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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.

TUESDAY, AUGUST 29, 1922.

The Governor's Coal Message.

In his message to the Legislature, convened in special session to consider the coal emergency, Governor MILLER asked for the creation of a single headed coal commission with authority to supervise existing agencies for the distribution of coal and a $10,000,000 revolving fund to finance its operations. The commission would be authorized to establish new coal distributing facilities if this seemed to it necessary, but the Governor wisely believes that maintenance of the service of private dealers under official control is likely to prove the best means of meeting the needs of the public. This is a sensible, reasonable way to attack the problem.

From the fact that New York State has no coal mines and must depend on getting its supplies from coal producing States the situation here is not as good as it might be, but the probability is that the great State of New York will have fair consideration by whatever authority undertakes the apportionment of coal among the United States.

Handled by a single headed commission, such as Governor MILLER advocates, whatever coal the State of New York receives in the apportionment of the available supply will be fairly and appropriately distributed among the people of the State. The Governor emphasizes particularly the necessity of caring for the small consumers who have not the means to care for themselves and obtain coal in the open market in time of scarcity in competition with the large organizations maintained by public utilities and great industrial concerns.

Though brief, the Governor's message covers the fuel situation historically, explains the legal situation with clarity and presents an accurate picture of the situation which must be met next winter.

* * * *

In this coal emergency situation THE NEW YORK HERALD urges every householder and all managers of industries accustomed to use anthracite to prepare their furnaces, cook stoves, heating devices and power plants with appropriate grates for the use of soft coal. With properly equipped grates and the supply of soft coal that we believe will be available to all there should be no difficulty through the winter months.

It is particularly important that no time should be lost in getting the new grates, as the demand for them, in all probability, will be enormous.

Another way for the householder to provide against the rigors of the coming cold weather and to have fuel is to lay in a supply of coke. To burn coke no change is necessary in grates; heating apparatus designed for anthracite is perfectly suited for coke. Coke furnishes a very hot fire; it is light to handle, and makes an excellent substitute for hard coal.

Opera in Summer.

While ANDREAS DIPPEL is traveling from one city of the middle West to another with a scheme for establishing something like a permanent opera company in every town capable of supporting it there is simultaneously developing in various cities a taste for musical performances by local singers. This is the first evidence that the smaller American towns may, like those of Europe, maintain their own operatic organizations.

The Municipal Opera Company of St. Louis has just completed another season so successful that a substantial sum of money remains in the treasury with which to finance next year's campaign. Its representations, given during the summer months, are confined to high class operettas. They have the advantage of a beautiful site in the largest of the city's parks. The chorus is in the main composed of local singers, who prepare themselves during the winter for their share of the work.

Of similar musical material were the offerings of the operetta company that sang this summer with success in Baltimore, although it made somewhat of a specialty of GILBERT and SULLIVAN's works. There was no participation by the municipality in the performances.

Of course Ravinia Park in Chicago calls to its service singers only a little below the rank of the foremost artists of the Metropolitan and the Chicago company; it is therefore to be classified with them artistically rather than with any of the other summer organizations. In other cities during the last summer there have been performances of operetta and occasional representations of opera of a more serious kind by troupes of respectable ability.

Whether it was comic opera or serious opera they sang, these companies are an evidence of an interest in music which may after a while so develop as to prove that Americans are fond of opera for its own sake and not merely for the exploitation of a few famous stars, usually of foreign birth and training. There is much more eloquence, so far as musical taste goes, in the success of one of these municipal companies than in the engagement of the most expensive company of foreign singers that ever went for a performance or two to a town which had to rely on the liberality of a few of its citizens to pay the almost inevitable deficit.

Mayor Hylan's Transit Plan.

The Mayor's transit plan emerges nearly five years after Mr. HYLAN first took office and many months after the Transit Commission issued its clear and practical plan for a united transportation system.

Unfortunately for itself the plan is dressed up with political argument. Mayor HYLAN's bitterness against the Transit Commission and, indeed, against everybody who does not agree with him breaks out in phrases relative to "grasping monopolies," "malign efforts of corporations" and other remarks reminiscent of the last city campaign. The document contains a loud and undignified appeal to New York to defeat the present State Administration.

The same state of mind is reflected in the peculiar form of the Mayor's message, which reads as if the Board of Estimate had the power to proceed with the Hylan plan regardless of the law. Of course the Board of Estimate has yet to pass on the plan. It may decide to submit it to the Transit Commission, as it has a perfect right to do. In that event the Board of Estimate may be sure that the Transit Commission, which has done its best to obtain the cooperation of the city government, will give heed to any useful suggestions which the document may contain.

As the Hylan plan stands in its entirety it is an extravagant impossibility. It calls for 126 miles of new subways in thirty-five new routes; seven new tunnels; a bridge; the recapture of ninety-seven miles of existing subways; the municipal operation of all the subways the city can lay its hands on; the establishment of a $25,000,000 bus line; the disappearance of the surface and elevated railroads; and, not least, a universal five cent fare. All this, according to Mayor HYLAN, is to be accomplished in fifteen years, beginning at once, at a cost of $600,000,000.

The manner of paying for such a program is not satisfactorily explained. The city's borrowing limit is set at $150,000,000, according to the Hylan statement, but the Mayor expects that the revenue from the recaptured portions of the subway will carry and release about $500,000,000 of new city bonds from the debt margin; and this half billion will be the credit for the great scheme. Two obstacles confront this sort of reckoning. For one thing, the borrowing limit is probably nearer $50,000,000 than $150,000,000. For another thing, if the lines that are to be recaptured can't make money now, how is the city going to turn them into half a billion of credit?

The most astounding side of the proposed attempt to recapture part of the existing subways is the contemplation of what would happen afterward. The city might recapture the lower part of the West Side subway or the upper part of the East Side subway. But it cannot recapture the old subway—the Fourth avenue, Forty-second street and Broadway line. So the process of recapture would mean nothing better than the tearing apart of the present system and its five cent subway fare.

Sweeping condemnation of the new lines which the Hylan plan proposes would be unfair. There is provision, for instance, for a West Side line from Washington Heights to the Battery through Amsterdam and Tenth avenues and Hudson street. This line, however, does not compare in size or traveling convenience with the great double deck trunk line which the Transit Commission proposes to build in Eighth avenue. Most of the Hylan extravagance in subways, though, is devoted to Brooklyn and Queens. It would be ideal, we suppose, to have a subway in every street and a station at every house—a condition which the Hylan plan tries to approximate. But this is a practical city and loose talk of spending $600,000,000—it would be a billion before the finish—makes the citizens sit up and wonder.

No New Yorker would object to having the elevated railroads disappear when their place was taken by subways. The thought which the Hylan plan conveys in this respect is ideal. But, so far as Manhattan is concerned, the Transit Commission's plan for new subways on the West Side aimed at the eventual passing of the Sixth and Ninth avenue elevated structures. It has to be remembered, however, that an elevated railroad does not disappear through a mere nod to the junk man. The franchise has to be respected and must be paid for before it can be wiped out. The Sixth avenue elevated will go in time, just as the Fulton street structure in Brooklyn is going, for the reason that the taxation on the increased values of these cleared streets, so useful for high class retail business, will repay the city for buying the line and tearing it down.

One feature of the Mayor's statement will meet with general approval. It is his confession that the five cent fare does not exist. The Mayor names six important sections of Brooklyn and declares that "persons living in these sections are and always have been compelled to pay 10 cents to reach beyond Park Row, Manhattan." That is something which THE NEW YORK HERALD has repeatedly pointed out: that there was no such thing in New York city as a genuine five cent fare. It was to establish a uniform fare throughout the city that the Transit Commission was established. But Mr. HYLAN was elected in 1921 because of a popular delusion that there was a five cent fare and that he was its defender. His frankness now may dispel that delusion.

All in all, the Hylan program is visionary; and New Yorkers cannot ride to work on dreams. It is visionary because it talks of a five cent fare and then proposes a breaking up of the dual contracts and their one fare system. It is visionary because it proposes spending $600,000,000 out of the paper profits of municipal operation—profits that from all experience would never materialize.

It would be much more to the credit of the Board of Estimate if instead of wasting time on an impossible program it would cooperate with the body that is empowered by law to carry on the improvement of this city's transportation facilities. The Transit Commission has done more in the last year to speed up urban travel than was done in five years before its time. It has, moreover, a practical plan for new subways at a possible price. It would be a shame if its efforts should be foiled by politics.

La Follette and the Bonus.

Senator ROBERT M. LA FOLLETTE of Wisconsin has interrupted his canvass for renomination to rush to Washington to make a speech in support of the $5,000,000,000 bonus raid.

Mr. LA FOLLETTE voted against the declaration of war. He opposed almost every measure which made possible the splendid victories achieved by patriotic young Americans fighting under the Stars and Stripes on French battlefields.

In his attitude with respect to the bonus is Senator LA FOLLETTE improving on his war record for patriotism? Is it patriotism to be a party to adding to our war indebtedness five billions of dollars more for a horizontal soldier bonus? Is it patriotism further to tax the American people to meet this enormous payment—five thousand millions of dollars?

County Seat War in Kansas.

The village of Richfield, Morton county, in the southwestern corner of Kansas, calls the attention of the world to the fact that Elkhart, a big, upstart town on the Oklahoma border, is trying to deprive it of its distinction as the seat of the county government.

For years Richfield has been forced to fight for this distinction. The towns of Rolla and Wilburton have sought it, and once in the '90s the people of Frisco advanced in a mass upon Richfield with a wagon to cart away the court house. The Richfielders, armed to a man, met the invaders and denied their demands so sternly that the Frisco crowd turned back with their wagon empty. Frisco never recovered from this failure and from the fact that its people made no fight but retreated "without a fatality, a scratch, a lump or a bump." There is no Frisco to-day, but Richfield still blooms in the midst of its sand hills and short grass as vigilant and pugnacious as ever.

Towns in Kansas rose quickly in the last half century and as quickly disappeared. The lost towns of the State, according to an official report, number more than 800. A score or more in the Missouri Valley were eaten up by the river, some lived only in real estate booms and were blown away by the winds or buried in prairie sand storms, and many, such as Runnymead, died with the passing of the peculiar fad to which they owed their existence. Hundreds of others were victims of the bitter county seat wars which as an institution reached their highest development in Kansas.

In Grant county Cincinnati and Appomattox were wiped out before New Ulysses was finally established as the county seat. A dozen men were killed, the court house at Chantilly was burned and the town itself moved across the prairies in the Kearny county war before Lakin was permitted to enjoy the distinction of being the county capital. The most sanguinary of these fights was that between Hugoton and Woodsdale in Stevens county. In this warfare every man in the county went armed and shot men of the opposition faction at sight. Colonel SAM WOODS, the redoubtable leader of the Woodsdale faction, and about fifty persons lost their lives before the feud was ended.

After its early struggles Richfield remained serene until the Sante Fe built a railway through Morton county and Elkhart, the southern terminus of the line, developed into a bustling frontier town. Richfield was good enough for the capital of a railless county, but it is not good enough, declared the people of Elkhart, for a railroad county, especially since its nearest station is at least fifteen miles away. If it comes to an election on the county seat controversy the indications are that Elkhart, with its larger population, will get the most votes.

But Richfield is enlisting all its friends. "We are too much alive to die and will fight to the last," its citizens declare. A compromise is suggested, but that is not the way of the Sunflower State in such dispute. History and tradition show that Kansas stands by the survivor.

Bolshevist Children.

Madame EMILIE VERNAUX, for many years a teacher of the French language in Russian schools both prior to and during the Bolshevist administration, has returned to France and in a recent number of the *Revue des Deux Mondes* relates her experience in schools of the Lenine-Trotzky régime. A large part of the article is devoted to the moral training of the younger Russian generation as she observed it.

As to discipline, the system is beautiful in its simplicity. There is no discipline. Throwing bricks at the heads of teachers is a standard diversion of pupils. Madame VERNAUX relates an experience of her own when a merry schoolboy shied a brick at her as she was teaching her class. The boy's aim was defective, for one brick did not hit her; it only whizzed close by her head. All the schoolboys from 7 years old and upward carried daggers in sheaths at their belts and were armed with blank cartridge revolvers with which they enlivened the tedium of school life by keeping up a practically continuous fusillade.

The class in theoretical and applied arson is proficient. As an illustration Madame VERNAUX tells of an attempt on the part of pupils in this branch to destroy a dormitory and incidentally perhaps to roast or smother to death a large number of their fellow students. After a preliminary raid in which a number of mattresses were secured and packed around doorways, kerosene was applied and then the whole set on fire. Heroic efforts on the part of the girls sleeping in the dormitory saved the building and their own lives. But sleep in the dormitory was for several nights impossible.

If there is one thing the Bolshevist administration is determined upon it is that the proletariat shall have free, equal and unlimited opportunity in the artistic side of life. To that end something like a hundred pianos were stolen from private owners and assembled in the buildings which composed the old Seminary of Saint Isidore. These pianos added greatly to the exhilaration of scholastic life. It was a continuous din of furiously beaten pianos with an accompaniment of whoops, howls and drumfire of blank cartridge revolvers. By preference the students in this Bolshevist conservatory of jazz played the pianos with their feet, either sitting on the top of the instrument and stamping the keys or tramping up and down on them.

The principle of equality was not confined to the schoolroom. It was carried into the family circle. Madame VERNAUX relates that a little girl said to her mother:

"MARY, hand me my boots, and be quick about it." And when the mother protested the child retorted: "Papa calls you MARY and I have the right to do the same. We are all equal. Now hand me my boots, I tell you."

Of such is the younger generation of the Russia of to-day.

A Massachusetts investigator has decided that "by making a cheap kimono last five years and being correspondingly careful of other articles of clothing a working girl should be able to support herself on $9 a week." It does not seem credible, and even if it is true what girl, working or not working, wants to make a cheap kimono last five years, and what sensible person wants to see any girl forced to live under the conditions this triumph of economy suggests?

A few days ago bees were reported as a cause of automobile accidents. Now flies have been holding up fast trains in France. Pretty soon midges will be knocking the earth off its axis.

It is hardly worth the cost, but the coal situation may at least result in making New Yorkers realize that normally the air they breathe is remarkably clear and pure for so great a city.

Harbor Night.

Down stream the beat of paddles on the night
Forecasts the pleasure seekers' late return;
A river steamer marked by unconcern
Floats grandly past, a citadel of light.

The harbor sky is flushed from distant shore,
Where gleams the Terminals' electric blaze;
Here ferries shunt through endless nights and days,
Their tedious passage on the rolling floor.

Twin lights that top the blazing red and green
Mark where an ocean tug drags far astern
Her string of freighted barges soon to turn
From sheltered waters out where hulls careen.

The arc lights on the pier head fling their glare
In cold blue streams across the troubled flows;
Far off a steamer's siren faintly blows,
And midnight deepens where the black shapes fare.

THOMAS J. MURRAY.

State Police Efficient.

They Do Good Work Where Other Law Enforcing Agencies Fail.

To THE NEW YORK HERALD: The citizens of New York State must be alert to protect their own interests, otherwise they run the risk of losing the services of the efficient State police.

No one who observes the laws has anything to fear from them. The inhabitants of rural districts can be depended upon to fight for the State police to the last ditch. The danger lies in the chance of a minority misleading an uninformed or careless voting city population.

The State police cannot enter a city until the local authorities have failed to repress disorder and ask State help. I was in Boston during the police strike. It would never have cost a life or a dollar of destroyed property had State troopers been at hand to take over the enforcement of law.

The State police of New Jersey recently gave material aid in the apprehension of thieves who entered my home in a rural district. In every other State where tried the State police have become indispensable to the protection of the public.

They are the superpolice; they do not come into the case until local authorities, rural or urban, have tried and failed. There is no clash of authority; they cooperate.

The changing conditions demand more powerful means of enforcing the laws we have always had on the books.

A. W. MILLER.

NEW YORK, August 28.

Coal Reserves.

Emergency Stocks Proposed as a Safeguard in Case of Strikes.

To THE NEW YORK HERALD: The coal famine that is looming has at last waked our people up to a realization of the fact that coal is an absolute necessity of life and consequently is an article that nobody should be allowed to speculate in.

If the fact finding commission ever reaches the stage of recommending definite legislation to Congress there is one law that it certainly should recommend, and that is one requiring the owner of every coal mine, on and after a certain date, to keep on hand at all times, properly protected from the weather, an amount of coal equal to at least 20 per cent. of the average annual production of that mine during a certain preceding period of years. Then, in case of another general strike, the country would be in an infinitely better position to stand it.

We have a tremendous stock of oil on hand, and shoe factories, for instance, do not wait until we are nearly out of shoe leather before going ahead with production, and there is no reason why coal operators should not be forced to keep in the same safety zone.

EDWARD TAYLOR.

NEW YORK, August 28.

Pennsylvania's Mining Law.

Special Dangers of Operation in the Anthracite Field.

To THE NEW YORK HERALD: "G. C. H." wishes to know if there is any good reason why the Legislature of Pennsylvania should not repeal the law requiring a certificate of two years employment in a coal mine before one can obtain work as a miner.

Evidently your correspondent is not informed on the subject or he would not have asked the question. For what purpose does he suppose the law was placed on the statute books? Nothing else but for the preservation of life.

Coal mining in the anthracite mines of Pennsylvania is no occupation for a novice, and were an inexperienced man to attempt to mine coal there would soon be a great calamity. The mines are filled with explosive gases and the greatest care must be exercised to avoid explosions by igniting these gases. Then, too, before coal is mined it must be blasted loose from the veins by means of powder charges, and this feature is the real heart of the anthracite miner's danger, since oftentimes after a blast there occurs a fallen roof which either kills or imprisons the miner.

Thus, if the law were repealed and the mines opened to anybody, regardless of his experience, I wonder if "G. C. H." would like to take his chances 2,000 feet below the surface with a bunch of novices setting off blasts.

D. JEROME.

NEW YORK, August 28.

Working Girls' Wages.

Skepticism About the Budget Based on Pay of $9 a Week.

To THE NEW YORK HERALD: The statement made by Miss Ethel M. Johnson of Boston about working women's wages is a very serious matter to the average working girl.

Miss Johnson undoubtedly earns more than $9 or even $16 a week and therefore does not feel the stings of hardship such a salary provides. I myself earn much more than either of the salaries quoted and find it is just sufficient to live comfortably—not in luxury, as Miss Johnson says one can at $16 a week.

Poor Miss Johnson! She forgets that one has to sleep somewhere and she doesn't even provide room and board; nor does she know that there are seven days in a week and that means $7 for food—if any one can exist on $1 a day as she puts it.

MIRIAM ROTHSCHILD ISAACS.

NEW YORK, August 28.

Fight Where Cashier Was the Loser.

From the Oklahoman.

Frenzied stories of maddened men fighting for a chance to pay enormous sums to witness a prize fight were laid in the shade at Asher when Cashier Bill Measles of the Canadian Valley bank spent $875 to see two country boys try their luck in fistic encounter. The cashier, noticing a rough and tumble battle being staged in front of his bank, stepped to the door to see the fray. While he was there a sneak thief entered the building, took the money near the teller's window and disappeared.

Revolutionary Relics in Westchester.

From the North Castle Sun.

While digging a trench on the ground of M. N. Gerhard of Castle Heights, North White Plains, John Wallace unearthed a bayonet that must have been hidden there since Revolution days. What is now called Castle Heights was a rendezvous of the Yankee soldiers when pursued by the British army during the battle of White Plains. While the American soldiers were camped there they suffered considerably and the place has since been known as Mount Misery.

From Hollers to Pain.

Yamacraw correspondence in McCreary County (Ky.) Record.

Sam Pain now owns the show here that Roy Hollers did own.

Mr. Coolidge Opens Graphic Arts Show

Says Press May Exert Great Power in Improving Industrial Conditions.

BOSTON, Aug. 28.—A graphic arts exposition was formally opened in the Mechanics Building this afternoon by Vice-President Calvin Coolidge, who, after emphasizing the power of the printed word, pressed the button which flooded the halls with light and set in motion printing presses and other machinery utilized by the printing crafts. With the Vice-President on the platform was Mrs. Ellen Duane Davis, the great-great granddaughter of Benjamin Franklin.

Mr. Coolidge stressed the moral responsibility of those in charge of printing the news of the world, saying that the point had now been reached where the power of the press should be utilized for the upbuilding of law and order rather than for its further development commercially.

"The newspapers," he said, "during this period of industrial strife have a tremendous opportunity of leading the way to a better understanding of our industrial problems though sane, informing and constructive journalism.

"Distribution will take care of itself if production can be established on a firm basis, and no single agency in the world is so potent as the press in bringing about improved conditions."

Unanimous indorsement of a plan to erect a permanent graphic arts building on the grounds of the 1926 sesquicentennial exposition at Philadelphia was given by the International Association of Printing House Craftsmen at the opening session of its convention here this morning.

COURTS MUST DECIDE ON NORTHCLIFFE WILLS

Appointment of Wife as Executrix to Be Challenged.

Special Cable to THE NEW YORK HERALD.
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New York Herald Bureau, London, Aug. 28.

Efforts by the contestants to reach an understanding having failed, the courts will have to decide which of the two wills left by the Late Viscount Northcliffe shall be admitted to probate, according to the *Daily Express*, which states that a bitter legal battle is impending. The wills already are the subject of five writs of caveat, and it is likely that the evidence of the physicians who attended Lord Northcliffe will have most weight.

The same newspaper adds that if the case comes to trial it will be testified that Lord Northcliffe was not of sound mind when in his second will he made his wife the sole executrix. On that ground her appointment will be challenged. It is now known that shortly before Lord Northcliffe died his wife applied for letters of administration and trusteeship of his estate on the ground that he was mentally incompetent. The reason for this, which was rather puzzling at the time, becomes clearer now that it is known he left two wills.

The trustees, Henry Preuss Arnholz and Sir George Sutton on one side, and Lady Northcliffe on the other, made a fruitless effort to find a common ground last week, whereupon recourse to the courts was taken.

Interest continues to center on the future ownership of the *Times*. Although there are many bidders in the field it seems probable that Lord Rothermere, eldest brother of Lord Northcliffe, will succeed in securing control, as efforts are being made to keep the property in the family.

SHIPPING BOARD TO QUIT HAMBURG-BREMEN LANE

To Leave Service to Privately Owned American Vessels.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Aug. 28.

All Shipping Board vessels operating between American ports and Hamburg and Bremen are to be withdrawn and the service left to privately owned American ships, as there are enough of the latter now available to take care of all the needs of this lane.

This announcement was made to-day by W. J. Love, vice-president of the Emergency Fleet Corporation. The decision is in line with the Shipping Board's policy under the merchant marine act to avoid as far as possible Government competition with private owners operating ships under the American flag. This policy contemplates the eventual substitution of privately operated vessels for the Shipping Board fleet.

Allocated to the Bremen-Hamburg service are approximately ten ships, operated from Norfolk, Baltimore, Philadelphia and New York by the Kerr Steamship Company. Withdrawal of the Shipping Board vessels will be gradual, but will be completed about the middle of October.

BERLIN POLICE PREFECT TO MEET CHIEFS HERE

Americans Defray Herr Richter's Traveling Expenses.

BERLIN, Aug. 28 (Associated Press).—Through the generosity of a group of Americans now visiting Berlin the German capital will be represented at the forthcoming international conference of police chiefs in New York by Wilhelm Richter, Police Prefect of Greater Berlin.

The invitation temporarily placed the Berlin department in a quandary, as Prussia's police budget makes no provision for professional transatlantic trips involving an appropriation of a round million marks at the present rate of exchange. When several Americans learned of Prefect Richter's predicament they came forward with an offer to defray his traveling expenses and he now is making a hurried eleventh hour departure for New York.

The Van.

I do not pray the gods of luck
For gold and jewels rare,
Nor rich brocades and velvets gay,
Nor furs a queen might wear;
Nor palace walls of marble white
In spacious gardens set
Where wood doves coo all day around
A fountain's crystal jet.

But give to me a little car
Just like a gypsy van,
Some extra tires, a coffee pot,
A quilt and frying pan,
A road map and a monkey wrench,
And let it rain or shine
And I'll be satisfied, for lo!
The world will all be mine.

MINNA IRVING.

Penalty of Desertion.

The Punishment of the Train Crews Who Abandoned Their Posts.

To THE NEW YORK HERALD: How about the trainmen who abandoned those trains in the Arizona desert? I don't hear anything to indicate that they have been expelled from or even disciplined by the unions to which they belong. And I have not heard that they have been dismissed by the railroads.

To my mind these men deserve terms in prison for their cowardly act, but as it may not be possible to inflict this punishment isn't there enough public sentiment to justify treating them as McGraw did Shuffin' Phil Douglas—just blacklist them for life from ever getting a similar job on any railroad in the United States?

I think the public has some rights as well as the unions.

D. W. PHELAN.

EAST ORANGE, N. J., August 28.

Neighbor's Garden.

Of Individual Ownership, Yet It Gives Pleasure to the Community.

To THE NEW YORK HERALD: My neighbor has a garden known in the community as "Neighbor's Garden." For months the family have been at work on this plot of ground. Each member of the household has assisted in preparing the soil, planting the bulbs and seeds, watching and caring for the plants.

This beautiful garden has certainly instilled in the neighborhood the community spirit. The neighbors delight in looking at the great mass of green, gold, scarlet, magenta, blue, white, purple and pink. The gold is the marigolds, the scarlet the poppies, the magenta the verbenas, the blue the bachelor's buttons, the pink, purple and white the asters. There is a vigorous peony which spreads over the garden and near it is the larkspur also following out its mission in life by apparently displaying some system of reasoning in its struggle to secure a place prominent in the sunshine.

Some of the plants climb over and along the fences, covering a little arch. A bit of clematis has done this, and when in blossom its formation gave the effect of the white head of a venerable old lady.

This garden affords rest to many weary eyes which look upon it from the neighboring windows. I recently heard my neighbor, the owner of the garden, speak to an old lady sitting by her window, overlooking the garden, asking her if she would accept a bouquet. She replied, "Please, sir, do not pick the flowers for me, for I will have greater pleasure looking at them from my window."

From another window a neighbor said, "What a desolate place would be this world without a flower! It would be a face without a smile, a feast without a welcome."

I have always thought that flowers have an expression of countenance as much as men or animals. Some seem to smile; some have a sad expression; some are pensive and diffident, others again are plain, honest and upright, like the broadfaced sunflower and the hollyhock. Surely flowers speak to the people. So flowers continue to instruct and please.

No one should ever cultivate a garden without having those flowers which still retain the oldfashioned names, both for their sake and the sake of the oldfashioned folks of many years ago who used to love them because they preached to them; and they also preach to us if we will only spare the time to listen to them.

GEORGE WILSON JENNINGS.

BROOKLYN, August 28.

New France.

What May Be Expected in the Reconstructed Provinces.

From the Saturday Review.

We can now form a correct notion of what the north of France will look like in the not far away day when it is completely rebuilt, and that notion has nothing fascinating in it.

The old Flemish quarters of the belfry towns recalled Innsbruck or Salzburg; medieval fancifulness, with here and there a grand touch of seventeenth century dignity, made them well worth visiting. When modern industry settled—first in the region surrounding Lille—the spinning or weaving mill, copied inch for inch from its Bradford prototype, began to set the tone in architecture: a merciless use of red, gray or yellow brick masked by no such lovely casts as are still seen in a few Surrey villages became the rule.

The superficial gayety and cleanliness of the manager's red brick house in an ambitious little garden reclaimed from the factory grounds charmed people whose passion for tidy spotlessness equals that of the Dutch, and the wave of brick descended south till it reached regions where only stone handled in a thousand ways had ever been seen; the contrast between the upper city of old Laon and its belt of red new suburbs was a glaring demonstration of the fact. Hundreds of miles of brick streets with no higher idea of beauty than the occasional setting in of a cobalt blue tile are what we can expect in the north.

New Constellations.

From the Saturday Review.

I stand on a ledge of foamy green
Where flowers are pranked in damascene.
Down where the dappling willows lean
I dive to the waters brimming.
Ah, now the colors round my head
In pointed bars and lightning shed,
A dagger of blue, a sword of red,
And fiery fishes swimming!

Deeper now to the caverns of moss
Like a submarine albatross
Now with winnowing arms I toss
Where half hues gather and mingle,
Diaphanous blue and rare opaque
Violets in the twilight shake,
Secret peonies flake on flake
Bleed on the jeweled shingle.

Topaz and moon's opal blaze
Forth the gleam of filtered days.
Glancing emerald winks and plays
Darkling like a lizard.
Riotous rubies shift and shine,
Diamond flickers frosted fine,
Amethyst glows like a flask of wine
Before the lips of a wizard.

Music through the dusklight swells
Peal on peal of sunken bells
That murmur 'mid the moan of shells,
The clank of blossomy tinkling.
Exquisite flutes of daffodil made
Hyacinth in this glamourous glade
Ripple along the banks and fade,
Fairer than man's inkling.

The gloam is flecked with starry flare.
A richer Northern Star is there,
Cassiopeia is more fair,
More kingly Lord Orion.
No! I shall never again uprise
To spill the magic from these eyes;
Water now shall be my skies,
Cool sands my bed to lie on!

LOUIS GOLDING.

Daily Calendar

THE WEATHER.

For Eastern New York—Fair and warmer to-day; to-morrow partly cloudy with moderate temperature; gentle, variable winds, becoming moderate southerly; fair and warmer to-day; to-morrow fair.

For New Jersey—Fair and warmer to-day; to-morrow fair; gentle south and southwest winds.

For Northern New England—Cloudy to-day, possibly local rains; to-morrow fair; moderate temperature; gentle to moderate variable winds.

For Southern New England—Fair and slightly warmer to-day; to-morrow partly cloudy; moderate temperature; gentle to moderate variable winds.

For Western New York—Cloudy and unsettled to-day; to-morrow fair; moderate temperature; gentle to moderate variable winds.

WASHINGTON, Aug. 28.—There have been rains within the last twenty-four hours in the north Atlantic States, on the middle Atlantic coast and at scattered points in the upper lake region, Iowa, and the western plateau and Rocky Mountain regions. The temperature has risen during the last twenty-four hours over the southern portion of the region of the great lakes, the Ohio and Central Mississippi Valleys and the southern plains States, and it has fallen in the Northwest.

The pressure distribution is indicative of generally fair weather to-morrow and Wednesday in the Eastern and Southern States, except that unsettled showery weather is likely in the northern border from Lake Erie eastward. The temperature will rise generally east of the Mississippi River to-morrow.

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

Stations.	Temperature High.	Temperature Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Abilene	96	72	29.86	..	Clear
Albany	68	60	30.02	..	Clear
Atlantic City	68	62	30.06	..	Clear
Baltimore	74	62	30.08	.06	Clear
Bismarck	72	54	30.14	..	Clear
Boston	66	60	30.00	.16	Rain
Buffalo	72	56	30.04	..	Clear
Cincinnati	82	54	30.08	..	Clear
Charleston	80	66	30.08	..	Pt. Cldy
Chicago	82	62	29.96	..	Pt. Cldy
Cleveland	72	52	30.06	..	Clear
Denver	88	64	30.00	..	Cloudy
Detroit	80	60	30.02	..	Clear
Galveston	86	76	29.96	..	Pt. Cldy
Helena	80	48	29.92	..	Cloudy
Jacksonville	82	72	30.04	.38	Rain
Kansas City	92	64	29.90	..	Pt. Cldy
Los Angeles	90	70	29.76	..	Clear
Milwaukee	82	60	29.90	..	Cloudy
New Orleans	88	74	29.96	..	Clear
Oklahoma	94	68	29.90	..	Clear
Philadelphia	72	62	30.06	..	Clear
Pittsburgh	78	72	30.08	..	Clear
Portland, Me.	66	58	30.00	.32	Cloudy
Portland, Ore	80	60	29.84	..	Clear
S. Lake City	90	68	29.94	..	Cloudy
San Antonio	96	76	29.88	..	Clear
San Diego	82	68	29.76	..	Clear
San Francisco	64	54	29.86	..	Clear
Seattle	74	56	29.90	..	Clear
St. Louis	86	64	30.00	..	Clear
St. Paul	80	64	29.98	..	Clear
Washington	74	60	30.08	..	Clear

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	29.27	30.03
Humidity	92	74
Wind-direction	N.	N. E.
Wind-velocity	14	6
Weather	Cloudy	Cloudy
Precipitation	27	..

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

8 A. M.	60	1 P. M.	65	6 P. M.	69
9 A. M.	62	2 P. M.	68	7 P. M.	68
10 A. M.	62	3 P. M.	67	8 P. M.	68
11 A. M.	63	4 P. M.	67	9 P. M.	67
12 M.	64	5 P. M.	68	10 P. M.	67

	1922.	1921.		1922.	1921.
9 A. M.	62	65	6 P. M.	69	71
12 M.	64	69	9 P. M.	67	67
3 P. M.	67	72	12 Mid.	67	66

Highest temperature, 70 at 5:30 P. M.
Lowest temperature, 60 at 8 A. M.
Average temperature, 65.

EVENTS TO-DAY.

American Numismatic Association, convention, business session at American Fine Arts Society, 5 P. M.; trip to Coney Island, 7 P. M.; dinner, Hotel Shelburne, Brighton Beach, 8:30 P. M.

New York and New Jersey Tunnel Commissions, meeting, Hall of Records, 4:30 P. M.

Bookbinders Association, luncheon, Hotel Pennsylvania, 1 P. M.

Pet Dealers Association meeting, Hotel Pennsylvania, 8 P. M.

Former Gov. Smith is to speak at a dinner to celebrate the formal opening of the Second Avenue Baths, Second avenue and First street, 7 P. M.

Synod of the Anglican Church of the West Indies, meeting, Episcopal Church Mission House, 281 Fourth avenue.

AMUNDSEN AND FLIER ON ALASKAN MAINLAND

The Maud Returning, but Explorer May Fly to Pole.

NOME, Alaska, Aug. 28 (Associated Press).—Capt. Roald Amundsen's exploration ship Maud is in the ice off Point Hope, north of Kotzebue Sound and the eastern entrance to Bering Strait, according to a radio message received here to-day from the coastguard cutter Bear. It