was himself driving his steers to market.

It shows on the record in the second place that the railroad does not take two steers out of every four the farmer ships. The railway labor up to now has been taking one and a half steers out of the four. The national tax collector, the State tax collector and the local tax collector have been taking the choice sirloin and tenderloin cuts out of the remaining one-half of a steer of the two steers taken from the farmer. The creditors of the roads have been taking, when they could get it, what was left for them of the two steers out of four after the railway labor and the Government tax collector had made off with the lion's share, including the hides.

But for long, weary, desperate months the railroads themselves did not get, did not have a Chinaman's chance to get, for their meagre share of putting the cattle into the market a piece of chuck steak or plate, not even a shank or a soup bone.

New Yorkers who find it difficult to realize, as the pesky poets are forever telling us, that time flies may be helped by recalling that seemingly only a few years ago a familiar sight on a Fifth avenue corner was a modest little cottage set in a lawn, a refreshment place for thirsty cabbies; but that now the sale of a skyscraper on the site prompts a news story of that modest little cottage set in a lawn!

People will check their laughs over the Bronx curfew ordinance upon reading that the first arrests under it netted one man armed with a revolver and one with a razor. As the ordinance only directs police to make polite inquiry as to their reason for being abroad after 10 o'clock in the evening when they encounter "suspicious looking persons," the extension of its provisions to one or two other boroughs might serve a useful purpose.

Recent visitors to an Atlantic City golf course enjoyed the rare privilege of seeing six United States Senators together. How they will be envied by those patient Senate gallery visitors who dream of but seldom see such a multitudinous gathering of Senators!

An army of visitors estimated at 455,000 at Coney Island is said to have parted with less money for entertainment last Sunday than would have been extracted from a third of that number of visitors five or six years ago. If only a fool and his money are soon parted what a parcel of folks have stopped being fools!

London's woman aristocrats have abandoned cigarettes now that they have become popular with middle class women, a cable despatch relates. Oh, well, we had that story in better form in the early days of Bonanza barons. "Strawberries, James," Baroness Bonanza ordered. "Madame will not care for them," responded James, "for they are quite plentiful in the markets."

The Sightseeing Bus.

I'm not very keen for a large limousine,
A roadster is not to my taste,
I can't seem to covet a classy sedan
In the style that the salesmen call chaste.
Over touring cars trimmed with much nickel undimmed
I never could make any fuss,
But the pleasure on wheels that to me most appeals
Is a jaunt on a sightseeing bus.

Such a gay, jolly crowd full of merriment loud
Piles into the seats for the ride,
And there's always a peach of a girl just in front,
Or maybe ensconsed at your side!
The megaphone man of the leather lunged clan
Sings out famous places and thus
We learn our New York as we lumber along
In the big, roomy sightseeing bus.

"Here's the Astorgilt home and the Hall of Fame dome,
And the mus-e-yum chockful of art,"
He rattles it off as we clatter along,
He has all the patter by heart.
There's a blue sky above and you dream about love
And venture erelong to discuss
A honeymoon trip with the peach of a girl
You met on the sightseeing bus.

MINNA IRVING.

Ferry Costs.

Commissioner Whalen's Computation of Receipts and Expenditures.

To THE NEW YORK HERALD: Your editorial article "How Much Did It Cost Us?" in to-day's issue of THE NEW YORK HERALD has come to my attention.

As I am sure that you desire a frank answer to your question and wish to disseminate accurate information and proper conclusions in your columns I am very glad to answer your question.

The maintenance and operation of the three municipal ferries, including all outgo, averaged $7,881.65 a day in 1920. The cost is less this year. The receipts on the municipal ferries on Sunday were $9,906.45 showing a profit of $2,024.80 on the day's business on the basis of last year's cost.

Charging against the Staten Island line the cost of the extra service borrowed from the Thirty-ninth street line on Sunday, the cost of the Staten Island service was $6,300.69 and the receipts were $9,238.24, showing a profit of $2,937.55 on the Staten Island service alone.

The department takes pride not only in the service rendered to the public and appreciated by hundreds of thousands of people, but also in the fact that the municipal ferries have been put on a sound business basis and are taking care of themselves financially, as the result of increased revenues and efficiency and economy in operation and maintenance. GROVER A. WHALEN,
Commissioner Department of Plant and Structures.

NEW YORK, July 26.

Big Towns.

Like Ohio, the Old Bay State Has Seven Cities of 100,000 or More.

To THE NEW YORK HERALD: The despatch from Columbus, Ohio, printed in THE NEW YORK HERALD in which the Ohio Secretary of State lists the seven cities of Cleveland, Cincinnati, Toledo, Columbus, Akron, Dayton and Youngstown, each with a population of over 100,000, and then claims for Ohio more cities of over 100,000 population than any other State, is not quite in accord with the returns of the Federal census for 1920.

Massachusetts also has seven cities each with a population in excess of 100,000: Boston, Worcester, Springfield, New Bedford, Fall River, Lowell and Cambridge. The State of Massachusetts also retains a long lead in the number of cities of 25,000 and over in population, having twenty-seven such cities. New York is second with twenty-two, while New Jersey and Ohio are tied for third place with twenty-one cities each in the 25,000 class. Pennsylvania has twenty such cities.

In one respect, however, Ohio leads all of the States in the country, and that is in the number of cities of 200,000 and over in population. With the five cities of Cleveland, Cincinnati, Toledo, Columbus and Akron each having a population of over 200,000, Ohio leads California and New York, each of which States has three cities of the 200,000 class—Los Angeles, San Francisco and Oakland in California, and New York, Buffalo and Rochester in New York. No other State has more than two cities of this class, and only New Jersey, Pennsylvania, Minnesota and Missouri have two cities each with over 200,000 inhabitants.

One other observation as to cities of 100,000 population and over. There were fifty cities of this class shown by the census of 1910, and seventeen were added by the count of 1920. Of these seventeen cities the State of Texas contributed four in San Antonio, Dallas, Houston and Fort Worth; Massachusetts, New Jersey and Ohio contributed two each, and no other State added more than one city to the 100,000 class. Of cities newly added to the 25,000 class New Jersey, Ohio and Indiana contributed seven each and led all the other States. WILLIAM GRANT WEBSTER.

OCEAN GROVE, N. J., July 27.

Woman's Crowning Glory.

Rich Tresses Are Still to Be Found in a Day of Bobbing.

To THE NEW YORK HERALD: It would seem that Lady Godiva has effectively disposed of the much mooted question as to bobbed hair and women's business ability.

Her suggestion that all the ladies cut off their hair and try a new growth I think would be a good plan, as nowadays you certainly do see the most skimpy, scraggy and mutilated locks, which are indeed a poor representation of a crowning glory.

Godiva should not despair, however, there are a few remaining who may be justly proud of their hair. I can show her a photograph of a friend whose hair of a beautiful golden brown of natural growth reaches to the ground.

Then there is at least one New York woman whose hair was the admiration of all as seen at one of the pageants given for a charity during the war.

An artist showed me a photograph of a cloak model in the city who he said has a wonderfully fine head of hair and who called at his studio once, but as he lost her address he has not seen her since. I am quite sure there would be no lack of such others should occasion arise for them to make themselves known. A. C.

NEW YORK, July 27.

Identifying Taxi Drivers.

Every Vehicle Must Display Its License Number Conspicuously.

To THE NEW YORK HERALD: It occurs to me that holdups by taxicab drivers might readily and easily be circumvented by the very simple manner of passing a municipal law compelling the chauffeur of every licensed taxicab in Greater New York to give every fare engaging his taxicab a card bearing the license number of the taxicab and the name of the driver.

The passenger could readily compare the number on the card with the license number, and then if necessity arose the police could finish the job. The cost of the cards would be almost nil, while the protection given to the passenger would be greater than any ordinary insurance.
T. ARTHUR JOSEPH.

NEW YORK, July 27.

In licensed vehicles of all kinds the numbers of the license are conspicuously displayed. Patrons have no difficulty in getting information by which to identify their drivers.

Development in an Arkansas Town.

Cominto correspondence to the Monticello Advance-Monticellonian.

Uncle David Purser is having his residence painted and is installing a new yard fence, which goes to prove we are still growing and that the city is improving rapidly.

Mr. and Mrs. Tuck Give Art to Paris

Donate to the City Their Entire Collection, Which Is Valued at 4,000,000 Francs.

Special Cable to THE NEW YORK HERALD. *Copyright, 1921, by* THE NEW YORK HERALD.

New York Herald Bureau, Paris, July 27.

Mr. and Mrs. Edward Tuck, whose magnificent mansion on the Champs Elysees has long been a centre of the American colony's activities, have just donated an art collection valued at not less than 4,000,000 francs to the city of Paris. The collection, which includes numerous Aubusson weavings, besides paintings by Watteau and Francois Boucher, and several notable portraits, including one of Benjamin Franklin, will eventually be housed in the Petit Palais. The collection is considered one of the finest in Paris.

Although the collection will be on public exhibition within six months from the date on which it is taken over by the city officials Mr. and Mrs. Tuck have decided that the full ownership shall not pass to the municipality until their death if that should occur within ten years. If they are still living in 1931 they will give up all interest in the collection.

The Tucks already have donated several millions to Paris charities.

Mr. and Mrs. Edward Tuck are members of old American families of wealth. Mr. Tuck's American ancestors came here in 1636 from England and settled in New Hampsire. Since then the family has been identified with the public and business life of that State. Amos Tuck, the father of Mr. Edward Tuck, was a member of the New Hampshire Legislature in 1842, and in 1860 was a delegate to the Republican Convention in Chicago that nominated Lincoln for President. Mr. Edward Tuck was born in 1842. In 1865 he was appointed Vice-Consul to Paris and has made his home chiefly in Paris since. In 1871 he became a member of the Paris banking house of John Munroe & Co., and retired from active business in 1881.

In 1872 Mr. Tuck married in Paris Miss Julia Stell, daughter of the late William Shorten Stell, a successful business man of Philadelphia and Manchester, England. In spite of his residence in Paris he maintained his associations with numerous New York clubs and art societies. Mr. Tuck is a cousin of Mr. Amos Tuck French of New York and Newport.

AMERICANS IN PARIS.

Special Correspondence to THE NEW YORK HERALD.

PARIS, July 14.—The following are among the Americans registering at the office of *The New York Herald of Paris:*

From New York: Mr. and Mrs. Benjamin Schloss, Mr. and Mrs. John Rosenfeld, Orrin G. Sage, Miss Alice S. Blunt, Miss Maud Rieffannacht, Miss Lena Kline, Miss Josephine Greene, William Greene, Mr. and Mrs. W. Halbert, George Halbert, Philip Pedley, Gerald Debenham, Edward Rosemvald and Mr. and Mrs. F. F. Lowenfels.

From other places: Mr. and Mrs. John L. Clawson, Mr. and Mrs. Joseph Steinmetz, Mrs. A. F. Thomas, Miss Dorothy Thomas, Miss Barbara A. Young and Miss Anna M. Young, Philadelphia.

Dr. and Mrs. Lotreck and daughter, John J. Mitchell, Miss Louise Mitchell, C. B. Mitchell, Charles D. Daum, Mrs. Mildred Daum and Joseph Dimery, Chicago.

Mr. and Mrs. E. H. Talbot, Mrs. Wallis B. Badger and Miss Mary Foss, Boston.

Mrs. Laiz W. Anderson, Mr. Alexander F. Anderson and Miss Annette Ferguson, Cincinnati.

L. C. Gardner, Long Prairie, Minn.

Mrs. Charles C. Oakes and Miss Mary E. Oakes, Glen Ridge, N. J.

Miss Reicia M. Blanchard, Yarmouth, Me.

R. Emmet Condon, Washington, D. C.

JUSSERAND RETURNS TO FRANCE ON PARIS

Will Be Back in Fall With Disarmament Delegates.

Fleeing from the heat of Washington, which, he declared, was the hottest place on earth, Ambassador Jules J. Jusserand sailed yesterday for France on the new French liner Paris.

When he returns in October, the Ambassador said, he hopes to be accompanied by the delegate or delegates of France who will take part in the disarmament conference proposed by President Harding. Although he would not say that Premier Briand would not come as one of these representatives, M. Jusserand made it plain that he expected Marshal Foch would be with him on his return trip.

"I regard Marshal Foch as the best informed man on the subject of disarmament in the whole world," he said. "We can all see that France at heart is with President Harding on the subject of disarmament, although to us it must be qualified."

The Ambassador showed plainly what was in his mind by adding with a smile: "There is no Dover Straits between us and Germany and we must be careful to protect ourselves.

"France is for disarmament not only for its primary reason. but also because of financial conditions. Before the war the per capita annual tax was 135 francs. Now it is 534 francs, and something must be done to relieve this burden."

One of the big financial problems of the French Republic is the refunding of the debt to the United States, he said. France has borrowed $3,000,000,000 from the United States and has lent a greater sum than this to her allies. No payments have been made to her by these debtor nations, and none can be made in their present circumstances.

Heading the host of friends and well wishers who came to the great liner to bid him farewell were Maurice Casenave, French High Commissioner, and Gaston Liebert, the French Consul-General.

Mrs. Harry Payne Whitney, who returned only a few weeks ago from France and England, where she exhibited her works of sculpture, left on the Paris for a vacation of three weeks in Italy. The ship carried 1,600 passengers.

Sun of the West, Good Night.

From the Kansas City Star.

Sun of the west, good night, good night;
Orb of a splendid day;
Slowly you sink from my eager sight—
Into the far away;
And night comes down and the shadows dare
To creep from the depths of their hidden lair;
Safe till the dawn may they linger there—
Sun of the west—good night.

Sun of the west, good night, good night;
Ages may come and go;
And you swing on in celestial flight
Nor reckon on things below;
But I know naught of my destiny—
To-morrow my fragile bark may be
Far adrift on a troubled sea—
Sun of the west—good night.

GRIFF CRAWFORD.

What a Mule Is.

An Age Old Question Decided in Debate in the Senate.

WASHINGTON, July 27.—Senators Watson of Georgia and Caraway of Arkansas added incalculably to the sum of human knowledge by their debate on the subject, Is a mule a farm product, or what?

To understand the Federal financial importance of a correct decision it is required to keep in mind that if a mule were a farm product he would benefit by the operation and proceeds of the Senate bill providing for the purchase of all farm products with a billion dollars derived from taxes.

The discussion, certain of a proud place in history as a famous Senate debate, was settled upon an agreed premise that a farm and a range in their relation to the infant industries involved in raising a mule are the same. First, let it be noted how it came about that Mr. Caraway was compelled to relinquish his pet proposition that mules, where they most abound, are raised on ranges; that a range is not a farm and therefore no part of the billion the bill seeks wherewith to purchase farm products could be used to give Uncle Sam valid title to so much as one mule:

Mr. Watson—If you do not produce him [the mule] on the farm where do you produce him?

Mr. Caraway—You usually produce him on the range.

Mr. Watson—What is a range but a farm?

Mr. Caraway—No, it is outdoors where it has not been cleared.

Mr. Watson—So is a farm outdoors. I have never seen a farm inside the house.

Mr. Caraway naturally as a result of such a wallop went down but not out. Ministrations of sympathy by Senators Norris and Heflin so far restored him that at the count of nine he rose in his place and countered "Is a woodland a farm?" abandoning his differentiation between a farm and a range. Having thus brilliantly with side arms scored in the skirmish line Mr. Watson with masterly promptness brought his heavy artillery into main action:

Mr. Watson—But you cannot raise mules in the woods.

Mr. Caraway, showing distress and sparring for wind—You never raised a mule, that is certain.

Mr. Watson—I have raised mules, but I did not raise them in the woods.

Mr. Caraway—In Georgia is a mule considered a farm product?

Mr. Watson—I am asking the Senator what he classes him under if not as a farm product?

In the galleries no less than on the floor of the Senate silence of anguishing expectancy startled scores who felt instinctively that consummation of hectic statesmanship was about to brand the day, the hour historically. From cloak rooms rushed Senators startled by the silence; from their lobby pale and agitated correspondents flung themselves into their gallery seats; pages intermitted cautiously whispered incantations of "Come seven-eleven"; doorkeepers awoke and a veteran deputy sergeant at arms was overheard to mutter that he'd be dinged! Seldom has such a moment thrilled the greatest parliamentary body on earth.

Mr. Caraway with crest proudly lifted, eyes flashing, smiling with the proud consciousness that he was about to exhibit a comeback unparalleled in the histrionic ring thundered his now classic reply to the challenge to tell the world what is a mule: "He is an animal!"

It was a fine and well deserved victory won by the distinguished Senator from Arkansas, yet the consensus in higher parliamentary circles is that there was no knockout. As in no other way could Mr. Caraway have earned an official decision it is argued by some that the brilliant Georgian will one of these days challenge the winner to reopen the whole proposition by crosscountering with the question "But is not an animal a farm product?"

The Man in Revolt.

In Protest Against War Prices He Is Wearing a Winter Suit.

To THE NEW YORK HERALD: Again the retailer: I went to my usual men's clothing store the other day; I would give the name but you would not print it of course. I was after a two piece summer suit.

Last fall I bought a three piece winter suit there for $60—pre-war value $30. I was wearing it. It was too hot, but I had only winter suits, which was why I was after the summer suit. We all know that last fall was when clothes were away up.

Well, they offered me a two piece suit of the same quality as my three piece suit for $58. And the salesman admitted that a vest was worth from $8 to $10. I make that a raise of $6 to $8. Am I wrong?

I told the man he was a blanked profiteer—which he denied; they all do—and left. I am still wearing the winter suit, but I feel that even I must have a lighter one for this weather, but I am not going to get it at my old and, till now, well patronized store.

There were people there buying those suits at those war prices. So why should the owner lower his prices? Would you? I would not were I he till the public stopped paying those war prices. Then I would and then he will if the public will stop buying. INDIVIDUALIST.

NEW YORK, July 27.

The Leisurely Ozarkian.

From the Southwestern Telephone News.

The native of New York had brought his Ozark cousin to see the sights. Together they gazed to the cloud-swept upper stories of the Woolworth Building, mounted the Statue of Liberty, and did the weird curb market. Finally they stood at the corner of Fifth avenue and Forty-second street, waiting for a chance to dodge the long procession of automobiles and throngs of pedestrians.

The Ozarkian calmly watched the hustling thousands. Then he turned to his friend: "Picnic in town?" he inquired.

Thirty Thousand Seal Skins.

From the Fisheries Service Bulletin.

Instructions have been issued to the United States Bureau of Fisheries representatives on the Pribilof Islands authorizing the taking of 30,000 fur seal skins on both islands during the calendar year 1921. Tentative divisions by classes for the killings on the two islands are as follows: St. Paul, 22,100 three-year-olds, 3,000 four-year-olds and 600 five-year-olds, and St. George, 2,750 three-year-olds, 450 four-year-olds and 100 five-year-olds.

Daily Calendar

THE WEATHER.

For Eastern New York—Local showers and thunderstorms to-day, to-morrow showers and cooler; fresh southwest winds.

For New Jersey—Local thunder showers to-day; to-morrow fair, with somewhat lower temperature; fresh southwest winds.

For Northern New England—Showers and probably thunderstorms to-day, cooler to-night; to-morrow fair; fresh southwest winds.

For Southern New England—Local showers and thunderstorms to-day; to-morrow fair and cooler; fresh southwest winds.

For Western New York—Local thundershowers and somewhat lower temperature to-day; to-morrow fair; fresh westerly winds.

WASHINGTON, July 27.—The disturbance that was central last night over west Minnesota advanced rapidly eastward and to-night its centre was over Ontario. Since last night it has been attended by showers and thunderstorms in the upper Mississippi Valley and the region of the great lakes. Pressure remains high off the south Atlantic coast and in the Gulf States and it is high and rising on the north Pacific coast. In addition to the precipitation caused by the northern disturbance there have been rains on the south Atlantic coast and in the Rocky Mountain and plateau regions. Heavy local rains fell in Florida, southeast Georgia, Minnesota, Wisconsin and southeast Colorado.

High temperatures continued to-day in the interior of New England and in the middle Atlantic States, the south portion of the region of the great lakes and in the Ohio and central Mississippi valleys and the middle plains States. Normal temperatures prevailed in other regions.

Local showers and thunderstorms are probable to-morrow in the middle Atlantic and New England States, the Ohio Valley and the lower lake region, and to-morrow and Friday along the south Atlantic coast. Otherwise the weather will be fair to-morrow and Friday in the States east of the Mississippi River. The temperature will be somewhat lower to-morrow over the south portion of the region of the great lakes and the Ohio Valley and to-morrow night and Friday in the middle Atlantic and New England States.

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

Stations.	Temperature last 24 hrs. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Abilene	96	74	29.92	..	Clear
Albany	82	74	29.90	..	Clear
Atlantic City	82	74	30.06	..	Clear
Baltimore	92	80	30.04	..	Clear
Bismarck	76	64	30.02	..	Pt. Cldy
Boston	94	80	29.96	..	Clear
Buffalo	82	78	29.86	..	Cloudy
Cincinnati	92	76	30.00	..	Clear
Charleston	78	78	30.14	.44	Cloudy
Chicago	92	80	29.84	..	Pt. Cldy
Cleveland	90	78	29.92	..	Pt. Cldy
Denver	86	64	29.90	..	Clear
Detroit	90	74	29.88	..	Pt. Cldy
Galveston	86	80	30.12	..	Clear
Helena	78	56	29.96	..	Pt. Cldy
Jacksonville	84	74	30.06	.10	Cloudy
Kansas City	94	76	29.96	.02	Rain
Los Angeles	78	64	29.98	..	Clear
Milwaukee	90	76	29.78	..	Clear
New Orleans	90	80	30.12	..	Pt. Cldy
Oklahoma	90	72	29.96	..	Clear
Philadelphia	92	78	30.06	..	Cloudy
Pittsburgh	90	74	30.00	..	Cloudy
Portland, Me	86	76	29.92	..	Clear
Portland, Ore	80	56	30.08	..	Clear
Salt Lake City	90	68	29.84	..	Clear
San Antonio	96	74	30.00	..	Clear
San Diego	72	64	29.96	..	Pt. Cldy
San Francisco	64	50	29.94	..	Clear
Seattle	70	50	30.16	..	Clear
St. Louis	94	76	29.96	..	Clear
St. Paul	82	72	29.86	..	Clear
Washington	94	78	30.04	..	Clear

LOCAL WEATHER RECORD.

	8 A. M.	8 P. M.
Barometer	30.13	30.03
Humidity	80	54
Wind—direction	SW	SW
Wind—velocity	6	30
Weather	Clear	Pt. cloudy
Precipitation	.....	.....

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

8 A. M.	74	1 P. M.	88	6 P. M.	89
9 A. M.	76	2 P. M.	88	7 P. M.	87
10 A. M.	80	3 P. M.	88	8 P. M.	85
11 A. M.	87	4 P. M.	89	9 P. M.	84
12 M.	88	5 P. M.	90	10 P. M.	83

	1921.	1920.		1921.	1920.
9 A. M.	76	61	6 P. M.	89	76
12 M.	88	69	9 P. M.	84	70
3 P. M.	88	74	12 Mid.	83	67

Highest temperature, 90, at 5 P. M.
Lowest temperature, 72, at 5 A. M.
Average temperature, 81.

EVENTS TO-DAY.

Complimentary dinner to Herman Laue, advertising manager, United States Shipping Board, Waldorf-Astoria, 7 P. M.

The Bronx Coalition Committe and other independent organizations, meeting in Ebling's Casino, this evening.

The Peruvian Club of New York, centennial dinner, S. S. Flotilla, Sixth avenue and Fifty-fifth street, 7 P. M.

Luncheon to young men of the financial district who are to attend the Plattsburg training camp, Meridian Club, this noon.

The women's auxiliary of the 165th Infantry, anniversary memorial mass in Holy Cross Church, 327 West Forty-second street, 10 A. M.

Folk song concert, New York University, University Heights, 8:15 P. M.

People's Liberty Chorus, song contest and concert, High School of Commerce, 155 West Sixty-fifth street, 8 P. M.

J. D. Flynn will speak at a rally of the Bowery Wynnethewaws, Bowery Mission, 8 P. M.

Consumers League of Ridgewood-Bushwick section, meeting, Palm Garden, Wilson and Greene avenues, Brooklyn, 8 P. M.

HENRY HADLEY GIVES SUPPER.

Entertains His Associates After Farewell Concert at Stadium.

Henry Hadley conducted his farewell concert in the Lewisohn Stadium last night, giving an all Tschaikowsky programme to the obvious enjoyment of an audience of 8,000 persons. After the concert he entertained at supper several of his associates in the direction of the Stadium concerts at his home, 224 West Eleventh street. His guests were Adolph Lewisohn, Mr. and Mrs. Charles S. Guggenheimer, Mr. and Mrs. Charles Winch, J. Parke Channing, Miss Eileen Huban, Arthur Judson, Mr. and Mrs. H. Cyphers, Eric Huneker and Arthur Hadley, who is a son of the conductor.

To-night Victor Herbert will take Mr. Hadley's place at the conductor's desk and will lead the concerts for three weeks. Mr. Herbert will start with an all Wagner programme.

AMONG THE SEAGOERS.

The Mongolia of the American Line, which sails to-day for Plymouth, Cherbourg, Hamburg and Danzig, will take a number of Americans connected with the consular service in Germany and Central Europe. They will include Mr. Walter Reineck, vice consul at Budapest, who will be accompanied by Mrs. Reineck and their son; Mr. D. S. Bigelow, vice consul at Bucharest, and Mr. J. J. Ewart, vice consul at Berlin.

The Mongolia's list will include Capt. M. R. Tawes, who was assistant to the commandant of the transport George Washington during the war. He commanded her as an army transport and was decorated by the King of the Belgians for his war service. Mrs. Tawes accompanies her husband. Also on board will be Dr. Rosalie Slaughter Morton, who is professor of gynecology at the New York Polyclinic Medical School and Hospital; Dr. Carl E. Moehle and Dr. and Mrs. Walter Moehle, of Brooklyn. In addition to her first cabin passengers, the Mongolia will carry more than 700 third class passengers, most of them Poles and Hungarians.

Mr. William Matheus Sullivan, of 520 Park avenue, will sail by the Rotterdam, Saturday, and spend the remainder of the summer abroad.

SOCIAL NOTES.

Mr. and Mrs. Joseph M. Cudahy of Chicago are at the Ritz-Carlton for a short stay.

Dr. St. George Fechtig sailed by the Paris. He will return early in October.

Mrs. William J. Connors, Jr., of Buffalo, N. Y., is at the Biltmore for a few days.

Mr. and Mrs. Walter Tufts of Barnstable, Mass., are stopping at the Belmont.

Dr. H. Olson and Mr. H. H. Harris are among New York visitors at the Highland Inn, Algonquin Park, Ont.

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