

The Evening World

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NOT POWERLESS.

It is now too late for the Government to prevent a coal strike, which it might have done had it used its powers as in the threatened railroad strike.

But it is not too late to take some constructive steps.

As the matter stands now, the chief need is for a settlement, a good settlement—good for the owners and operators, good for the miners and good for the public.

A settlement is not impossible if it is approached with intelligence, vigor and determination.

It is not a simple problem. Intelligence and information are needed.

For the gathering of the information a commission such as is recommended by the Bland resolution now before the House Labor Committee is essential.

Faced with a similar problem, Great Britain appointed the Sankey committee. The investigation in Great Britain was thorough, but it was conducted so expeditiously that a report was made before public interest grew stale.

The United States needs something of the sort. The public needs to know what is wrong and what will right the wrongs.

But once we have such an investigation, we need a change of heart and a stiffening of backbone in Washington.

It was a shameful confession Secretary Davis made yesterday when he said "the Government is powerless to prevent."

Worse yet, this confession was not true. The Government has ample power to prevent. What it seems to lack is will, determination and vigor.

The Government of Northern Ireland has signed with the Government of Southern Ireland an agreement to co-operate in every way for the restoration of peace.

That is excellent.

But the fundamental question, Governments aside, is, How many Irishmen are willing to practise individual self-denial and stop fighting long enough to give peace a chance?

SELF-CLASSIFIED.

GOV. MILLER should sign the bill requiring the bonding of taxi drivers.

One object of the bill is to make it possible to recover damages in taxi accidents. The more important end in view is to make drivers more careful.

Surety companies will examine drivers before going on their bond. A driver who has repeated accidents will soon find that the sureties will either refuse bonds or demand prohibitive fees. Bonding the drivers will weed out the reckless incompetents.

The objection most likely to weigh with Gov. Miller, we imagine, is the charge that the bill is class legislation because it does not require bonds for all drivers of automobiles.

In a way, the bill is class legislation. But the classification was not made by the Legislature. It was made from the accident record of the New York City streets.

The number of accidents in proportion to the number of taxicabs operated is far and away greater than in the case of privately operated cars. Their own carelessness and indifference have classified the taxi drivers.

It is from this that the public requires the small measure of protection afforded by this bill.

"No one knows the perils of alcoholism better than the psychiatrist," says Dr. Stewart Paton, lecturer on neuro-biology at Princeton University, "but the prohibitive attitude toward life is one of much greater danger."

For example, the prohibitive attitude toward life can completely ruin the character and spirit of a free people.

TRUCKWAYS.

THE State of Connecticut is considering the construction of a State highway from Greenwich to Bridgeport to be devoted exclusively to motor truck traffic.

It is a step in the right direction. Within ten years it is certain we shall have many such roads.

The Connecticut road will be extended to New York and to Boston. Another road will traverse New Jersey, connecting New York and Philadelphia. A third will join this city and Albany and extend westward through the Erie Canal cities.

These truck roads will be economical. They will be of suitable construction to withstand the wear and tear of truck traffic and so reduce upkeep on the lighter roads reserved for passenger cars. Smooth surface will be subordinated to solid foundations. Heavy grades will be eliminated, as on the railroads, enabling trucks to haul larger loads. These truckways may even cross the ordinary highways at different grades to obviate the need for crossing stops. The development will be in the direction of express service between urban areas.

This development is sure to come. The rail-

roads found profits in straightening curves, eliminating grades, and fitting the right of way by improving equipment. The truck is doing much that the railroad has done and is doing it better. The same business principles point to roads better adapted to truck traffic.

WHO'LL PLOT IT?

MAYOR HYLAN is back from Chicago full of jump and ginger.

With his strong right arm he promptly vetoes bills passed by the Legislature increasing patrolmen's and firemen's salaries. "Just a little game of politics played to embarrass me," notes Hizzoner, already embarrassed enough by the stern dictate of conscience which forced him to sign the bill boosting his own salary from \$15,000 to \$25,000.

At the same moment a "joker" in the Steinberg bill catches his eagle eye.

A measure that puts the licensing of taxicabs under the control of the Police Department fails to give Commissioner Enright power straightway to throw out John Drennen, present capable and experienced head of this Licensing Bureau.

Why plainly, if John Drennen can only be fired for cause, John Drennen becomes a "Czar"! What's the use of a measure that doesn't permit Enright to bounce John Drennen at once and put in an Enright serf? How many "Czars" are there room for?

Yet he has come back not wholly a chiding Mayor. He has smiles, too, for his people and new plans for the big pier at Coney Island.

What he hasn't got for them is the thing they need most urgently—sane co-operation with the Transit Commission in pushing the transit plan.

The biggest hope of transit relief yet offered to New York—and the Mayor of New York still planted like a stubborn mule in the path!

Somehow we feel that the Mayor's obstinacy in this direction is now more habit than anything else. He doesn't see any dignified way to break it.

Who's clever enough to plot a curve around which John F. Hylan can swing majestically into line with the Transit Commission and have it look like a triumphal progress?

As a preliminary transit engineering feat, such a curve would be worth a substantial prize offered by public spirited citizens.

Who'll plot it?

THEY CONDEMN THEIR CAUSE.

SOME American advocates of freedom for Ireland may not be convinced that the Free State Government under Collins and Griffith is the best possible.

But after the disgraceful wrecking of the plant of the Freeman's Journal in Dublin, can any one doubt that the Irish Republican Army movement is wrong, dead wrong, unqualifiedly and absolutely wrong?

The Freeman's Journal cannot be accused of British bias. Its record confounds even a suspicion of that kind. It suffered persecution and prosecution for its faith in the cause of free Ireland. It was raided repeatedly by the British and by the Black and Tans. The Freeman's Journal suffered, but its spirit was unbroken. By no twist of imagination can the Irish Republicans claim that the newspaper's vigorous support of the Free State is anything less than an honest opinion honestly adhered to.

Raiding and smashing the Freeman's Journal is a confession of moral bankruptcy by the De Valera forces. It is a confession that their case can not stand the light of day. It is a denial of the cause of freedom to which a free press is essential.

This fact is clear at a distance. It should be clear in Ireland.

ACHES AND PAINS A Disjointed Column by John Keetz.

Doubleday, Page & Co. advertise Melville E. Stone as "the man behind the news for fifty years." This is not fair. He often caught up with it.

Dr. Alfred E. Zimmern in Herbert S. Houston's "Our World" magazine makes us a present of a new word—"Ljulyyana." Looks as if he were trying to jolly his readers.

Think of a bunch of "Sons of Liberty" wrecking the plant of the "Freeman's Journal"! Some people never get enough politics or religion.

The carpers do not seem to realize that it took more courage for Hizzoner to skin the bill raising his own salary than to veto the one uplifting the pay of the police.

Since the Senate's had its fit
And the pipe of peace is lit,
Let us get to work once more
And try to fill our empty store!

The Home Hooch supply shops advertise "soo-soories." Wonder what they are?

The fiscal duty on beer
Commissioner Enright. Must have been about spring
styles—there being no crime.

School Days

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By John Cassel



From Evening World Readers

What kind of letter do you find most readable? Isn't it the one that gives the worth of a thousand words in a couple of hundred? There is fine mental exercise and a lot of satisfaction in trying to say much in few words. Take time to be brief.

Creation of Protoplasm.
To the Editor of The Evening World:
In the article on evolution to-day Mr. Sutton says "the creation of protoplasm was no more of a miracle than the creation of water." In other articles he has intimated that protoplasm was created only once and that from the first organism all existing forms of life have descended. But as water is being constantly created all over the world, why should he assume that protoplasm is not being created de novo to-day, just as it was originally created? E. J. McCOEMACK,
No. 266 Fifth Avenue, March 27, 1922.

Doesn't Want Whiskey.
To the Editor of The Evening World:
It is a shame, the illiterate arguments of Anti-Prohibitionists annoy your reader Mr. C. R.
Why does he read the arguments if they weary him? He can easily skip reading them if he wishes.
I have never read an article in The Evening World in favor of whiskey or a clamor, as Mr. C. R. states, for whiskey.
There need be no clamor for whiskey, as we all know where to get it, but the majority of the people do not want whiskey.
We want a mild, exhilarating, non-intoxicating drink called Lager Beer, not Watery Neutrology.
JOHN SWENEY,
New York, March 23

Angry, He Tells Why.
To the Editor of The Evening World:
This is a copy of a letter I have sent to the Mayor of New York and to the Public Service Commission:
At 11 o'clock last night I started home from Sixth Avenue and 42d Street, New York. I reached the R. F. subway shortly thereafter and the platform was full. A train pulled in and the train was crowded before it started. It reached 34th Street, where more people crowded on. At 14th Street it picked up many more. At Canal-Broadway station it was so crowded that I had to get off and on reaching the Canal Street platform to take the train over the Williamsburg Bridge you had to pick your way through the crowd which was already waiting from previous trains.
When the doors were closed and the train started I had a young girl sitting one knee and a man astride my shoulder. Whether the girl was a modest, pure young girl made no difference to the R. F. P. She had no choice but to stay astride my knee; while as for the man astride my shoulder, when he sat on my shoulder out of it or on the ground.
Is it any more law than the attitude taken by the city official

and railroad officials who make such conditions possible?
On reaching Myrtle Avenue there was another scramble and pushing and hauling to get out and upstairs to take the train to Ridgewood. There was the station full of people who must have come on a previous train or train, and there was no train in sight on the Myrtle Avenue "L."
Four more trains came from New York via Broadway, and two trains came from Ridgewood, going toward New York, on Myrtle Avenue, before one train came from New York on Myrtle Avenue. I reached Myrtle Avenue and Broadway about 11:30 P. M. When the train pulled in, going toward Ridgewood, it was full, with people standing, and there were three cars on it—and a station crowded with people. And before we pulled out there was another Myrtle Avenue train in back of ours. When the train I was on pulled out it left a trainload on the station.
The taxicab pay a Mayor \$15,000, Borough President \$10,000, a Commissioner of Fire Department, \$7,500, a Commissioner of Health Department, \$7,500, a Corporation Counsel, \$7,500; five Public Service Commissioners, \$15,000 each; a Commissioner of Public Welfare, \$7,500, in addition to the salary paid to a treasurer for the railroad—a total of \$150,000 for city officials and a lot more for mismanagement of its railroad.
Any reasonable person can understand why these things should exist during the rush hours of the day, but at that time of night there is no reason short of a serious accident.

As long as the wives, daughters and feminine members of the households of our public officials and railroad mismanagers can ride in the limousines, why should they worry if some other man's wife, daughter or other female relative is thrown into an intimate position with a perfect stranger where she cannot help herself because of the crowd around her?
NIGHT WORKER.

Man and Monkey.
To the Editor of The Evening World:
My mind seems to be in a muddle. I have been reading so much lately about the evolution of man, the Darwinian theory, &c., that I am all at sea as to what's what.
According to the professed scientists, I gather that we are descended from monkeys. A lot has also been written about the superman. Now my dilemma seems to be this: If we have advanced to the present stage of what we think is almost perfection, ought not the monkey by this time be the superman a natural conclusion, that is, the monkey who is the most advanced of his kind?
If that is a natural conclusion, why are the monkeys not the superman who is advanced to super?
MAY 1922.

UNCOMMON SENSE

By John Blake

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WHERE LUCK IS WITH YOU.

Sometimes luck is accident of birth, sometimes it consists in stumbling on a gold mine. Always it is accidental. You are particularly lucky. To understand how lucky you are you must read history.

Supposing, for example, you had been born in Egypt in the fifth or sixth century before Christ.

Nine-tenths of the things that you have come to regard as essential to happiness would have been denied you.

Through no fault or negligence of your own you might have been captured in an invasion and sold as a slave.

Instead of the clear-thinking brain that you now possess you would have had a clouded, non-understanding one—with no education save that which was taught by a superstitious priest-craft, and no knowledge of the world or its beauties.

You would have seen your friends and family cut down by pestilence and have been unable to stop it. Your food would have been coarse and unpalatable. Time would have dragged heavily for want of entertaining methods of passing it.

Whether you belonged to the governing or the laboring class you would have led a dull life, save only when you were picked up and hurled into some war about which you knew nothing and cared nothing.

All about you you would have seen the most meretricious barbarities and cruelties. These would have filled you with fear, though your mind would have not been sufficiently sensitive to grasp their horror.

Fear, in fact trembling, cowering fear, would have been the big thing in your existence—and you know enough of fear to understand how terrible that would have been.

You were born after the world had become at least largely civilized, in a land of equal opportunity, and in a day when there are books and pictures and plays and games and works of art. That is your luck. It is really magnificent, marvellous luck—accidental, of course, but none the less valuable.

Thank heaven for it and employ it and never say that luck has always been against you!

Psychoanalysis You and Your Mind By ANDRE TRIDON

XXXVII.—THE IMPROPER ENVIRONMENT.

The aim of the psychoanalytic treatment is to re-educate the patient so that he can live at peace with everybody in every kind of environment.
At the beginning of the treatment, however, it may be necessary for the patient to demand that his present environment be changed, or that he be placed in a new environment.
The business slump, however, had touched the commercial enterprise from which my patient derived his income and which had spent many months in a state of stagnation. He was suddenly and unexpectedly unemployed. He suddenly caught himself do-

ing insane. An hour's conversation on various topics convinced me that her mind was perfectly clear and her reasoning powers in no way hampered. On a subsequent occasion I learned from her that she was under a great financial strain, owing to the fact that she was supporting three invalids of the most pronounced neurotic type, one of them an idiot cousin who had the mentality of a child of six years.
For several years these people, living on her bounty, had led a peaceful, sheltered, uninteresting and neurasthenic existence. They had no cares, no responsibilities and by that time absolutely no conscience.
The business slump, however, had touched the commercial enterprise from which my patient derived his income and which had spent many months in a state of stagnation. He was suddenly and unexpectedly unemployed. He suddenly caught himself do-

EVOLUTION

The ABC of This Famous Epoch-Making Theory
By Ransome Sutton
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V.—APPEARANCE OF MAMMALS.
Reptiles grew out of amphibians and gradually that a division line cannot be drawn between them. The amphibians had changed fins into flappers; the reptiles carried on the world by changing flappers into true feet and true wings. The primitive lungs of the amphibians became true lungs in the reptiles. Amphibians had to be hatched in water; the reptiles were hatched on wet land.

The reptiles did not have to go down to the river for a dive every half hour; they could wander inland, keeping within walking distance of drinking water. As it has been the aim of the age they developed enormous proportions.

The most portentous and bizarre creatures that ever existed were reptiles. Some were more than a block long.

Among the reptiles were creatures which, instead of walking on four feet, walked on two legs and used the forelimbs for balancing themselves by paddling the air somewhat as a rope-walker uses an umbrella. More and more with the centuries, the air paddles became wing-like. An ostrich is suggestive of these winged reptiles. At first the wing-growing creatures had teeth, as may be seen in the fossil remains of the arch-chosepteryx, recently unearthed at Madagascar and now preserved in the British Museum.

There is another bird, living today in British Guiana, the hoatzin, which Prof. Bebe has so thoroughly studied, that betrays its reptilian descent unmistakably. During its embryonic development it is covered with scales instead of feathers. In deed, feathers are only glorified scales.

But reptiles did not all run toward birds. There was nothing avian about the dinosaurs. Out of saurian flesh, blood and bones, that sort of creature would be likely to emerge. Improvement would begin with features least adapted to a roving disposition, for reptiles were great rovers, and development would take the trend dictated by the varying environments into which they roamed. In two ways these monsters were conspicuously susceptible of great improvement. Their flat heads were ludicrously small and so filled up with bone that only a pocket remained for brain matter; and their reproductive organs were so utterly primitive that when one of these mountains of flesh labored it brought forth—eggs.

While the males were sluggishly raging and fighting over females, evolution began slowly chiselling away at the bones in the head to make room for the larger and braver brains which the larger and the fighting engendered. Meanwhile, the females were undergoing fundamental organic changes without which life could never have been raised above reptilian levels. The Age of Mammals dawned (but it was only the dawn) when a monotreme descendant of reptilian ancestors, poorly equipped for bearing young, laid neither an egg, a fourth living young, laid eggs half hatched. Milk had to be sweated from the mother to her young.

The monotremes never rose high as conquerors, but they gave rise to the so-called marsupial animals, which delivered their young, prematurely born, into an abdominal pouch overlying mammary glands, or milk glands, as may be seen in an opossum to-day. Then, from the marsupial descended the eutherians, whose rudimentary pouches were no longer needed; for one of these carnivorous creatures, laboring at length in some foul fen, delivered her young alive upon the ground.

From this milk-fed, live-born littered came the mighty mammals, including man. And as the mammals came upon the scene the reptilian hordes silently disappeared. Their purpose had been served. What caused their extinction is still a mystery. The mammals may have helped destroy them, but the chances are that, due to their specialized development, they were not capable of changing with a changing climate.

WHERE DID YOU GET THAT WORD?

150—MAN.
In the earliest thought of our common stock we find a code of morals and philosophy known as the "Institutes" or Code of Manu. In its turn, Manu is related to the Sanskrit "manna."
From "Manu"—the being who thinks—originate the variety of words designated the human being—such as the English man, the German Mann and the French homme, the Sanskrit manna. The relation between "manna" and the Sanskrit word for thought, and our own "mind," is not far from the imagination.
Thus, the earliest conception of man is the ideal of a thinking being. The "Institutes of Manu" in fact constitute the basis of the moral philosophy of Sanskrit-speaking India. And "manu" is the original Indian conception of man.

Were doing, acting and talking like them, falling gradually to their level, that is, UNCONSCIOUSLY TRYING TO BE LIKE THEM, so as to be taken care of by the rest of the family. In such a case the first thing to do was to order her away from such deleterious influences.
A re-arrangement of the family finances was imperative. She faced the music and asked other members of the family to share the burden with her, instead of compelling them to do so by becoming like her. To do so by becoming like her, to behave a helpless neurotic invalid.